



WAVERLEY TRAFFIC COMMITTEE MEETING

A meeting of the WAVERLEY TRAFFIC COMMITTEE will be held at Waverley Council Chambers,
Cnr Paul Street and Bondi Road, Bondi Junction at:

10.00AM, THURSDAY 28 JULY 2016

Emily Scott
Director, Waverley Renewal

Waverley Council
PO Box 9
Bondi Junction NSW 1355
DX 12006 Bondi Junction
Tel. 9083 8000
E-mail: info@waverley.nsw.gov.au

AGENDA

Apologies

Declarations of Interests

Adoption of previous Minutes by Council - 23 June 2016 6

The recommendations contained in Part 1 - Matters Proposing That Council Exercise Its Delegated Functions - of the Minutes of the Waverley Traffic Committee meeting held on 23 June 2016 were adopted by Council at its meeting on 19 July 2016.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

NOTE: *The matters listed under this part of the Agenda propose that Council either does or does not exercise the traffic related functions delegated to it by the RMS. The recommendations made by the Committee under this part of the Agenda will be submitted to Council for adoption.*

TC/C STATE ELECTORATE OF COOGEE

TC/C.01/16.07 Bronte Road, Waverley - Relocation of Bus Zone (A02/0225-02) 14

COUNCIL OFFICER'S PROPOSAL:

That Council relocates the bus zone on the eastern side of Bronte Road and reinstates the parking restrictions that were in place in 2014 and as shown in attachment 1.

TC/C.02/16.07 Santa Marina Avenue, Waverley - Alteration to timed parking restrictions (A03/2581) 18

COUNCIL OFFICER'S PROPOSAL:

That Council alters the existing parking restrictions in Santa Marina Avenue to "1P 6am-10pm Permit Holders Excepted Area 25".

TC/C.03/16.07 O'Dowd Street, Waverley - "No Parking" at Driveway (A02/0637-02) 20**COUNCIL OFFICER'S PROPOSAL:**

That Council Installs a 2.5 m long 'No Parking' zone adjacent to the northern side wing of the driveway at 15-17 O'Dowd Street, Waverley.

TC/C.04/16.07 Arden Street at Macpherson Street, Waverley - Upgrading of Existing Pedestrian Refuge (A03/2061)..... 23**COUNCIL OFFICER'S PROPOSAL:**

That Council reconstructs the existing pedestrian refuge on Arden Street at the intersection of Macpherson Street in accordance with drawing No.8858 attached.

TC/C.05/16.07 Bon Accord Avenue, Bondi Junction - Road Closure (A02/0216) 28**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the closure of Bon Accord Avenue, Bondi Junction, as per the Transport Management Plan (TMP) and Traffic Control Plan (TCP) attached to the report subject to the following conditions:

1. Closures are to take place only during the following periods:
 - Monday, 3 October 2016 8.30am - 1.45 pm
 - Tuesday, 4 October 2016 8.30am – 1.45 pm
 - Tuesday, 11 October 2016 4.45pm – 10.15pm
 - Wednesday, 12 October 2016 8.30am – 9.00pm.
2. The Event Organiser shall:
 - Provide Public Liability Insurance for the event,
 - Obtain NSW Police approval,
 - Cover all costs associated with Traffic Control.
3. The Council shall:
 - issue a Schedule of Conditions, with any additional conditions that may be placed by the NSW Police, Roads and Maritimes Services and the Executive Manager, Creating Waverley,
 - submit a TMP to the RMS for approval of the TMC,
 - notify the NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven days prior to the event,
 - notify local residents and businesses seven days prior to the event, and
 - only use RMS-accredited Traffic Controllers.
4. The Executive Manager, Creating Waverley and their representative(s) are Delegated Authority to:
 - Inspect the TMP,

- Audit the implementation of the TMP, and
- Cancel this approval, without notice or refund.

TC/C.06/16.07 Kenneth Street, Tamarama - Installation of 'P Disability Only' Zone (A02/0273-02)
..... 40

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 3.2m wide, 90° angled, "P DISABILITY ONLY" parking zone outside 9 Kenneth Street, Waverley.
2. Reviews the "P DISABILITY ONLY" zone on an annual basis.
3. Remove the zone when the approved off street hardstand and associated driveway is constructed.

TC/C.07/16.07 Fletcher Street, Sandridge Street and Alexander Street, Tamarama - Intersection Treatment (A03/0042-04) 44

COUNCIL OFFICER'S PROPOSAL:

That Council constructs traffic islands and associated linemarking on Fletcher Street, Tamarama, in accordance with plan 8875 attached.

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/16.07 Warners Avenue, Bondi Beach - Temporary Road Closure for Bike Week Event (A02/0216) 52

COUNCIL OFFICER'S PROPOSAL:

That Council:

- (a) approves the temporary closure of a section of Warners Avenue, Bondi Beach between Campbell Parade and Wairoa Avenue on Sunday 18 September 2016 between 8am and 2pm in accordance with the attached Traffic Control Plan subject to :

- Obtaining NSW Police approval,
- Submitting the Transport Management Plan to the Roads and Maritime Services for the approval of the Traffic Management Centre,
- Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven (7) days prior to the event,
- Notifying nearby local residents and businesses seven days prior to the event,
- Using only RMS-accredited Traffic Controllers, and
- Meeting the cost of traffic control.

- (b) Authorises this approval to be cancelled without notice and refund at the discretion of the Executive Manager, Creating Waverley or his representative.

TC/V.02/16.07	Gould Lane, Bondi Beach - Temporary Closure for Tower Crane Installation (A02/0617-07)	61
----------------------	---	-----------

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the temporary closure of Gould Lane between Hall Street and the rear of No.146-150 Campbell Parade on Wednesday 3 August 2016, with times to be determined, in accordance with Traffic Control Plan 16S1582000-03-01-P2 dated 15/7/2016 attached to the report prepared by GTA Consultants on behalf of Infinity Constructions.
2. Notes that due to the urgent nature of the temporary closure of Gould Lane, the approval is given in retrospect.

TC/V.03/16.07	Campbell Parade, Bondi Beach - Installation of a Part Time Bus Zone (A02/0225-02)	75
----------------------	--	-----------

COUNCIL OFFICER'S PROPOSAL:

That Council installs 17m of "Bus Zone; 6am-8am" between the existing "No Stopping" zone on the eastern side of the driveway at the Bondi Beach Public School and the full time "Bus Zone- STA buses only" zone to the east.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

PART 2 – TRAFFIC ENGINEERING ADVICE

NOTE: *The matters listed under this part of the Agenda seek the advice of the WTC only and do not propose that Council exercise its delegated functions at this point in time (though they may or may not require it in the future).*

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

TC/TEAV.01/16.07 Pacific Bondi Beach - Loading Dock and Public Parking Plans of Management (DA-619/2007) 78

COUNCIL OFFICER'S PROPOSAL:

That the Committee:

1. Approves the "Loading Dock Management Plan" Ver 1.0 dated 27 July, 2015, excluding the "Loading Dock Plan" drawing on page 25 which requires the approval of others, subject to:
 - (i) A "STOP" sign and barrier line being installed inside the site at the loading dock roller shutter.
 - (ii) Convex mirrors being installed inside the site at the loading dock roller shutter for drivers of vehicles exiting the dock area to have improved sighting of pedestrians walking in both directions on the beach Road footpath.
2. Approves the "Public Parking Management Plan" dated 21 July, 2015 prepared by Parking and Traffic Consultants subject to the following:
 - (i) The GoGet car spaces being provided on the upper, B1 level of parking to allow for their access by residents and the public.
 - (ii) The GoGet car spaces not being in a tandem/stacked arrangement
 - (iii) There being no conversion of the four mobility parking spaces on B1 to spaces for the charging of electric vehicles. Conversion of any parking spaces to electric vehicle parking will only be considered by the Committee on submission of a section 96 application including evidence confirming the number and frequency of electric vehicles requiring charging on a daily basis.
 - (iv) There being no conversion of any mobility parking spaces to "parents with prams" parking spaces.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil

**MINUTES OF THE WAVERLEY TRAFFIC
COMMITTEE MEETING HELD AT WAVERLEY
COUNCIL CHAMBERS, CNR PAUL STREET AND
BONDI ROAD, BONDI JUNCTION ON
THURSDAY, 23 JUNE 2016**



Voting Members Present:

Cr T Kay	Waverley Council (Chair)
Sgt L Barrett	NSW Police – Traffic Services, Eastern Suburbs Local Area Command
Mr B Morson	Roads and Maritime Services – Traffic Management (South)
Mr J Morrison	Representing Gabrielle Upton, MP, Member for Vaucluse and Bruce Notley-Smith, MP, Member for Coogee

Also Present:

Cr B Mouroukas	Waverley Council (Deputy Chair)
Sgt N Rutgers	NSW Police – Traffic Services, Eastern Suburbs Local Area Command
Mr E Graham	Sydney Buses (Eastern Region)
Mr D Joannides	Waverley Council – Executive Manager, Creating Waverley
Mr G Garnsey	Waverley Council – Manager, Transport and Development
Mr K Wells	Waverley Council – Traffic Engineer
Ms J Walker	Waverley Council – Bondi Events and Venue Coordinator

At the commencement of proceedings at 10.00AM, those present were as listed above.

Apologies

There were no apologies.

Declarations of Pecuniary and Non-Pecuniary Interests

The Chair called for declarations of interest and none were received.

Adoption of previous Minutes by Council - 26 May 2016

The recommendations contained in Part 1 - Matters Proposing That Council Exercise Its Delegated Functions - of the Minutes of the Waverley Traffic Committee meeting held on 26 May 2016 were adopted by Council at its meeting on 21 June 2016.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

NOTE: *The matters listed under this part of the Agenda propose that Council either does or does not exercise the traffic related functions delegated to it by the RMS. The recommendations made by the Committee under this part of the Agenda will be submitted to Council for adoption.*

TC/C STATE ELECTORATE OF COOGEE**TC/C.01/16.06 Thompson Lane, Bondi Junction - No Stopping (A02/0637-02)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 15m long 'No Stopping' zone on the western side of Thompson Lane north from Birrell Street.
2. Replaces the existing 'No Parking' zone with the statutory 'No Stopping' zone on Birrell Street, north side, west of Thompson Lane.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/C.02/16.06 Illawong Avenue, Tamarama - P10 Minute Parking (A02/0637-02)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 10 m long 'No Stopping' zone on the western side of Illawong Avenue, south of Farrellys Avenue, Tamarama.
2. Installs a 12m long "P10 Minute 8.00am-9.30am; 3.30pm-6pm Mon-Fri" zone outside 1 Illawong Avenue, Tamarama adjoining the 10m long "No Stopping" zone.
3. Requires the applicant to meet the cost of supplying and installing the posts and signs associated with the "P10 Minute" parking zone.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/C.03/16.06 Gardyne Street - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council Installs 9m of 'No Parking 7am-5pm Monday-Friday 8am-3pm Saturday Council Authorised Vehicles Excepted' on Gardyne Street, Bronte at the rear of No.429 Bronte Road.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/16.06 Warners Avenue, Bondi Beach - Conversion to one way street (A14/0584)**

This matter was withdrawn at the request of the Director, Waverley Futures.

TC/V.02/16.06 Onslow Street/The Plaza, Rose Bay - One Way Movement (A03/0042-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs three one way directional arrows (UA-1) on the circumferential roadway at The Plaza, Rose Bay.
2. Installs a 'ONE WAY' (left R2-2) sign in the circular reserve at The Plaza on its eastern side facing Onslow Street traffic.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to clause 1 reading as follows:

"Installs four one way directional arrows (UA-1) on the circumferential roadway at The Plaza, Rose Bay, including one arrow at the intersection of Onslow Place and Onslow Street".

Voting members present for this item: Representative of the Member for Vaucuse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/V.03/16.06 Ocean Street, Bondi - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs 23m of "No Parking 7am-5pm Monday-Friday 8am-3pm Saturday Authorised Council Vehicles Excepted" across the frontage of No.36-38 Ocean Street North, Bondi,
2. Delegates authority to the Executive Manager, Creating Waverley, to extend the duration of the construction zone, as necessary.
3. Reverts parking to current restrictions following removal of the construction zone.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/V.04/16.06 Ramsgate Avenue, Bondi Beach - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 12 metre of 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat Council Authorised Vehicles Excepted' zone outside 32 Ramsgate Avenue, Bondi Beach for a period of 13 weeks.
2. The zone reverts to existing parking restrictions at other times.
3. Delegates authority to the Executive Manager, Creating Waverley, to extend the duration and location of the Construction Zone as necessary.
4. Will only consider reducing "Construction Zone" lengths on the grounds of safety.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the deletion of clause 2.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/V.05/16.06 Roscoe Street, Bondi Beach - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 12 m long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat Council Authorised Vehicles Excepted' zone outside 54 Roscoe Street, Bondi Beach for a period of 13 weeks.
2. The zone reverts to existing parking restrictions at other times.
3. Delegates authority to the Executive Manager, Creating Waverley, to extend the duration and location of the Construction Zone as necessary.
4. Will only consider reducing "Construction Zone" lengths on the grounds of safety.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/V.06/16.06 Petition - Young Street, Vaucluse - 4P Parking (A02/0638)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Take no action with regard to installing 4P parking restrictions one day a week (Fridays) in Young Street, Vaucluse for the following reasons:
 - (a) There being in general a lack of support from the residents themselves of Young Street and those in streets adjoining Young Street to parking restrictions being imposed.
 - (b) The location where boats/trailers are parked is outside the South Head Cemetery and not directly outside residential premises.
 - (c) Installing parking restrictions in Young Street may result in the boats on trailers being moved into streets adjoining Young Street where there are currently no parking restrictions and boat parking is not an issue.
2. Undertake a further review of the request for parking restrictions to be installed in Young Street once the trial currently being undertaken by Woollahra Council of the new Impounding Amendment (Unattended Trailer) Bill 2015 is completed and results of that trial and its implications for this Council are assessed.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

C Flitcroft addressed the meeting.

TC/V.07/16.06 Festival of the Wind - Bondi Beach and Park - Special Event (A02/0216)

COUNCIL OFFICER'S PROPOSAL:

That Council approves the Transport Management Plan for the Festival of the Wind event attached to the report subject to the following conditions:

1. Obtaining NSW Police Force approval.
2. Submitting the Transport Management Plan to the Roads and Maritime Services for the approval of the Traffic Management Centre.
3. Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven (7) days prior to the event.
4. Notifying local residents and businesses seven (7) days prior to the event.
5. Only using RMS-accredited Traffic Controllers.
6. Considering all other impacts on the surrounding environment and issue a Schedule of Conditions with additional conditions to be placed by the NSW Police Force and RMS.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to it reading as follows:

That Council:

1. Approves the Transport Management Plan for the Festival of the Wind event attached to the report subject to the following conditions:
 - (a) Obtaining NSW Police Force approval.
 - (b) Submitting the Transport Management Plan to the Roads and Maritime Services for the approval of the Traffic Management Centre.
 - (c) Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven (7) days prior to the event.
 - (d) Notifying local residents and businesses seven (7) days prior to the event.
 - (e) Only using RMS-accredited Traffic Controllers.
 - (f) Any additional conditions that may be placed by the NSW Police Force, Roads and Maritimes Services and the Executive Manager, Creative Waverley.
2. Notes that Sydney Buses have applied to the Roads and Maritime Services for a clearway along Bondi Road from 9am – 12pm eastbound between Council Street and Sandridge Street, and 12pm – 6pm westbound between Sandridge Street and Council Street.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

Nil

PART 2 – TRAFFIC ENGINEERING ADVICE

NOTE: The matters listed under this part of the Agenda seek the advice of the WTC only and do not propose that Council exercise its delegated functions at this point in time (though they may or may not require it in the future).

TC/TEAC STATE ELECTORATE OF COOGEE

Nil

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil

THE MEETING CLOSED AT 10.50 AM

**SIGNED AND CONFIRMED
19 JULY 2016**

MAYOR

REPORT
TC/C.01/16.07

Subject: Bronte Road, Waverley - Relocation of Bus Zone

TRIM No.: A02/0225-02

Author: Kyle Wells, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council relocates the bus zone on the eastern side of Bronte Road and reinstates the parking restrictions that were in place in 2014 and as shown in attachment 1.

1. Executive Summary

To relocate an existing bus zone on Bronte Road, Waverley to its original (2014) position. Council will be required to exercise its delegated function to implement the proposal

2. Introduction/Background

In November 2014, Council was obliged to relocate a Bus Zone on Bronte Road, Waverley due to a damaged storm water pit located on the eastern side in the vicinity of No. 322. The wheel loadings of the buses when travelling over the pit were creating significant and ongoing damage. It was intended that the bus zone would be returned to its former location after remedial works were carried out on the pit.



Current location of Bus Zone on Bronte Road

In November 2015, an assessment of the area identified that reconstruction of the damaged drainage pit would result in similar and ongoing failures. As a result, the Traffic Committee recommended that the temporary location of the bus zone become the permanent location.

After further consideration, a site specific solution in the form of a steel reinforced concrete pit has been installed. The construction of the pit occurred earlier this month. Based on information provided by

Council's design section, the new pit will be able to withstand the weight of buses thus allowing for the relocation of the bus zone to its original 2014 position.

This proposal will allow for the on-street parking spaces to be reinstated at the northern end of the bus zone.

One post and associated sign will be removed from Bronte Road reducing the signage clutter.

3. Technical Analysis

This proposal will result in a 24.3m Bus Zone, with 6m of "No Parking" on the lead in and 7.6m of "No Stopping" on the draw out. This distance is sufficient to allow for two buses to operate concurrently at the zone.

The tactile markers and bus stop J stem will be relocated to the original positions as shown on the attached plan.

4. Financial Information for Council's Consideration

Should this item be approved the cost of relocation of signage and tactile markers will be met from existing budgets.

5. Attachments:

1. Bronte Rd - Bus Zone Relocation - Attachment 1
2. Bronte Rd - Bus Zone Relocation - Temporary - Attachment 2





REPORT
TC/C.02/16.07

Subject: Santa Marina Avenue, Waverley - Alteration to timed parking restrictions

TRIM No.: A03/2581

Author: Kyle Wells, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council alters the existing parking restrictions in Santa Marina Avenue to "1P 6am-10pm Permit Holders Excepted Area 25".

1. Executive Summary

Council has received a petition containing 40 signatures from residents of Santa Marina Avenue and Albion Street, Waverley requesting an alteration to the existing parking restrictions on Santa Marina Avenue. This report recommends changes to parking restrictions as requested. Council will be required to exercise its delegated function to implement the proposal.

2. Introduction/Background

The petition was lodged as a request to address the current parking arrangements and to mitigate additional parking generated by the future expansion to St Catherine's School.

The current restrictions in the area are:

2P: 10am-6pm Mon-Sat Permit Holders Excepted area 25

As the nearby school is intending to host activities on Sundays, the request is to expand the days of operation to seven days a week and for restrictions to be:

1P: 6am-10pm Permit Holders Excepted Area 25"

The increase in hours of operation is to cover morning school peak times and evening activities.



Figure 1- Surveyed area

3. Technical Analysis

Twenty four Council survey forms were delivered to residential properties with a direct frontage to Santa Marina Avenue, Waverley as shown in *figure.1* above. A summary of the survey results has been provided in *table.1.1*

Total surveyed:		24		
Responses:		21	(87 %)	
Response	Qty	% of responded	Without off-street parking	With off-street parking
For	21	100 %	15	5
Against	0	0 %	0	0

Table 1.1 Summary of RPS survey results from residents of Imperial Avenue.

**One respondent did not provide details regarding off street parking availability*

Having regard to the high support for changes to parking restrictions, it is recommended changes be made as requested.

4. Financial Information for Council's Consideration

If approved the cost of installation of signage will be met from existing budgets.

5. Attachments:

Nil

REPORT
TC/C.03/16.07

Subject: O'Dowd Street, Waverley - "No Parking" at Driveway

TRIM No.: A02/0637-02

Author: Sam Samadian, Professional Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council Installs a 2.5 m long 'No Parking' zone adjacent to the northern side wing of the driveway at 15-17 O'Dowd Street, Waverley.

1. Executive Summary

Representations have been received from the residents of 37 Wiley Street, Waverley requesting consideration be given to installing parking restrictions opposite their garage located at the rear in O'Dowd Street to improve vehicular access. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Due to increasing demand for similar requests, Council's policy is to apply the following criteria when assessing the technical aspects of motor vehicular access between the road reserve and adjacent land:

Development Application

If the matter has been raised as part of the Development Application process, Council officers may not support a proposal to remove on-street parking to improve access between the road reserve and adjacent land.

Left and/or Right In/Out Only

Where there is an opportunity for drivers to access and egress off-street parking, unimpeded, through a left and/or right in/out only manoeuvre, Council officers will not support a proposal to remove on-street parking to improve access between the road reserve and adjacent land. It is acknowledged that drivers may need to travel further to access and egress their properties.

B85 Vehicle

Council officers will survey the driveway, off-street parking and surrounding road environment, to be drafted. Australian Standard AS 2890.1: 2004 provides a turning template for 85 per cent of the registered passenger vehicles in Australia (B85 Vehicle) and this is to be used to assess the access between the road reserve and adjacent land.

If the access for a B85 Vehicle IS NOT impeded by vehicles legally parked on-street, Council officers will not support a proposal to remove on-street parking to improve access between the road reserve and adjacent land.

If the access for a B85 vehicle is impeded by vehicles legally parked on-street, Council officers will refer the matter to the Waverley Traffic Committee and Council. The application to remove the parking is to be advertised by Council officers, by installing a notice in the vicinity of the on-street parking in question.

The matter has been referred to the Waverley Traffic Committee to assess the technical aspects of vehicular access between the road reserve and adjacent land.

Council will need to assess the wider issue of equity, having regard to the Traffic Committee's advice and Council's obligations under the *Roads Act 1993*:

- Waverley Council is the Roads Authority for all of these Roads (Sec 7),
- a member of the public is entitled, as of right, to pass along a public road (whether on foot, in a vehicle or otherwise) and to drive stock or other animals along the public road (Sec 5(1)), and
- the owner of land adjoining a public road is entitled, as of right, to access (whether on foot, in a vehicle or otherwise) across the boundary between the land and the public road (Sec 6(1)).

The *Roads Act 1993* does not provide a right for members of the public to store private property, such as motor vehicles, on the public road.

3. Technical Analysis

An on- site inspection has revealed that access for a B85 Vehicle to and from the garage at the rear of 37 Wiley Street is impeded when vehicles are parked opposite in O'Dowd Street. Plans of the swept path of a B85 Vehicle egressing the garage can be seen in *Figure 2*. It is recommended to facilitate access, Council installs a 2.5m long 'No Parking' zone at the northern side driveway wing at 15-17 O'Dowd Street, Waverley.



Figure 1. Street view of driveway to 37 Wiley Street in O'Dowd Street



Figure 2. Swept wheel path of B-85 Vehicle and proposed NO PARKING zone

4. Financial Information for Council's Consideration

The applicants will be required to meet the cost of supplying and installing the signs. Once payment has been received, Council can proceed with installation.

5. Attachments:

Nil

REPORT

TC/C.04/16.07



Subject: Arden Street at Macpherson Street, Waverley - Upgrading of Existing Pedestrian Refuge

TRIM No.: A03/2061

Author: Kyle Wells, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council reconstructs the existing pedestrian refuge on Arden Street at the intersection of Macpherson Street in accordance with drawing No.8858 attached.

1. Executive Summary

This report seeks approval to reconstruct the existing pedestrian refuge on Arden Street at the intersection of Macpherson Street. The report recommends a new refuge be installed in accordance with Council drawing No. 8858. Council will be required to exercise its delegated function to implement the proposal.

2. Introduction/Background

In 2015, Council submitted an application to the RMS for Federal Blackspot funding to upgrade facilities at the intersection of Arden Street and Macpherson Street, Waverley. The application was successful and Council received \$20, 000 to improve conditions and safety for road users.

The footpath on the southern side of Macpherson Street is an identified 'Green Link' footpath and pedestrian activity at this location is encouraged. An existing pedestrian refuge is in place at the intersection however, it was installed some years ago and does not meet the latest RMS Technical Direction (TD) and does not afford the same level of pedestrian safety as would a facility designed in accordance with the current TD

In conjunction with the island construction, it is intended to resurface 86m² of pavement at the intersection.

3. Technical Analysis

The main focus of this proposal is to improve pedestrian safety and amenity, however, it has a secondary effect on vehicle manoeuvres through the intersection.

The shape and location of the proposed island provides a storage area on Arden Street perpendicular to Macpherson Street to improve sight distance for vehicles turning right onto Macpherson Street. The improved lane width will minimise interaction between vehicles travelling in lane 1 (left turn) on Arden Street and those turning right out of Arden Street.

The wider island arrangement will increase separation between vehicles on opposite approaches and force a reduction in vehicle speeds for vehicles entering the intersection, specifically vehicles turning right from Macpherson Street into Arden Street who will be forced to slow to make a tighter radius turn.

All approaches to this intersection have been designed to accommodate the swept wheel path of a 12.5m Heavy Rigid Vehicle.

4. Financial Information for Council's Consideration

Council has received \$20 000 under the Federal Blackspot program for the works. Any additional costs which may be incurred during the construction phase will need to be met from existing budgets.

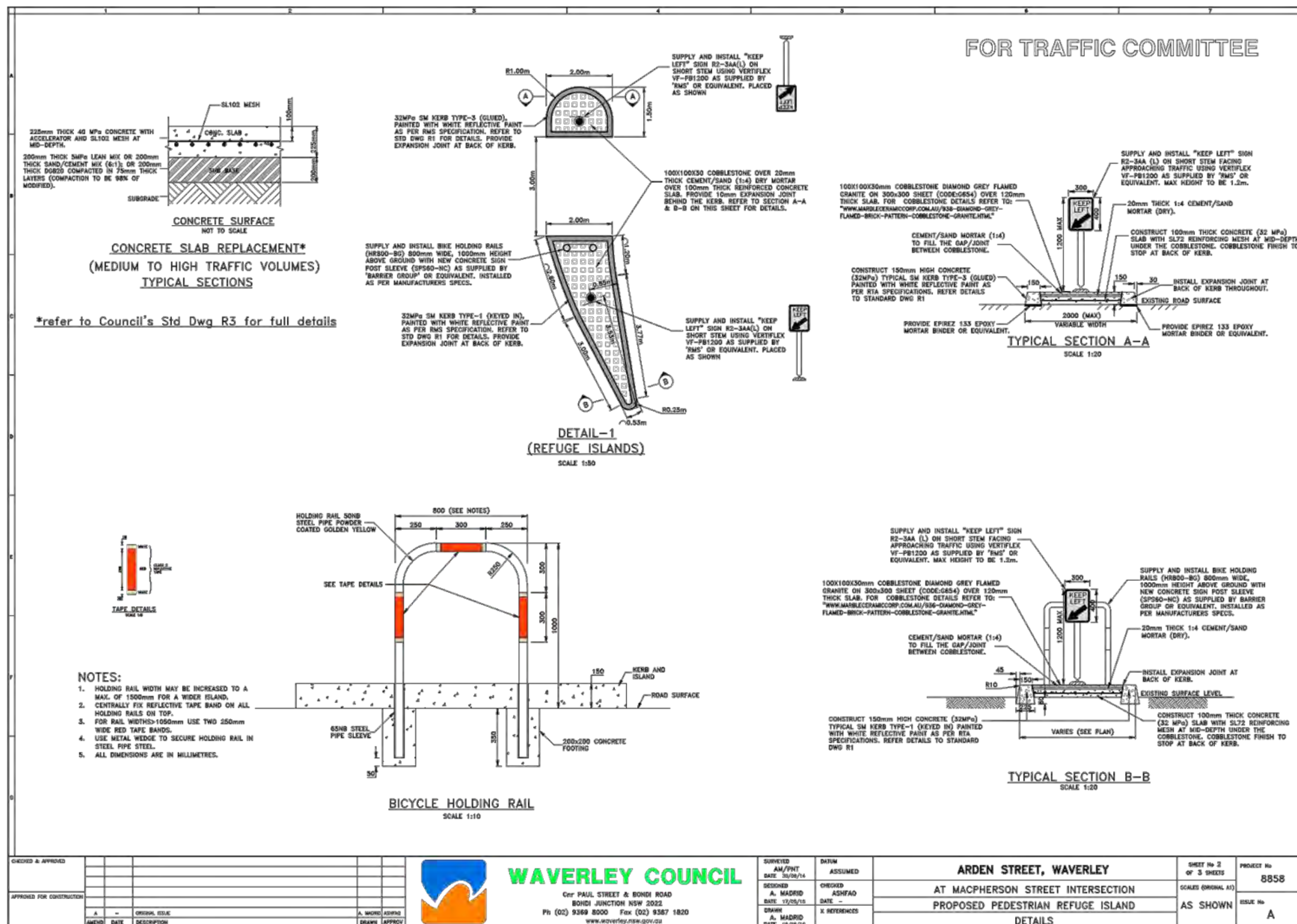


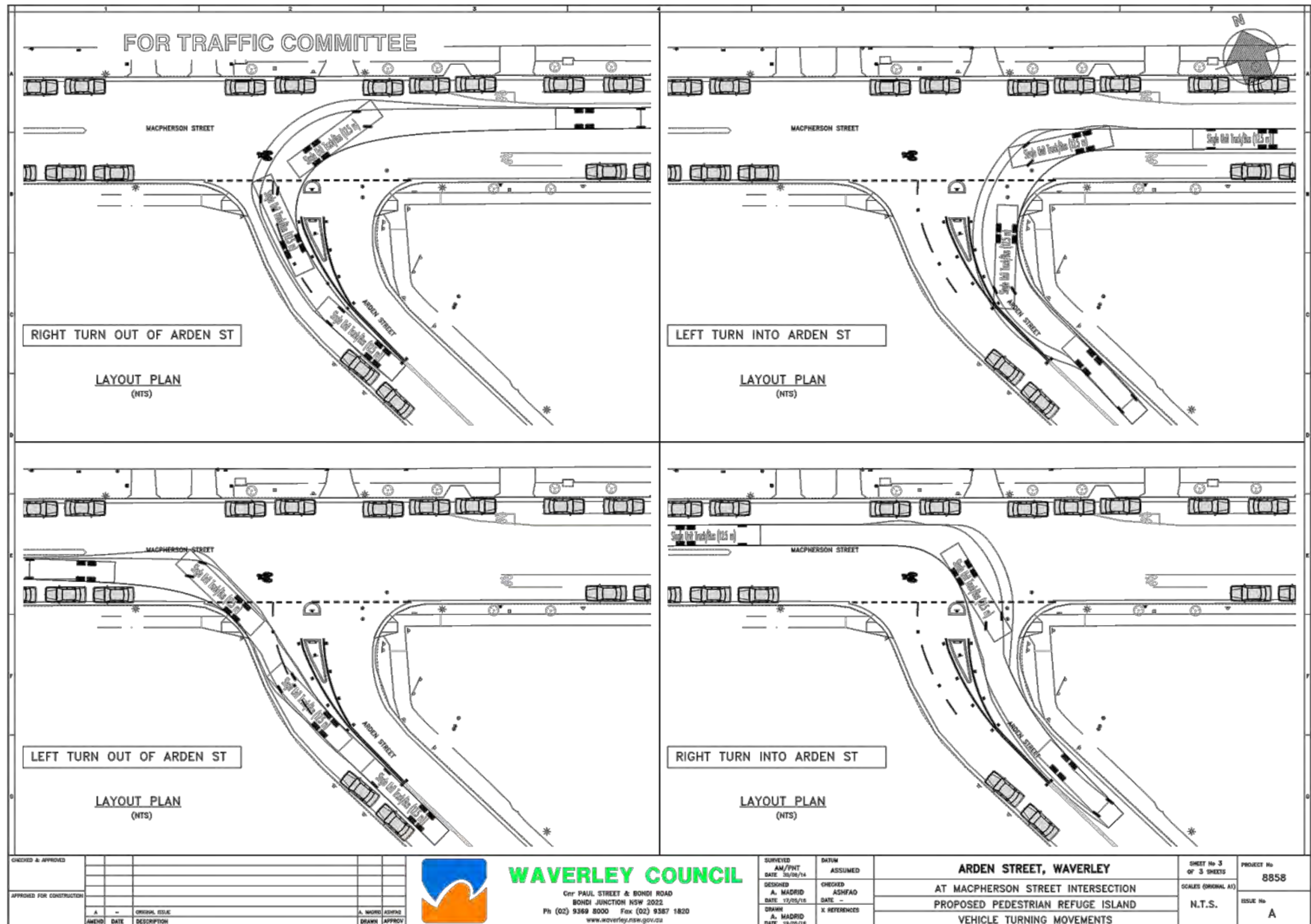
Figure.1 Current layout of intersection of Macpherson Street and Arden Street, Waverley

5. Attachments:

1. Arden Street and Macpherson Street - Plan No.8858







REPORT

TC/C.05/16.07



Subject: Bon Accord Avenue, Bondi Junction - Road Closure

TRIM No.: A02/0216

Author: Sam Samadian, Professional Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council approves the closure of Bon Accord Avenue, Bondi Junction, as per the Transport Management Plan (TMP) and Traffic Control Plan (TCP) attached to the report subject to the following conditions:

1. Closures are to take place only during the following periods:
 - Monday, 3 October 2016 8.30am - 1.45 pm
 - Tuesday, 4 October 2016 8.30am – 1.45 pm
 - Tuesday, 11 October 2016 4.45pm – 10.15pm
 - Wednesday, 12 October 2016 8.30am – 9.00pm.
2. The Event Organiser shall:
 - Provide Public Liability Insurance for the event,
 - Obtain NSW Police approval,
 - Cover all costs associated with Traffic Control.
3. The Council shall:
 - issue a Schedule of Conditions, with any additional conditions that may be placed by the NSW Police, Roads and Maritimes Services and the Executive Manager, Creating Waverley,
 - submit a TMP to the RMS for approval of the TMC,
 - notify the NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven days prior to the event,
 - notify local residents and businesses seven days prior to the event, and
 - only use RMS-accredited Traffic Controllers.
4. The Executive Manager, Creating Waverley and their representative(s) are Delegated Authority to:
 - Inspect the TMP,
 - Audit the implementation of the TMP, and
 - Cancel this approval, without notice or refund.

1. Executive Summary

Council has received an application from The Central Synagogue requesting consideration be given to approving the temporary closure of Bon Accord Avenue, Bondi Junction in order to facilitate the annual High Holydays celebrations. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

The Central Synagogue has requested approval for the closure of Bon Accord Avenue, between Bon Accord Lane and Flood Lane. The proposed closure will take place during the following periods:

- Monday, 3 October 2016 8.30am - 1.45pm
- Tuesday, 4 October 2016 8.30am – 1.45pm
- Tuesday, 11 October 2016 4.45pm – 10.15pm
- Wednesday, 12 October 2016 8.30am – 9.00pm.

It should be noted there are no changes to road closures from previous years.

Council has prepared a transport management plan (TMP), on behalf of the synagogue, including a detailed traffic control plan, as attached. Council will be undertaking notification and implementing the closures on behalf of the synagogue.

This is a Class 2 Special Event, with road closures, under the RMS's *Guide to Traffic and Transport Management for Special Events*. The Traffic Committee is required to make recommendations to Council regarding the traffic management aspects of the event, advising Council on conditions to set for the use of road space. Council will then consider these recommendations and assess all other impacts on the surrounding environment before issuing a Schedule of Conditions. A draft Schedule of Conditions has been attached.

3. Technical Analysis

The attached TMP proposes that the closure be undertaken in the manner detailed in *Table 1*, below.

Table 1 Proposed closure schedule

Date	Time	Activity
19 Sep 2016	N/A	Council's Creating Waverley Sub-program to: <ul style="list-style-type: none"> ▪ distribute notification to local residents and businesses, and ▪ signpost notification in the street.
Days and dates as above	Start time	Council's Customer First Sub-program to implement temporary closure of Bon Accord Avenue Access will be closed to: <ul style="list-style-type: none"> ▪ non-residents' vehicles, and ▪ participants' vehicles (VIP or otherwise). Continuous access will remain open for: <ul style="list-style-type: none"> ▪ local residents' vehicles, if parking is available, ▪ emergency vehicles, and ▪ all pedestrians.
Days and dates as above	Finish time	Bon Accord Avenue opens for through traffic and all normal traffic conditions to resume.

The RMS will need to approve the temporary closure of Bon Accord Avenue and a Transport Management Plan will be forwarded for their consideration. Once all approvals and conditions have been met, staff from

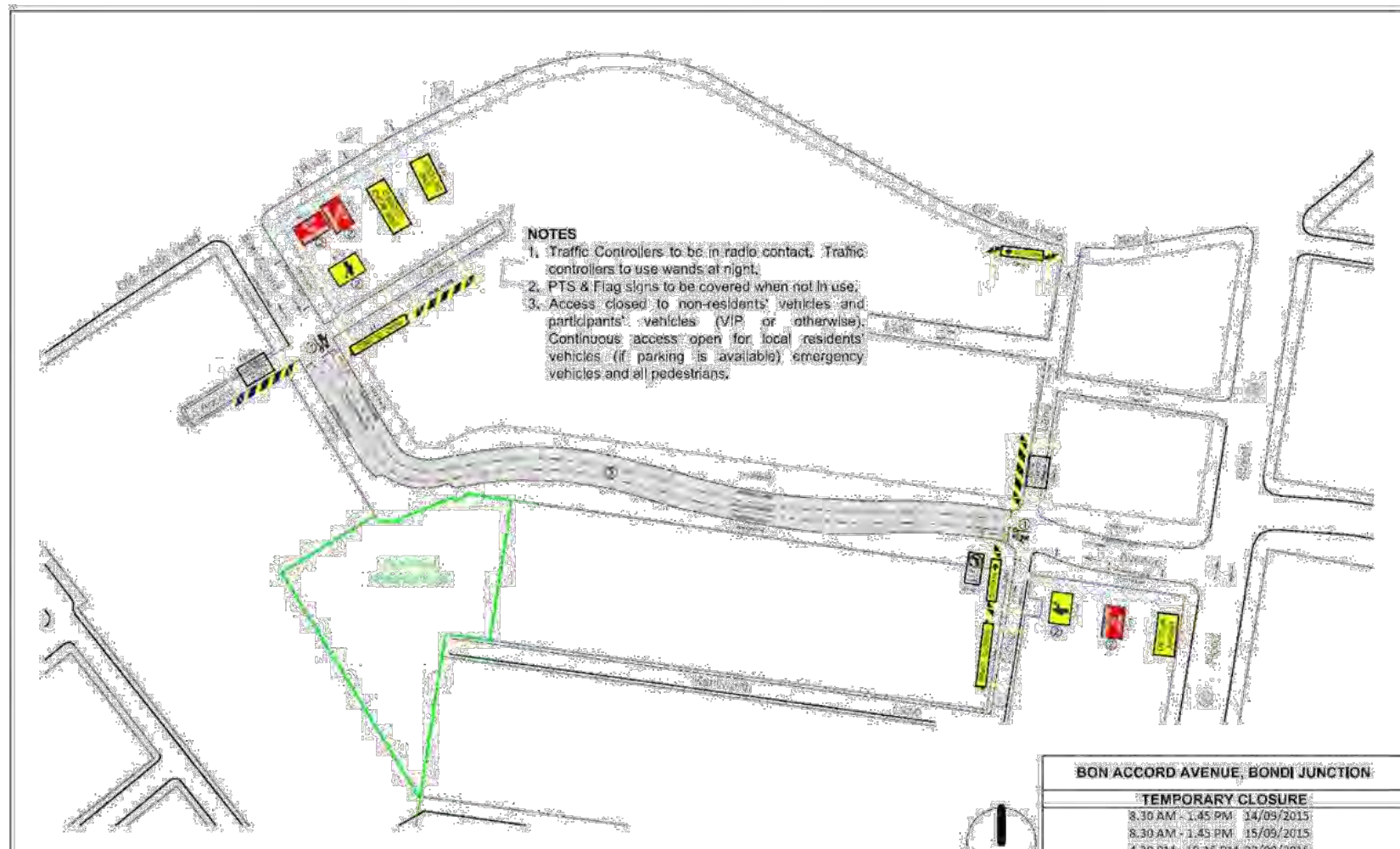
the RMS and Council's Executive Manager, Creating Waverley can sign the TMP to authorise implementation.

4. Financial Information for Council's Consideration

The cost of providing traffic control for the event will be determined by the Executive Manager, Creating Waverley. The Central Synagogue will be required to cover all of these costs prior to the closure taking place.

5. Attachments:

1. SS - Bon Accord Avenue - Road Closure - Attach 4 -sent
2. SS - Bon Accord Avenue - Road Closure - Attach 3 -sent
3. SS - Bon Accord Avenue - Road Closure - Attach 2 -sent
4. SS - Bon Accord Avenue - Road Closure - Attach 1 -sent



NOTES

1. Traffic Controllers to be in radio contact. Traffic controllers to use wands at night.
2. PTS & Flag signs to be covered when not in use.
3. Access closed to non-residents' vehicles and participants' vehicles (VIP or otherwise). Continuous access open for local residents' vehicles (if parking is available), emergency vehicles and all pedestrians.

BON ACCORD AVENUE, BONDI JUNCTION:

TEMPORARY CLOSURE

8.30 AM - 1.45 PM	14/09/2013
8.30 AM - 1.45 PM	15/09/2013
4.30 PM - 10.15 PM	22/09/2013
8.30 AM - 5.00 PM	23/09/2013

Client: The Central Synagogue

LGA: Waverley Council

Based on RMS TCP 54

Scale: NTS D = 15m

ROL required: ☐ Yes ☒ No

RWSZ required: ☐ Yes ☒ No

Signed: *[Signature]* 07/04/2013

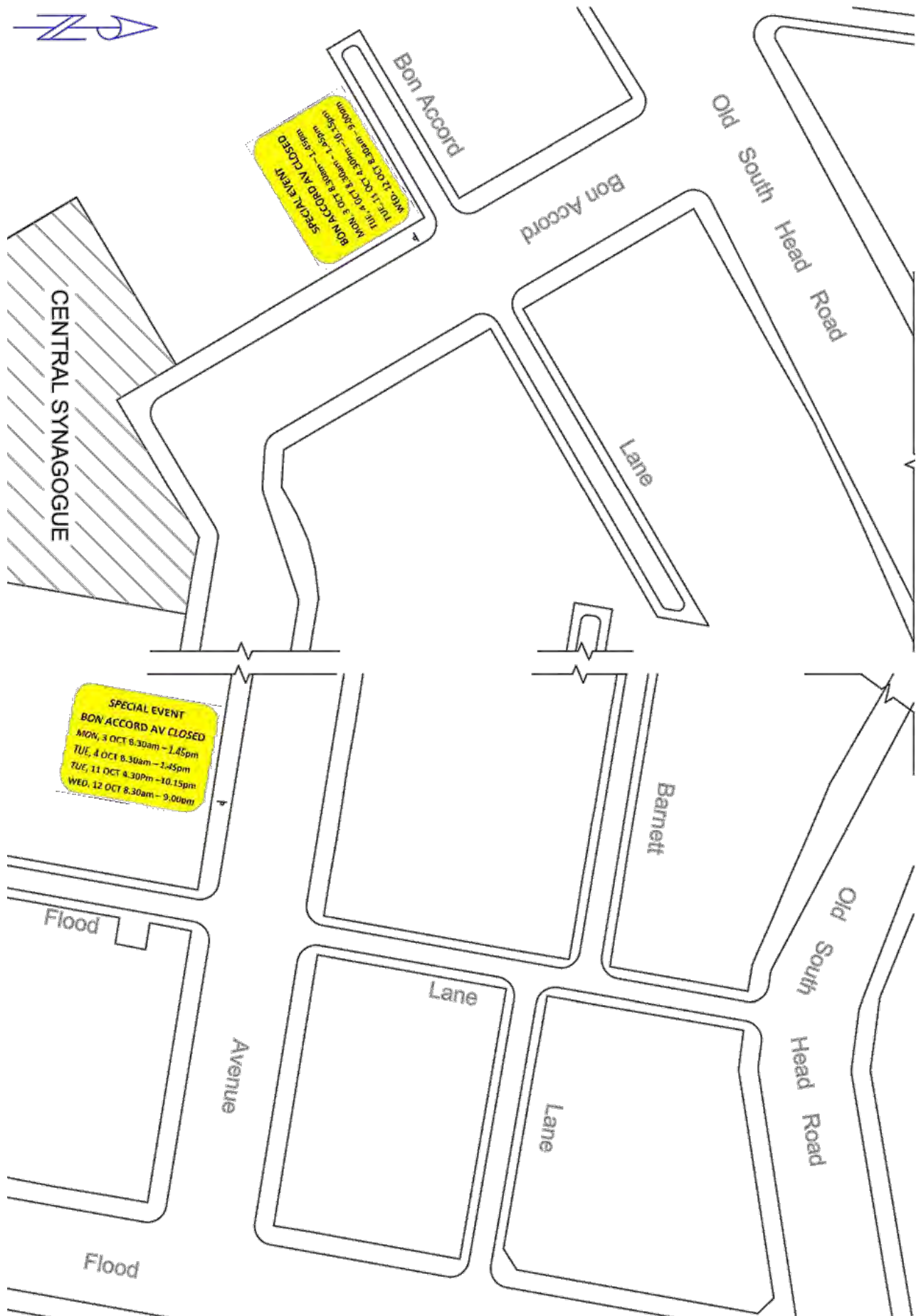
Sam Samadian, Waverley Council
Select/Modify TCP's: SM 17101

Duration: ☐ Mobile
☐ Intermittent
☐ Short-term
☐ Long-term
☐ Long-term > 2 weeks

Sign size: ☐ 'A'-size
☐ 'B'-size
☐ 'C'-size

Min. traffic cone height: 450mm

Sign mount: ☐ Min. 200mm above ground
☐ Min. 1.5m above nearest travel path
☐ Min. 2.2m above nearest travel path
☐ Min. 300mm clear of kerbline
☐ Generally 1m clear of travel path





Waverley Council
PO Box 9, Bondi Junction NSW
1355 DX 12006, Bondi Junction
Customer Service Centre
55 Spring Street, Bondi Junction 2022
ABN: 12 502 583 608

Our ref: A03/0584

16 September 2016

Dear Resident,

Notification of temporary closure, Bon Accord Avenue, Bondi Junction

Waverley Council will be implementing temporary road closures in Bon Accord Avenue, between Bon Accord Lane and Flood Lane for four days in October. The closures are necessary for the safety of all road users during the forthcoming High Holydays celebrations at the Central Synagogue.

Residents with driver licences indicating a Bon Accord Avenue address will be permitted to enter and exit the street in their vehicles during the closures at the discretion of Council officers on duty.

If you are a resident of Bon Accord Avenue and your driver licence does not indicate your current address, please contact Council's Permit Officer, Mr Farand Muraahi, on 9083 8469 with your vehicle's registration details before 27 September 2016. Emergency vehicles are the only other vehicles that will be permitted to enter Bon Accord Avenue during the periods of closure.

To avoid any inconvenience, please make a note of the dates and expected time periods of closures:

- | | | |
|---------------|-----------------|------------------|
| 1. Monday, | 3 October 2016 | 8.30am - 1.45pm |
| 2. Tuesday, | 4 October 2016 | 8.30am – 1.45pm |
| 3. Tuesday, | 11 October 2016 | 4.45pm – 10.15pm |
| 4. Wednesday, | 12 October 2016 | 8.30am – 9.00pm. |

If you have any queries or issues during the road closures, please contact the Council officer in charge on 0414 369 801 or 0414 369 802.

For more information about the road closures, please contact me on 9083 8676 during business hours.

Yours faithfully,

Sam Samadian
Professional Engineer - Traffic

Contact us
Phone: 9369 8000 Fax: 9387 1820
Email: info@waverley.nsw.gov.au
Web: www.waverley.nsw.gov.au

Connect with us
facebook.com/whatsonwaverley
twitter.com/waverleycouncil
www.youtube.com/user/WavCouncil

**The Central Synagogue
High Holydays Event**

Draft Transport Management Plan

**Prepared by Creating Waverley Sub-program,
Waverley Council**

Introduction

This *Transport Management Plan (TMP)* has been prepared by Waverley Council's Professional Engineer - Traffic, Mr Sam Samadian, for the Central Synagogue's High Holydays event to be held on 3 & 4 October and 11 & 12 October 2016.

This congregation is an annual event in celebration of Rosh Hashanah (Jewish New Year) and Yom Kippur (Day of Atonement).

The objectives of this *TMP* are to:

- comply with requirements of Occupational Health & Safety Act 2000,
- isolate the event from traffic,
- manage reduced capacity of road system, and
- minimise traffic impact on non-event community & emergency services.

ApprovalsWaverley Council

This *TMP* has been forwarded to Waverley Council for their Local Area Traffic Committee and the Council's approval.

Roads and Maritime Service of NSW

This is a Class 2 Special Event, in accordance with the RMS's *Guide to Traffic and Transport Management for Special Events*. No Road Occupancy Licence (ROL) is required.

There are no Special Event Clearways to be provided and it is not proposed that any speed limits be changed for the event.

NSW Police Force

This *TMP* has been forwarded to Eastern Suburbs Local Area Command for their approval.

Notification

The letter shown in Attachment 2 shall be distributed to the local residents and businesses, as shown in Figure 1, below, a minimum of fourteen (14) days prior to the event.



Figure 1 Notification distribution

Sydney Buses, Local Fire Brigades (Bondi, Woollahra & Randwick Fire Stations) and the NSW Ambulance Service are to be notified a minimum of seven (7) days prior to the event with the approved Traffic Control Plans.

Traffic Control

Impact of Event

The event is likely to impact local traffic and transport systems and the local non-event community. It is not intended that the event will impact major traffic and transport systems or the wider non-event community.

Road Closures

The following roads will need to be closed to through access to provide safe passage for participants and reduce conflict with through vehicles:

- Bon Accord Avenue, between Bon Accord Lane and Flood Lane

For the duration of the event, access will be closed to:

- non-residents' vehicles, and
- participants' vehicles (VIP or otherwise).

Continuous access will remain open for:

- local residents' vehicles, if parking is available,
- emergency vehicles, and
- all pedestrians.

Traffic Control Plans

The Traffic Control Plans, in Attachment 4, have been prepared by the author (RMS accreditation SM 17101) and meet Australian Standard AS 1742.3. They are to be implemented by RMS accredited persons during the following periods:

- | | | |
|---------------|-----------------|------------------|
| 1. Monday, | 3 October 2016 | 8.30am - 1.45 pm |
| 2. Tuesday, | 4 October 2016 | 8.30am – 1.45 pm |
| 3. Tuesday, | 11 October 2016 | 4.45pm – 10.15pm |
| 4. Wednesday, | 12 October 2016 | 8.30am – 9.00pm. |

It is proposed that the traffic control be implemented in the manner detailed in *Table 1*, below.

Table 1 Proposed closure schedule

Date	Time	Activity
19 Sep 2016	N/A	Council's Creating Waverley Sub-program to: <ul style="list-style-type: none"> ▪ distribute notification to local residents and businesses, and ▪ signpost notification in the street.
As above	Start time	Council's Customer First Sub-program to implement temporary closure of Bon Accord Avenue Access will be closed to: <ul style="list-style-type: none"> ▪ non-residents' vehicles, and ▪ participants' vehicles (VIP or otherwise). Continuous access will remain open for: <ul style="list-style-type: none"> ▪ local residents' vehicles, if parking is available, ▪ emergency vehicles, and ▪ all pedestrians.
As above	Finish time	Bon Accord Avenue opens for through traffic and all normal traffic conditions to resume.

Traffic Controllers

A total of three (3) RMS accredited Traffic Controllers, including relief personnel, will be provided by Council's Customer First Sub-program to control traffic for the event, as shown on the Traffic Control Plans.

Bus Services

Public bus services will not be affected by the event.

Participants

It is estimated that a total of 1,980 participants will attend the event, with no spectators expected. A maximum of 2,000 participants (synagogue seating capacity) has been set to ensure safety and smooth operation.

Amenities

Fixed toilets and amenities will be available for participants to use within the premises.

Festivity-based food and drinks will be available for participants within the premises.

This is an alcohol-free event.

Arrival

No special arrangements have been made to help participants travel to the event and they are expected to make their own travel arrangements. It is understood that, due to religious beliefs, synagogue members will not be driving to these events. Notwithstanding, participant vehicles (VIP or otherwise) will not be able to enter the closed section of Bon Accord Avenue.

Departure

No special arrangements have been made to help participants leave the event and they are expected to make their own travel arrangements. Participant vehicles (VIP or otherwise) will not be able to enter the closed section of Bon Accord Avenue.

Waste

All waste generated from the event is to be collected at the end of each day or the following morning and removed as part of normal waste collection services for the synagogue.

Emergencies

There will be three (3) security guards, supplied by Calamity Security, operating for the entirety of the event. Members of the Communal Security Group will be co-ordinating all security activities. No members of security will be involved with the controlling of any traffic, vehicle, pedestrian or otherwise.

First Aid

First aid facilities are provided on the premises.

Emergency Vehicle Access

A minimum of three (3) metres clear path will be provided through the affected roads to provide access for emergency vehicles.

Emergency Contacts

The individuals listed in Table 2, below, will be available to co-ordinate any emergency situations, should they arise, for the duration of the event.

Table 2 Emergency contacts

Name	Organisation	Telephone Number
Parking Services Officer	Waverley Council	0414 369 801
Parking Services Officer	Waverley Council	0414 369 802
TBA	Communal Security Group	TBA
TBA	Communal Security Group	TBA

REPORT
TC/C.06/16.07

Subject: Kenneth Street, Tamarama - Installation of 'P Disability Only' Zone

TRIM No.: A02/0273-02

Author: Sam Samadian, Professional Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 3.2m wide, 90° angled, "P DISABILITY ONLY" parking zone outside 9 Kenneth Street, Waverley.
2. Reviews the "P DISABILITY ONLY" zone on an annual basis.
3. Remove the zone when the approved off street hardstand and associated driveway is constructed.

1. Executive Summary

Council has received representations from the resident of 9 Kenneth Street, Tamarama requesting Council give consideration to the installation of a 'P Disability Only' zone to improve parking and access to the premises. This report recommends the installation of the zone. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

At the Waverley Traffic Committee meeting held on 10 November 2005, the issue of installing 'P Disability Only' parking was discussed. Subsequently, at the Council meeting held on 13 December 2005, it was resolved:

That the following guidelines for assessing applications for a mobility parking space on a residential street be adopted:

1. *Together with proof of their mobility-parking permit, applicants for a mobility parking space must have a vehicle registered to their address. They do not need to be the driver of the vehicle.*
2. *Applicants who have access to off-street parking will not be entitled to a mobility parking space.*
3. *At least three site visits will be carried out of a morning and evening for each application. These site visits will also be carried out annually. The level of parking within 50m either side of the property must be at or above 85% capacity on each separate occasion.*

4. Letters will be sent to residents annually to determine if the mobility parking space is still required. Residents will also be requested to again provide proof of current registration and their mobility-parking permit.

3. Technical Analysis

Address	MPS Card	Off –street Parking Available	On-street Parking Occupancy	Length of Zone	Recommend Installation	Comments
9 Kenneth Street, Tamarama	Yes	Currently no off street parking. The property has an approved DA to construct a driveway and hardstand however costs prohibit construction at this stage	90 % (afternoon)	3.2 m (90° Angle Parking)	Yes	Existing on-street parking restriction is '2P 8am-10pm PHE Area 11, 90° Angle Parking Rear to Kerb'.

Table 1. Requests for new 'P DISABILITY ONLY' zones



Image of 9 Kenneth Street, Tamarama

Under the [NSW] *Road Rules 2014*, Mobility Parking Scheme card holders are provided with the following concessions:

- Parking is permitted in 'P DISABILITY ONLY' zones.
- When parking in a metered, coupon or ticket parking area, no charge is applied
- Where parking is limited by a sign to more than 30 minutes, the vehicles can park for an unlimited time.
- Where parking is limited by a sign to 30 minutes, the vehicle can park for 2 hours.
- Where parking is limited by a sign to less than 30 minutes, the vehicle can park for a maximum of 30 minutes.
- When stopping in a 'No Parking' zone, the vehicle can drop off or pick up passengers or goods for a period of 5 minutes.

Guidelines used:

- Transport Administration Act 1988
- RMS's Delegation to Councils; Regulation of Traffic
- RMS's Signs Database
- [NSW] Road Rules 2014

4. Financial Information for Council's Consideration

If changes to signs and/or line-marking are approved, Council will supply and install the signs and/or line-marking and remove existing signs with funds from existing budgets.

5. Attachments:

Nil

REPORT
TC/C.07/16.07

Subject: Fletcher Street, Sandridge Street and Alexander Street,
Tamarama - Intersection Treatment

TRIM No.: A03/0042-04

Author: Kyle Wells, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council constructs traffic islands and associated linemarking on Fletcher Street, Tamarama, in accordance with plan 8875 attached.

1. Executive Summary

To consider the installation of traffic islands and associated linemarking at the intersection of Fletcher Street, Sandridge Street and Alexander Street, Tamarama. Council will need to exercise its delegated function to implement the proposal.

2. Introduction/Background

In February 2015, a report was submitted to the Waverley Traffic Committee for the installation of a roundabout at the intersection of Fletcher Street, Sandridge and Alexander Streets, Tamarama. The matter was deferred to allow for consultation with the public. After carrying out public consultation on two occasions and with a low number of responses being received and those responses being objections, installation of a roundabout was not approved by Council. Council resolved that an investigation be carried out into installing islands and linemarking to control traffic movements.

The matter was subsequently considered by the Committee at its meeting in August 2015 when it gave approval in principle to a plan showing islands and linemarking at the intersection with a final design plan to be submitted back to the Committee. Council at its meeting in September 2015 adopted the recommendation from the Committee and the detailed design drawings are submitted to this meeting of the Committee for consideration.



Intersection of Fletcher Street, Sandridge Street and Alexander Street in 2014

3. Technical Analysis

A plan of the proposed islands and linemarking, drawing 8875 Issue “A”, is attached to this report. The plans propose painted islands in the centre of Sandridge Street and Alexander Street and a new blister island on Fletcher Street on the south-western corner of Alexander Street to ‘square up’ the offset kerb alignment in Fletcher Street. This will allow the intersection control (stop line) to be brought forward, improving visibility between vehicles travelling on Fletcher Street and Alexander Street.

The location of the island will not result in the loss of any on street parking spaces in the area.

4. Financial Information for Council’s Consideration

The installation of the traffic island and provision of linemarking will be funded in future budget allocations.

5. Attachments:

1. Fletcher St - Island and Linemarking - plan 8875

FOR TRAFFIC
COMMITTEE

1. DURING CONSTRUCTION THE WORK IS TO BE SIGNPOSTED AND MARKED TO THE REQUIREMENTS OF AS1742.2-1999 AND AS1742.3-2002 "TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS"
2. ALL WORK IS TO BE CARRIED OUT TO BEST PRACTICE STANDARDS AND TO THE SATISFACTION OF COUNCIL'S SUSTAINABLE ASSETS MANAGER.
3. A TRAFFIC MANAGEMENT PLAN & SITE SAFETY PLAN IS TO BE SUBMITTED TO COUNCIL PRIOR TO IMPLEMENTATION.
4. ALL RESIDENTS AFFECTED BY THE PROPOSED WORKS SHOULD BE NOTIFIED AT LEAST 3 WORKING DAYS BEFORE THE COMMENCEMENT OF ROADWORKS.
5. SUITABLE VEHICULAR ACCESS SHALL BE MAINTAINED TO EACH LOT OR ALTERNATIVE ARRANGEMENTS MADE WITH THE OWNERS.
6. WORK ONLY PERMITTED TO BE CARRIED OUT BETWEEN THE HOURS OF 7am AND 6pm FROM MONDAY TO SATURDAY, NO WORK PERMITTED ON SUNDAYS.
7. ASPHALTIC CONCRETE SHALL CONFORM TO RMS SPECIFICATIONS R116 - "ASPHALT (DENSE GRADED AND OPEN GRADED)".
8. HIGH STATE SURVEY MARKS ARE TO BE REMOVED PRIOR TO CONSULTING WITH COUNCIL'S SENIOR DESIGN TEAM LEADER.

ALL SERVICES TO BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORK.

10. EXISTING SURFACE FITTINGS OF THE SERVICES SHALL BE ADJUSTED AS NECESSARY TO THE REQUIREMENTS OF THE RELEVANT AUTHORITY.

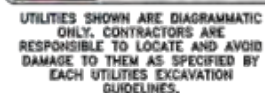
11. ALL SERVICES SHALL BE ADJUSTED BY ONE-SITE TO BE ADJUSTED AS REQUIRED TO SUIT. NO SERVICE SURFACE FITTINGS ARE TO BE COVERED.

12. THE LOCATION OF UNDERGROUND SERVICES AND HOUSE CONNECTIONS HAVE NOT BEEN SHOWN ON THIS PLAN. THE CONTRACTOR SHALL CONTACT THE RELEVANT REPRESENTATIVES FROM EACH OF THE UTILITY AUTHORITIES, CONTACT DIAL BEFORE YOU DIG (DBWD) PRIOR TO COMMENCEMENT OF WORK.

13. EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.

14. THE CONTRACTOR SHALL ENSURE THAT ALL EXISTING SURROUNDING AREAS NOT REQUIRED TO BE REPLACED OR REPAIRED SHALL BE PROTECTED AND MAINTAINED DURING THE COURSE OF THE WORKS.

10. ALL TRAFFIC SIGNS TO COMPLY WITH AUSPEC 262 & RMS QA SPECIFICATION R65 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY.
11. ALL LINEMARKING IS TO COMPLY WITH AUSPEC 261 & RMS SPECIFICATION R141 - "PAVEMENT MARKING" IN ACCORDANCE WITH RMS SPECIFICATIONS 3357 AND 3353 RESPECTIVELY. ALL RRPMS TO COMPLY WITH RMS SPECIFICATION R62.
12. KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATION NO. 3353.
13. USE CAUTION TO PRESERVE HERITAGE LISTED STREET NAME PLAQUES EMBEDDED IN FOOTPATH WHEN CONSTRUCTION FOOTPATHS AND KERB RAMP (IF SHOWN). NO STATE SURVEY MARKS ARE TO BE REMOVED PRIOR TO CONSULTING WITH COUNCIL'S SURVEYOR.
14. INSTALL "CHANGED TRAFFIC CONDITIONS AHEAD" SIGNS ON ALL APPROACHES 75-100m IN ADVANCE OF THE INTERSECTION TO MAINTAIN FOR 5 MINS.
15. ALL TRAFFIC SIGNS TO COMPLY WITH RMS QA SPECIFICATION R65 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY.
16. ALL PATHWAYS WHERE AFFECTED BY CONSTRUCTION WORKS SHALL BE RECONSTRUCTED TO COUNCIL'S STANDARD SPECIFICATION.
17. EXISTING LINEMARKING IS TO BE REMOVED BY GRINDING WHERE NEW LINEMARKING IS REQUIRED OR PROVIDED.
18. ALL TRAFFIC SIGNS TO COMPLY WITH AUSPEC 262 & RMS QA SPECIFICATION R65 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY.
19. ALL LINEMARKING IS TO COMPLY WITH AUSPEC 261 & RMS SPECIFICATION R141 - "PAVEMENT MARKING" IN ACCORDANCE WITH RMS SPECIFICATIONS 3357 AND 3353 RESPECTIVELY. ALL RRPMS TO COMPLY WITH RMS SPECIFICATION R62.
20. ALL SIGNPOSTING ON SPLITTER, KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATION NO. 3353.
21. ALL LINEMARKING AND RRPMS REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS IS TO BE REPAINTED UNLESS NOTED OTHERWISE.
22. ALL EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.
23. LINEMARKING AND SIGNPOSTING TO BE INSTALLED AS SOON AS PRACTICABLE.
24. REDUNDANT LINEMARKING IS TO BE REMOVED BY GRINDING, WHERE SHOWN ON PLANS OR WHERE NEW LINEMARKING IS PROVIDED.
25. ALL SIGNPOSTING ON SPLITTER, KERB OR PEDESTRIAN REFUGE ISLANDS TO BE ERECTED USING V-NOTCH INSERTS
26. ALL CONCRETE ELEMENTS TO BE IN 25MPa CONCRETE WITH NO ADMIXTURES UNLESS SPECIFIED OTHERWISE.
27. ALL CONCRETE WORK IS TO BE PROTECTED AGAINST TAGGING AND DAMAGE DURING THE COURSE OF CONSTRUCTION.
28. ALL CONCRETE WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARYED BY THE CONTRACT DOCUMENTS.
29. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS STATED OTHERWISE.



IN CASE OF EMERGENCY, CONTACT THE FOLLOWING UTILITIES IF THEIR SERVICES ARE INVOLVED :

TELSTRA	: 132203
JEMENA (GAS)	: 131909
SYDNEY WATER	: 132090
AUSGRID	: 131388
OPTUS	: 133 937

UNLESS DETAILED ON THIS DRAWING
ALL WORK SHALL CONFORM TO

1. GENERAL MEASURES

- STOCKPILES SHALL BE CONFINED TO ONE CENTRAL AREA WHERE POSSIBLE.
- EROSION CONTROL MEASURES TO BE IN PLACE PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION WORK. MEASURES ARE APPLIED TO PREVENT ADJOINING PROPERTIES FROM EROSION AND SILT DAMAGE.
- EROSION CONTROL MEASURES NOT TO BE REMOVED UNTIL CONSTRUCTION IS COMPLETED AND SITE HAS BEEN REHABILITATED.
- REHABILITATION INCLUDES COMPLETION OF ALL CONSTRUCTION WORK AND LANDSCAPING, SEEDING OR TURFING OF ALL BATTERS AND FILL AREAS.
- PIPED DRAINAGE NETWORKS SHOULD BE INSTALLED AND CONNECTED AS EARLY AS POSSIBLE.
- ALL AREAS NOT SUBJECT TO CONSTRUCTION WORKS SHALL BE RETAINED FREE FROM DISTURBANCE OR DAMAGE DURING THE CURRENCY OF THE CONTRACT. SHOULD THESE AREAS BECOME DISTURBED OR DAMAGED, THEY SHALL BE RE-INSTATED BY THE
- ALL AREAS NOT SUBJECT TO CONSTRUCTION WORKS SHALL BE RETAINED FREE FROM DISTURBANCE OR DAMAGE DURING THE CURRENCY OF THE CONTRACT. SHOULD THESE AREAS BECOME DISTURBED OR DAMAGED, THEY SHALL BE RE-INSTATED BY THE CONTRACTOR AT NO COST TO THE ORIGINAL

- STABILISATION OF DISTURBED AREAS SHALL BE IN ACCORDANCE WITH COUNCIL'S SPECIFICATION FOR GRASSING AND/OR SPECIFICATION FOR LANDFILL WOULD HAVE FOLLOWING SHALL BE APPLIED FOR THE CONTROL OF EROSION AND SEDIMENTATION:-
 - (a) STABILISATION OF DENUDED AREAS SHALL COMMENCE AS SOON AS POSSIBLE AFTER THE AREAS HAVE BEEN DISTURBED.
 - (b) ALL STABILISATION MEASURES SHALL BE UNDERTAKEN PRIOR TO THE END OF THE MAINTENANCE PERIOD.

ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE MAINTAINED IN A SATISFACTORY WORKING ORDER THROUGHOUT THE CONTRACT, AND MAINTENANCE AND REPAIRS SHALL BE MADE DURING OR UNTIL SUCH EARLIER TIME AS THE AREA HAS BEEN STABILIZED AND THE SUPERINTENDENT DIRECTS THAT THE DEVICE BE REMOVED.

THE CONTRACTOR SHALL INSPECT ALL DEVICES AFTER EACH STORM FOR STRUCTURAL DAMAGE OR CLOGGING BY SILT AND OTHER DEBRIS AND MAKE PROMPT REPAIRS OR REPLACEMENT.

- THESE SHALL BE CONSTRUCTED AT INLETS TO STORMWATER SYSTEMS TO TRAP THE SEDIMENT IN RUNOFF. SECTIONS 11.3.02/03/04/06 OF THE N.S.W. DEPARTMENT OF HOUSING CONSTRUCTION SPECIFICATION, 1989 EDITION, SHALL APPLY.

IMPORTANT
THE LOCATION OF
UNDERGROUND SERVICES
HAVE NOT BEEN SHOWN ON
THIS PLAN.

IMPORTANT: AUSGRID
IF EXCAVATING WITHIN 2m OF ANY TRANSMISSION CABLES, 2 WEEKS NOTIFICATION PERIOD MUST BE GIVEN TO AUSGRID BEFORE WORKS ARE SCHEDULED TO COMMENCE SO THAT A REPRESENTATIVE CAN ATTEND DURING EXCAVATION WORKS.
CONTACT AUSGRID ON (02) 4951 9200.

IMPORTANT
REDUOENT LINE MARKING
MUST BE REMOVED BY GRINDING
WHERE INDICATED ON PLANS
UNLESS NOTED OTHERWISE.

NOTE
SETOUT TO BE CARRIED
OUT BY COUNCIL'S
ENGINEERS.

WARNING:
ELECTRICITY, WATER, SEWER & TELSTRA
SERVICES ARE PRESENT IN VICINITY OF WORKS.
CONTRACTOR TO CONTACT RELEVANT
AUTHORITIES PRIOR TO EXCAVATION. ENERGY
AUSTRALIA REQUIRES THAT CONTRACTOR SHOULD
CONTACT THEM IF WORKING WITHIN 5.0m FROM
UNDERGROUND ELECTRICITY CONDUITS.

NOTE
ALL DIMENSIONS ARE IN
MILLIMETERS UNLESS
STATED OTHERWISE

NOTE
ALL EXISTING SIGNS
AND LINES TO REMAIN
UNLESS NOTED
OTHERWISE.

IMPORTANT
THE DESIGN DRAWINGS SHOULD
BE READ IN CONJUNCTION
WITH RELEVANT COUNCIL'S
STANDARD DRAWINGS

LINEMARKING
ALL NEW LINEMARKING TO
BE IN THERMOPLASTIC

SIGN NO.	QUANTITY	STEM	CONDITION	LOCATION
D4-1-2A	1	SHORT	NEW	ISLAND
R1-1A	3	EXISTING	NEW	AS SHOWN

NOTE: SIGNS TO BE REMOVED ARE NOT INCLUDED IN THIS SCHEDULE.

LINE TYPE/RRFMS	QUANTITY	LOCATION
BB	163.1m	ROAD €
TF	18.3m	AS SHOWN
TB	20.1m	AS SHOWN
E1	8.6m	AS SHOWN
E5	37m	AS SHOWN
BICYCLE SYMBOL	2	AS SHOWN
YELLOW RRFMS-TYPE YY	49 pcs	ALONG BB LINES & INSIDE E5 LINES
RED RRFMS-TYPE R	3 pcs	ALONG E1 LINE
GRINDING TB&BB LINES	35m	AS SHOWN

MAIN SCOPE OF WORKS INCLUDES BUT NOT LIMITED TO:

- CONSTRUCTION OF KERB BLISTER ISLAND.
- LINEMARKING WORKS WITH RRMPs AS SHOWN ON PLANS.
- INSTALLATION/REMOVAL OF SIGNS AS SHOWN.
- ROAD REINSTATEMENT WORKS.

STATION	CO-ORDS	LEVEL
5001	1000.000/1000.000	100.000
SSM 66888	*USED AS STATION 5001	N/A
5002	992.850/1015.091	101.211

- STATE SURVEY MARK
- PERMANENT SURVEY MARK
- SURVEY STATION
- DRAILED HOLE
- SURVEY NAIL
- STAKE
- DISC
- CUSUM
- EXISTING SURFACE LEVEL
- BOLLARD
- KIDNEYHAT
- POWER POLE
- LIGHT POLE
- FLUORESCENT & LIGHT POLE
- ELECTRICITY PILLAR
- PHONE BOOTH
- MAL. BOX
- TELEPHONE, WIRELESS CORD
- TELECOMMUNICATION PILLAR
- RUMBER BURN
- STANDARD WAREHOUSE
- SEWER MANHOLE
- STOP VEHICLE
- WATER METER
- GAS VALVE
- TRAVELLING LIGHT BOX
- TRAFFIC LIGHT
- UNIFORM SURFACE COVER
- PARKING METER
- TRUCK

	PENCIL LINE
	WOODEN FENCE
	HARD RAIL
	ROUND RAIL
	GATE
	BOUNDARY LINE
	TOP OF BANK
	TABLE DRAIN
	EXTENDING DRAINAGE LINE
	NEW DRAINAGE LINE
	HEDGE
	EDGE OF TREE CANOPY
	EDGE OF STREAM
	UNCLASSIFIED (TUBES, etc.)
	UNCLASSIFIED (ELECT, etc.)

1/6 - GENERAL NOTES AND SCHEDULES
2/6 - LAYOUT AND LINEMARKING PLAN
3/6 - SIGNS PLAN
4/6 - DETAILS
5/6 - VEHICLE TRACKING PLAN
6/6 - SERVICES PLAN

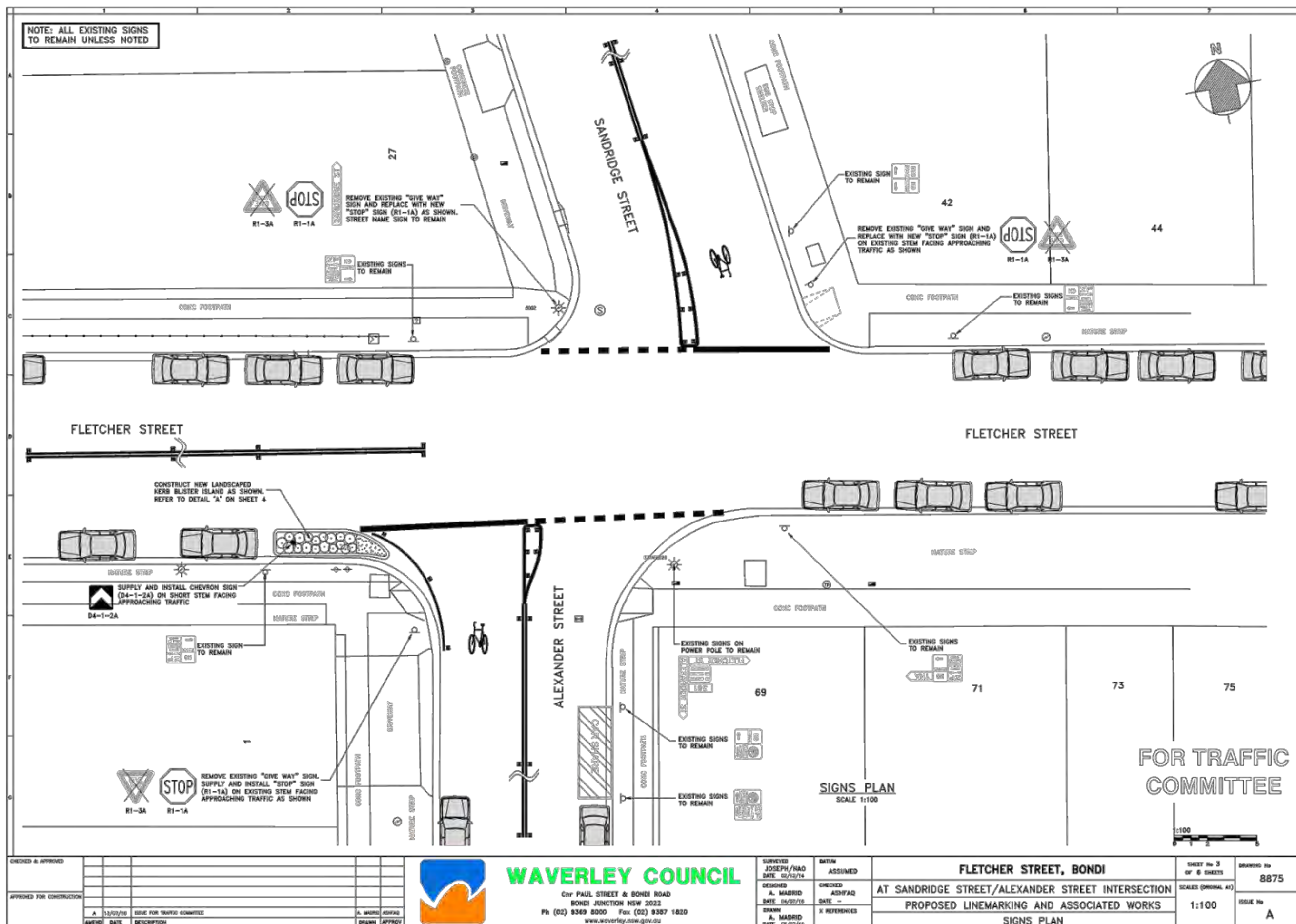
FOLLOWING ARE WAVERLEY COUNCIL'S STANDARD DRAWINGS
RELEVANT TO THIS PROJECT

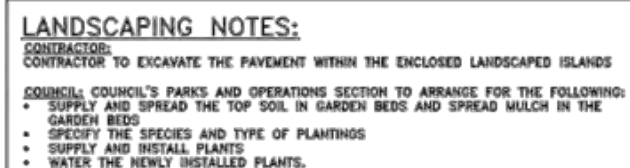
- R1 - STANDARD KERB PROFILES
- D1 - SEDIMENT & EROSION CONTROL PLAN

Cnr PAUL STREET & BONDI ROAD
BONDI JUNCTION NSW 2022
(02) 9369 8000 Fax (02) 9367 1820
www.waverley.nsw.gov.au

Page 46







SCALE 1:50



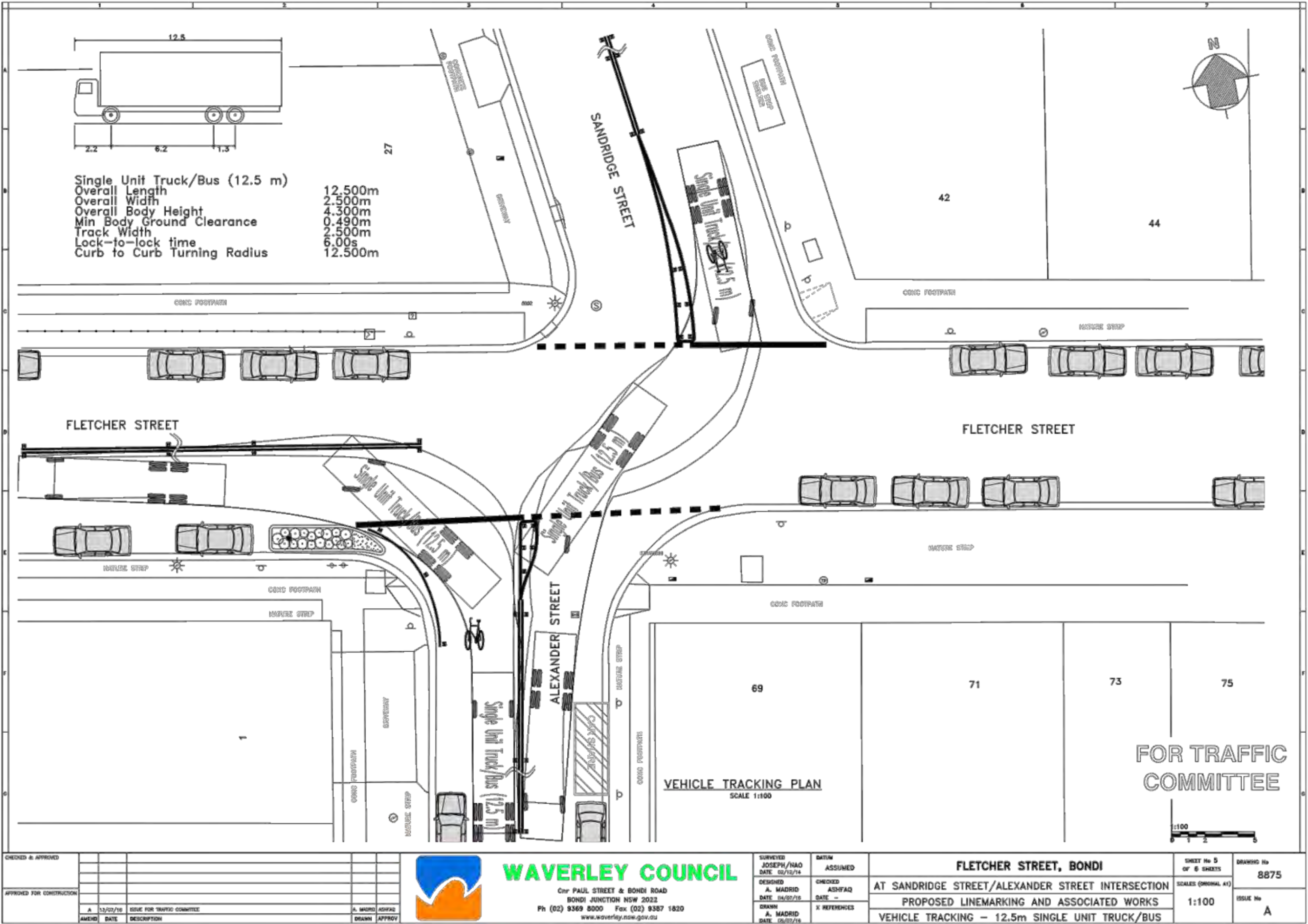
SCALE 1:20



SCALE 1:20

FOR TRAFFIC
COMMITTEE

[illegible]





REPORT
TC/V.01/16.07

Subject: Warners Avenue, Bondi Beach - Temporary Road Closure
for Bike Week Event

TRIM No.: A02/0216

Author: Carolyn New, Sustainable Transport Officer
Sam Samadian, Professional Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council:

- (a) approves the temporary closure of a section of Warners Avenue, Bondi Beach between Campbell Parade and Wairoa Avenue on Sunday 18 September 2016 between 8am and 2pm in accordance with the attached Traffic Control Plan subject to :
 - Obtaining NSW Police approval,
 - Submitting the Transport Management Plan to the Roads and Maritime Services for the approval of the Traffic Management Centre,
 - Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven (7) days prior to the event,
 - Notifying nearby local residents and businesses seven days prior to the event,
 - Using only RMS-accredited Traffic Controllers, and
 - Meeting the cost of traffic control.
- (b) Authorises this approval to be cancelled without notice and refund at the discretion of the Executive Manager, Creating Waverley or his representative.

1. Executive Summary

Council's Sustainable Transport Officer proposes to hold a NSW Bike Week event on Sunday 18 September following receipt of promotional funding from the Roads and Maritime Services. The event is proposed to be held at Warners Island located at the corner of Warners Avenue, Wairoa Avenue and Campbell Parade. The event requires a temporary closure of Warners Avenue between Wairoa Avenue and Campbell Parade, excluding the section between the residential driveway at No. 140 Warners Avenue and Campbell Parade. Council will need to exercise its delegated functions to implement the temporary closure. Controlled access will remain available to residents.

2. Introduction/Background

Council's Sustainable Transport Officer is seeking approval for a temporary closure of Warners Avenue in order to hold a NSW Bike Week event on Sunday 18 September. The event is proposed to be held at Warners Island located at the corner of Warners Avenue, Wairoa Avenue and Campbell Parade in support

of a project to activate the green space at that intersection. The event requires temporary closure of Warners Avenue between Wairoa Avenue and the approach to Campbell Parade. The section closed will not include the two residential driveways on the northern side of the roadway so residents using those driveways will have free access to and from Campbell Parade. Resident parking on the north side of the road will continue with controlled access available for residents and businesses. Parking on the south side of the road will be closed.



Figure 1: Section of Warners Avenue to be temporarily closed

The Bike Week event will run from 10am to 1pm with the temporary road closure to be from 8am to 2pm.

This is a Class 3 Special Event in accordance with the RMS's *Guide to Traffic and Transport Management for Special Events*. Subsequently, the Traffic Committee is required to make recommendations to Council regarding the traffic management aspects of the event and advise Council on conditions to set for the use of road space. Council will then consider these recommendations and assess all other impacts on the surrounding environment before issuing approval conditions.

3. Technical Analysis

Table 1 Proposed closure schedule

Date	Time	Activity
Sunday, 18 September 2016	8.00 am	Implement temporary closure of Warners Avenue. Access for emergency vehicles, residents, cyclists and pedestrians to remain.
	10.00 am	Event commences.
	1.00 pm	Event finishes. Clean-up of Warners Avenue commences.
	2.00 pm	Warners Avenue opens and all normal traffic conditions to resume.

4. Financial Information for Council's Consideration

Council will be required to meet the cost of all traffic control, rubbish removal and damage restoration which is funded under the Transport Behaviour Change cost centre.

5. Attachments:

1. SS - Warners Avenue - Bike Event - Road Closure - Attach 1
2. SS - Warners Avenue - Bike Event - TCP - Attach 2

Bike Week Event

Sunday 18th September

Draft Transport Management Plan

Prepared by Creating Waverley Sub-program, Waverley Council

Introduction

This *Transport Management Plan (TMP)* has been prepared by Waverley Council's Professional Engineer - Traffic, Mr Sam Samadian, for Bike Week event to be held on 18 September.

Council proposes to run a NSW Bike Week event which has been approved for promotional funding from the Roads and Maritime Services.

The objectives of this *TMP* are to:

- comply with requirements of Occupational Health & Safety Act 2000,
- isolate the event from traffic,
- manage reduced capacity of road system, and
- minimise traffic impact on non-event community & emergency services.

Approvals*Waverley Council*

This *TMP* has been forwarded to Waverley Council for their Local Area Traffic Committee and the Council's approval.

Roads and Maritime Service of NSW

This is a Class 3 Special Event, in accordance with the RMS's *Guide to Traffic and Transport Management for Special Events*. No Road Occupancy Licence (ROL) is required.

There are no Special Event Clearways to be provided and it is not proposed that any speed limits be changed for the event.

NSW Police Force

This *TMP* will be forwarded to Eastern Suburbs Local Area Command for their approval.

Notification

Local residents and businesses, as shown in Figure 1, below will be notified, a minimum of seven (7) days prior to the event.



Figure 1 Notification distribution

Sydney Buses, Local Fire Brigades (Bondi, Woollahra & Randwick Fire Stations) and the NSW Ambulance Service are to be notified a minimum of seven (7) days prior to the event with the approved Traffic Control Plans.

Traffic Control**Impact of Event**

The event is unlikely to impact local traffic and transport systems and the local non-event community.

Road Closures

The following road will need to be closed to through access to provide safe passage for participants and reduce conflict with through vehicles:

- Warners Avenue, between Wairoa Avenue and Campbell Parde

For the duration of the event, access will be closed to:

- non-residents' vehicles.

Continuous access will remain open for:

- local residents' vehicles, if parking is available,
- emergency vehicles, cyclist, pedestrians and cyclist.

Traffic Control Plans

The Traffic Control Plans, in Attachment 2, have been prepared by the author (RMS accreditation SM 17101) and meet Australian Standard AS 1742.3. They are to be implemented by RMS accredited persons during the following periods:

1. Sunday, 18 September 2016 8.00am – 2.00 pm

It is proposed that the traffic control be implemented in the manner detailed in *Table 1*, below.

Table 1 Proposed closure schedule

Date	Time	Activity
Monday, 12 September 2016		Council's Creating Waverley Sub-program to: <ul style="list-style-type: none"> ▪ Distribute notification to local residents and businesses, and ▪ Signpost notification in the street.
Sunday, 18 September 2016	8.00 am	Implement temporary closure of Warners Avenue. Access for emergency vehicles, residents, cyclists and pedestrians to remain.
	10.00 am	Event commences.
	1.00 pm	Event finishes. Clean-up of Warners Avenue commences.
	2.00 pm	Warners Avenue opens and all normal traffic conditions to resume.

Traffic Controllers

A total of three (3) RMS accredited Traffic Controllers, including relief personnel, will be provided by Council's Customer First Sub-program to control traffic for the event, as shown on the Traffic Control Plans.

Bus Services

Public bus services will not be affected by the event.

Waste

All waste generated from the event is to be collected at the end of each day or the following morning and removed as part of normal waste collection service.

Emergencies**First Aid**

First aid facilities are provided on the premises.

Emergency Vehicle Access

A minimum of three (3) metres clear path will be provided through the affected roads to provide access for emergency vehicles.




Emergency Contacts

The individuals listed in Table 2, below, will be available to co-ordinate any emergency situations, should they arise, for the duration of the event.

Table 2 Emergency contacts

Name	Organisation	Telephone Number
Parking Services Officer	Waverley Council	0414 369 801
Parking Services Officer	Waverley Council	0414 369 802
Carolyn New	Waverley Council	TBA



	Details:	BIKE WEEK EVENT - SUNDAY 18 September 2016	 N/A	
		8.00 AM- 2.00PM	Personnel	
	Event Organisor:	WAVERLEY COUNCIL	Waverley Council Compliance officer	
				Drawn By: SAM SAMADIAN RMS RED TICKET# 19947039

REPORT
TC/V.02/16.07

Subject: Gould Lane, Bondi Beach - Temporary Closure for Tower Crane Installation

TRIM No.: A02/0617-07

Author: Kyle Wells, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the temporary closure of Gould Lane between Hall Street and the rear of No.146-150 Campbell Parade on Wednesday 3 August 2016, with times to be determined, in accordance with Traffic Control Plan 16S1582000-03-01-P2 dated 15/7/2016 attached to the report prepared by GTA Consultants on behalf of Infinity Constructions.
2. Notes that due to the urgent nature of the temporary closure of Gould Lane, the approval is given in retrospect.

1. Executive Summary

A development application (DA-57/2010) for a 5 storey, mixed use retail/residential building was approved in April, 2012 for No.146-150 Campbell Parade, Bondi Beach. This report is to assess the arrangements for delivery and installation of an on-site tower crane. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

This site has completed the demolition and excavation phases of the development and is ready to proceed to construction. To facilitate construction, an on-site tower crane capable of accessing a loading zone on Campbell Parade is proposed to be installed. The provision of a 20m construction zone on Campbell Parade was considered by the Traffic Committee at its meeting in May and Council approved the zone at its meeting on 21 June, 2016.

This site has frontages to both Campbell Parade and Gould Lane. It is not possible to locate a mobile crane on Campbell Parade without encroaching over lane 1 northbound which would result in traffic delays. In order to minimise any disruption to Campbell Parade traffic movements, the applicant has been directed to utilise Gould Lane for crane delivery.



Site at 146-148 Campbell Parade, Bondi Beach

3. Technical Analysis

In order to access Gould Lane, articulated vehicles will be required to perform a reverse manoeuvre from Hall Street into the lane. This manoeuvre is to be conducted under traffic control resulting in short delays (less than two minutes) on Hall Street. Vehicles entering Gould Lane will be unloaded by a mobile crane located within the site and exit onto Hall Street in a forward direction.

Traffic movements on Gould Lane will be under traffic control to manage entry and exit from Gould Street/Roscoe Street. Access to the residential property at No.152-162 Campbell Parade, which has a rear access on Gould Lane, is to be maintained.

Gould Lane will be blocked by vehicles delivering crane sections several times for intervals up to 30 minutes to allow for vehicle manoeuvres and unloading.

4. Financial Information for Council's Consideration

The applicant is required to pay for a crane permit and associated road closure application.

5. Attachments:

1. Traffic Management Plan - Gould Lane Crane Installation



Reference: #16S1582000

18 July 2016

Infinity Constructions Group Pty Ltd
Suite 1, Level 1, 290 Botany Road
ALEXANDRIA NSW 2015

Attention: Mr. Elias Jammal (Site Engineer)

Dear Elias

**RE: 146-148 CAMPBELL PARADE, BONDI – CRANE DELIVERY CONSTRUCTION
TRAFFIC MANAGEMENT PLAN**

GTA Consultants (GTA) have prepared the Construction Traffic Management Plan (CTMP) on behalf of Infinity Construction Group in relation to the delivery arrangements for the crane to be located on-site throughout construction works at 146-148 Campbell Parade, Bondi. The crane delivery will be required in sections and over a period of two days.

This CTMP provides mitigation measures to address the traffic and/ or transport implications associated with the delivery activities, taking into consideration the following:

- providing an appropriate and safe environment for pedestrians
- restricting heavy vehicle movements to designated routes to/ from the site
- suitability of the access arrangements for the crane delivery
- transport impact of the delivery on the surrounding road network
- managing and controlling heavy vehicle activity in the vicinity of the site
- providing a temporary Works Zone along Gould Lane at the rear of the site, with minimal impact on the adjacent road network.

Site Context

The site is located at 146-148 Campbell Parade, Bondi and has frontages to Campbell Parade to the east and Gould Lane to the west, as shown in Figure 1.

The site is zoned B4 mixed use by Waverley Council and is placed on an allotment of land approximately 443sq.m, as shown in Figure 2. The surrounding properties are predominantly a mix of retail, commercial and residential uses.

melbo
syd
brisb
canb
adelc
gold c
towns
p

Level 6, 15 Help Str
CHATSWOOD NSW 2
PO Box 5
WEST CHATSWOOD NSW 1
t// +612 8448 1

www.gta.com.au

Figure 1: Subject Site and Surrounding Environs

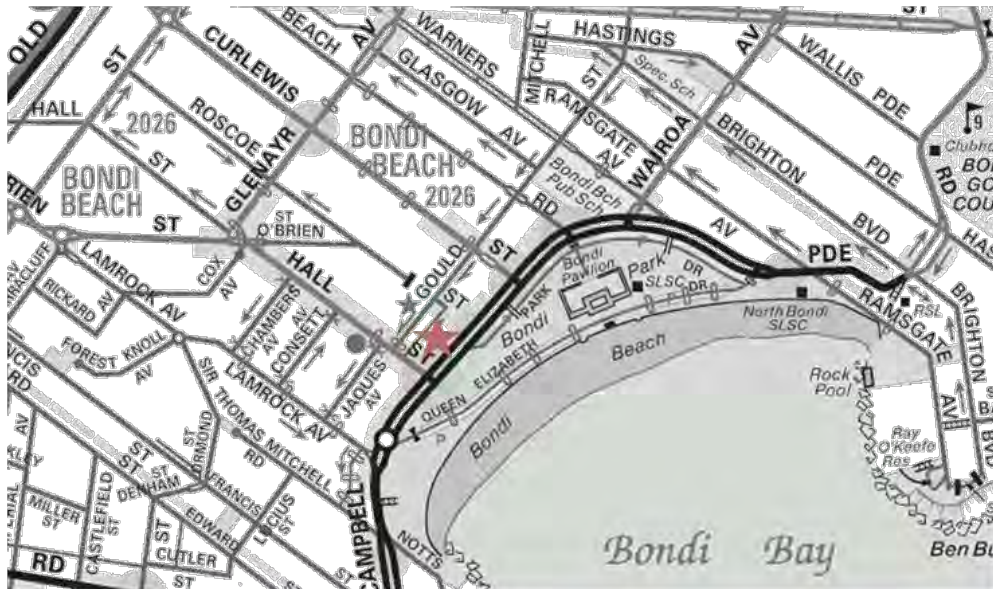


Figure 2: Land Zoning

Source: [DPE Planning Portal](#), accessed 15 July 2016

Road Network

Campbell Parade

Campbell Parade functions as a collector road within the local transport network. Adjacent to the site, there are two traffic lanes and a bicycle shoulder lane in each direction. Kerbside parking, loading areas and bus bays are generally provided within indented bays in the vicinity of the site. A pedestrian fence in the central median prevents informal crossing of Campbell Parade, with the signalised intersections reinforcing the safe pedestrian environment. Campbell Parade generally has a 40km/h speed limit.

Pedestrian facilities are generous, with at least a 9m wide pedestrian area fronting the retail precinct through the area and footpath transitions into the Bondi Foreshore to the east.

Hall Street

Hall Street is the closest adjoining street to Campbell Parade and located south of the site. Hall Street generally provides one traffic lane and one parking lane in each direction, intersecting with Campbell Parade at a signalised intersection.

Time restricted metered parking is generally permitted, with loading zones and other restricted parking also provided.

Public Transport

The site is well serviced by buses with high frequency and high capacity buses operating along Campbell Parade with the closest stops being #202622 (outbound) and #202638 (city bound). Buses primarily operate between North Bondi and Bondi Junction/ Sydney CBD with a number of different routes.

Figure 3 shows the local context of the network and Table 1 further details the frequencies and volumes of selected bus routes.

Figure 3: Bus Network Map



Source: http://www.sydneybuses.info/routes/Region_guide_East-2015.pdf, accessed 15 July 2016

Table 1: Summary of Selected Bus Services

Bus Route	Detail	Services per day	Peak frequency	Off peak frequency
333	City to North Bondi	223	5-10 mins	10-20 mins
380	City to North Bondi	289	5-10 mins	10-20 mins
381	Bondi Junction to North Bondi	101	5-10 mins	15-20 mins

Source: TripView App, viewed 16 July 2016

Pedestrian and Cycle Infrastructure

The area generally provides for well-established pedestrian facilities throughout, with ample footpaths along all streets, notably Campbell Parade, as discussed above.

There are extensive pedestrian crossing facilities in vicinity including along Campbell Parade (signalised crossings) and Hall Street (generally raised zebra crossings). 40km/h speed zones are generally prevalent throughout, further enhancing pedestrian amenity and safety.

Campbell Parade has painted shoulder lanes in each direction past the site, with limited connectivity to other areas. The cycleway map is shown in Figure 4.

Figure 4: Sydney Cycleways map

— Separate dedicated cycleways — Dedicated cycling lanes Bicycle-friendly roads

Source: <http://www.sydneycycleways.net/map/>, accessed 15 July 2016

Construction Traffic Management

This CTMP relates to the delivery requirements to facilitate the on-site crane installation for the approved construction works at 146-148 Campbell Parade, Bondi.

The crane installation is proposed to occur on the following days:

- o Wednesday, 3 August 2016
- o Thursday, 4 August 2016.

Works Zone

To facilitate such activities, a 20m works zone is proposed along Gould Lane at the rear of the site.

Heavy vehicles up to 19m articulated vehicles will be required to enter and exit the Gould Lane works zone to/ from Hall Street at the southern end. The arrival and departure process required for the delivery trucks shall be managed by RMS accredited traffic controllers at all times. These activities are proposed to occur outside the broader road network peak periods in order to minimise any such disruption to vehicles and pedestrians in the vicinity.

It is understood that the delivery of all crane sections and associated materials will require no more than 11 trucks. The delivery strategy intends to complete the bulk of these deliveries on the first approved day (9 deliveries), with minimal activity (2 deliveries) on the second day.

A Traffic Control Plan for the delivery of the crane is included as Attachment 1.

Traffic Controllers

A total of five accredited traffic controllers will be required to manage and control all traffic and pedestrians during the loading and unloading of materials within Gould Lane.

- o two controllers will be located on Hall Street to manage and control manoeuvring of trucks in/ out of Gould lane
- o one controller will be located on Gould Street to manage and control general traffic in the vicinity during truck manoeuvring
- o two controllers will be located on Roscoe Street to manage and control local area traffic that may need to access Gould Lane at such times a truck is standing in the works zone.

These access arrangements and traffic/ pedestrian management is detailed as part of the Traffic Control Plan included as Attachment 1.

Work Hours

Work associated with the delivery of crane materials will be carried out between 7:00am and 5:00pm and on the dates as stated above. Peak period activity will be minimised as much as possible.

The contractor/ builder will be responsible for instructing and controlling all vehicle activity to remain within the approved hours. Any activity outside the approved hours would be subject to specific prior approval from Council.

Worker Induction

All workers and subcontractors engaged on-site would be required to undergo a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, WHS, driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurances.

Crane Delivery

A 130 tonne mobile crane is required on-site to facilitate the approved construction works.

The crane is made up of various sections that will be transported to site using 19m articulated vehicles. There will be up to 11 trucks required for all deliveries over a two-day period (the majority occurring on a single day), with access via a works zone within Gould Lane.

Truck Routes

The movement of all trucks will be restricted to designated truck routes and confined to the State Road network where feasible. Truck routes to/ from the site have been identified with the aim of minimising the impact of construction traffic on the local road network in the vicinity.

Proposed approach and departure routes are shown in Figure 5 and Figure 6.

Figure 5: Construction Vehicle Approach Routes



Source: Sydway

Figure 6: Construction Vehicle Departure Routes



Source: Sydway

Swept paths illustrating how 19m articulated vehicles will access the Gould Lane works zone are included as Attachment 1.

Pedestrian Management

Accredited traffic controllers will be responsible for managing and controlling pedestrians as required to ensure safety at all times.

Should any unforeseen activities require the formal temporary closure of any pedestrian thoroughfares, a Traffic Control Plan (TCP) will need to be developed and submitted for approval by Council.

Resident Movements

Traffic controllers will be located along Gould Lane to manage the expected nominal movement of residents to/ from the adjacent sites. This will be managed as required, dependant on vehicle location and the access driveway location, whether it be north or south of the works zone. The low traffic and pedestrian volumes in the area will facilitate such management, with residents redirected as required, and under traffic control.

Traffic and Parking Effects

Public Transport

The overall impact to existing public transport services is expected to be negligible.

Parking

All on-street parking in the vicinity of the site be maintained as much as practical at all times. Some minor impacts may result along the northern side of Hall Street between Gould Lane and Gould Street to facilitate truck manoeuvring.



Cyclists, Emergency Vehicles and Heavy Vehicles

No special provisions are required or proposed for emergency vehicles and/ or cyclists. delivery activity is also not expected to impact existing heavy vehicle movements in the vicinity of the site.

Existing and Future Developments

There are no known developments in the vicinity of the site that are expected to impact the proposed crane delivery operations.

Traffic Movements in Adjoining Council Areas

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

Stakeholder Consultation

Infinity Constructions Group has discussed the proposed crane delivery strategy with Waverley Council on several occasions. It is understood that Council have recently requested a Traffic Management Plan be prepared to detail the construction traffic and transport implications as they relate to the following:

- o pedestrian/ traffic management while reversing the trucks into Gould Lane
- o traffic management for those who live in Gould Lane

The requested information has been included as part of this document and attachment.

I trust this letter provides a detailed assessment of the impacts associated with the proposed crane delivery over a period of two days for the approved development located at 146-148 Campbell Parade, Bondi.

Naturally, should you have any queries or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS

A handwritten signature in black ink, appearing to read "Rhys Hazell", followed by a comma.

Rhys Hazell
Associate Director (NSW)

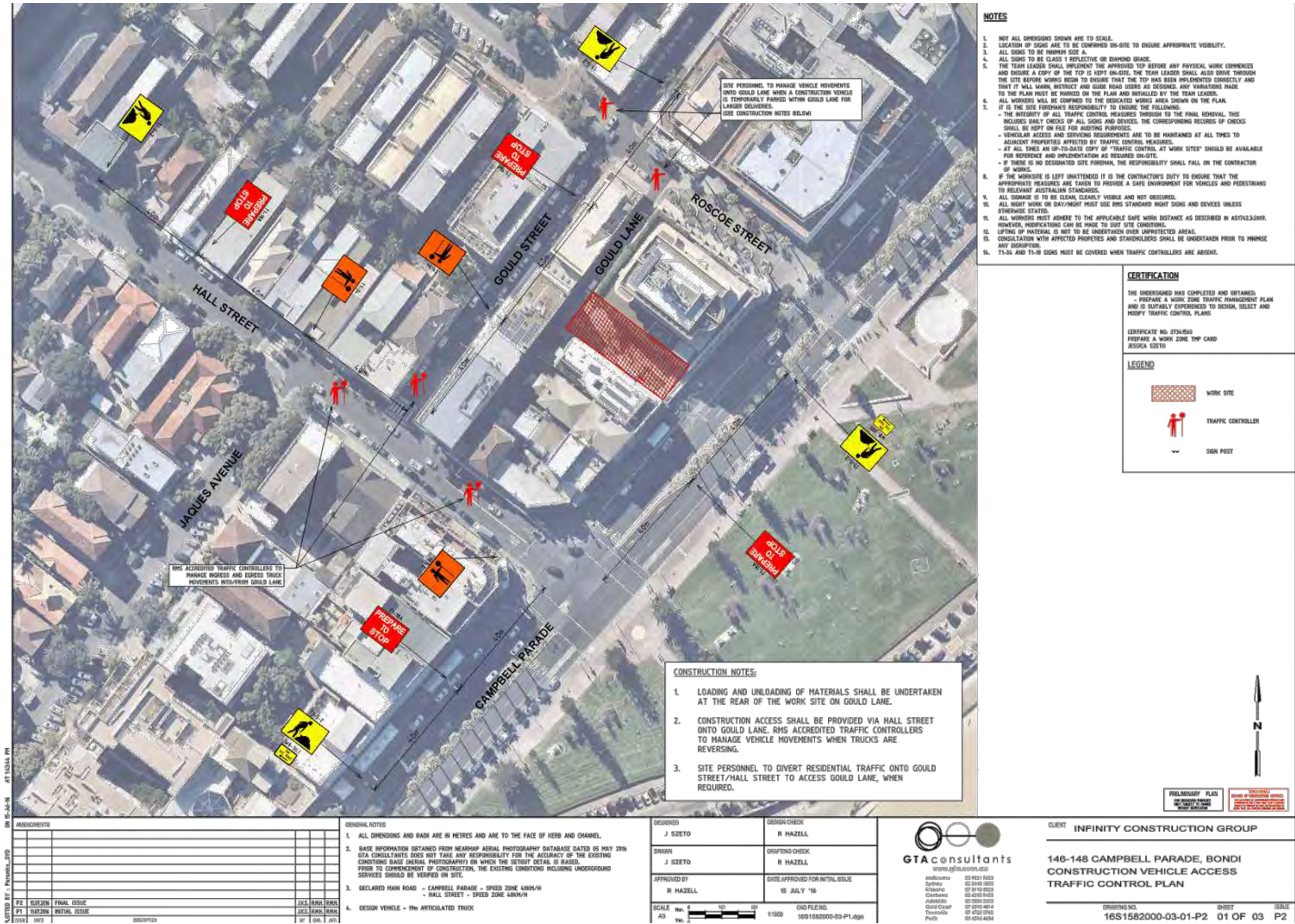
encl.

Attachment 1 – Traffic Control Plan and Vehicle Swept Paths



Attachment 1

Traffic Control Plan and Vehicle Swept Paths







REPORT
TC/V.03/16.07

Subject: Campbell Parade, Bondi Beach - Installation of a Part Time Bus Zone

TRIM No.: A02/0225-02

Author: Kyle Wells, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council installs 17m of "Bus Zone; 6am-8am" between the existing "No Stopping" zone on the eastern side of the driveway at the Bondi Beach Public School and the full time "Bus Zone- STA buses only" zone to the east.

1. Executive Summary

This report seeks approval to install a part time bus zone on Campbell Parade near Bondi Beach Public School to improve the safety and effectiveness of the STA bus terminus located at the northern end of Campbell Parade, North Bondi. Council will need to exercise its delegated function to implement the proposal.

2. Introduction/Background

Sydney Buses commences numerous morning peak hour services from its current bus terminus located at the very northern end of Campbell Parade in North Bondi. Space for buses to stand within the terminus is limited which can result in buses at times queueing across intersections, carrying out additional circulation manoeuvres and queueing across the pedestrian crossing at Brighton Boulevard.



Figure: 1 Existing STA bus terminus at the northern end of Campbell Parade, Bondi Beach.

The intention of the proposal is to provide an additional layover point for buses to stand between 6am and 8am and to reduce the number of buses accessing the terminus earlier than permitted.



Figure 2: Site of proposed part time bus zone on Campbell Parade, Bondi Beach

3. Technical Analysis

The parking at this location proposed for the part time bus zone outside Bondi Beach Public School is currently **1/2P ticket; 8am-6pm; 4P ticket 6pm-10pm**. As a metered area, this location is not available for long term resident parking. Vehicles currently utilising this area between 6am and 8am can be accommodated in the parking area in the central island on Campbell Parade. The bus zone will cease before the pay parking commences at 8am.



4. Financial Information for Council's Consideration

If changes to signage are approved the cost of installation will be met from existing budgets.

5. Attachments:

Nil

REPORT
TC/TEAV.01/16.07

Subject: Pacific Bondi Beach - Loading Dock and Public Parking Plans of Management

TRIM No.: DA-619/2007

Author: Geoff Garnsey, Manager Traffic and Development

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That the Committee:

1. Approves the "Loading Dock Management Plan" Ver 1.0 dated 27 July, 2015, excluding the "Loading Dock Plan" drawing on page 25 which requires the approval of others, subject to:
 - (i) A "STOP" sign and barrier line being installed inside the site at the loading dock roller shutter.
 - (ii) Convex mirrors being installed inside the site at the loading dock roller shutter for drivers of vehicles exiting the dock area to have improved sighting of pedestrians walking in both directions on the beach Road footpath.
2. Approves the "Public Parking Management Plan" dated 21 July, 2015 prepared by Parking and Traffic Consultants subject to the following:
 - (i) The GoGet car spaces being provided on the upper, B1 level of parking to allow for their access by residents and the public.
 - (ii) The GoGet car spaces not being in a tandem/stacked arrangement
 - (iii) There being no conversion of the four mobility parking spaces on B1 to spaces for the charging of electric vehicles. Conversion of any parking spaces to electric vehicle parking will only be considered by the Committee on submission of a section 96 application including evidence confirming the number and frequency of electric vehicles requiring charging on a daily basis.
 - (iv) There being no conversion of any mobility parking spaces to "parents with prams" parking spaces.

1. Executive Summary

A "Loading Dock Management Plan" and "Public Parking Management Plan" associated with the former Swiss Grand Hotel now the Pacific Bondi Beach located at 180-186 Campbell Parade, Bondi Beach have been submitted to Council and are forwarded to the Waverley Traffic Committee for consideration in accordance with the development approval. Council will not need to exercise its delegated functions as the documents only need to be considered by the Committee.

2. Introduction/Background

Development Application (DA) 619/2007 was approved by Council subject to conditions on 9 December, 2008 for a redevelopment of the Swiss Grand Hotel at 180-182 Campbell Parade, Bondi Beach. The redevelopment involved converting hotel rooms to a mix of residential apartments, hotel (serviced) apartments, retail space and car parking. The development approval was issued subject to conditions with one condition being the submission of management plan for the existing loading dock area and a management plan for the basement car parking areas which caters for parking for the owner/occupiers of the residential component as well as for paid parking by the public.

3. Technical Analysis

Development Consent 619/2007 was approved on 9 December, 2008 subject to conditions including conditions 90 and 91 as follows:

90: MANAGEMENT – LOADING VEHICLE MANAGEMENT PLAN

A Loading Vehicle Management Plan is to be submitted prior to any occupation of the non-residential components of the building, including the hotel. The plan is to be considered by the Local Traffic Committee, and be subject to their approval. Details are to be formulated in consultation with Waverley Council's Technical Services Department, and refer to the following:

- (a) Turning circles need to be provided showing the ability of large rigid vehicles to access and egress the loading zone in a forward direction.*
- (b) Plans to show compliance with Waverley DCP (Part I – Cl.6.4.3) regarding pedestrian safety at point of vehicle access to the site.*
- (c) (RTA Requirement) - All vehicles must enter and leave the site in a forward direction. The applicant is to demonstrate that this is feasible, and provide sweep paths and turning circle diagrams.*

91: MANAGEMENT – PUBLIC PARKING MANAGEMENT PLAN

A Public Parking Management Plan is to be submitted prior to any occupation of the non-residential components of the building, including the hotel. The plan is to include details about time restrictions and the costs associated with public parking within the site. The plan is to be considered by the Local Traffic Committee, and be subject to their approval. Details are to be formulated in consultation with Waverley Council's Technical Services Department.

(A) LOADING VEHICLE MANAGEMENT PLAN

A "Loading Dock Management Plan" Ver 1.0, dated 27 July, 2015 has been received and a copy is attached to this report.

The loading dock area is located and accessed from the Beach Road frontage of the site and was in place prior to the redevelopment. With the redevelopment of the site and introduction of a substantial retail area, Council required a vehicle management plan.

Briefly, the dock area:

- (i) Is proposed to operate from 7.00am to 8.00pm Monday to Friday, 8.00am to 6.00pm Saturdays and Sundays
- (ii) Will have all trucks gaining access to and from the shutter on Beach Road via Campbell Parade.
- (iii) Will have a loading dock attendant who will control the operation of the roller shutter and direct trucks away from the dock area when all loading areas are fully occupied.

- (iv) Can cater for the access and parking of 4 x 8.8m long vehicles (Medium Rigid Vehicles) and 2 x 6.4m long vehicles (Small Rigid Vehicles) concurrently.
- (v) Will have all vehicles capable of entering and exiting Beach road in a forward direction at all times
- (vi) Has a head clearance height at entry of 3.2m. Note, this head clearance is less than the Australian Standard head clearance for both small and medium rigid vehicles however the loading dock is in a building built many years ago and it is not possible to increase the head clearance.
- (vii) Is proposed to be used by owner/occupiers of the residential and serviced apartments when moving in or out from 9.00am to 4.00pm Monday to Friday and 9.00am to 1.00pm Saturdays.
- (viii) Will have strobe lighting at the roller shutter access to warn pedestrians when the door is opening for a truck to enter or exit.

Comment by Manager Transport and Development

No objections are raised to the loading vehicle management plan.

It is considered clauses (a), (b) and (c) of consent condition 90 have been addressed satisfactorily.

It is recommended that in addition, a "STOP" sign and barrier line be installed inside the loading area at the Beach Road boundary and convex mirrors be installed inside the site at the roller shutter on both sides of the entry/exit for drivers exiting the site to have an improved sighting of pedestrians on the Beach Road footpath.

(B) PUBLIC PARKING MANAGEMENT PLAN

A "Pacific- Public Parking Management Plan" dated 21 July, 2015 prepared by Parking and Traffic Consultants on behalf of Bondi Pacific Limited has been submitted and a copy is attached to this report.

The car park is contained in two levels, level B1 and level B2, of the former Swiss Grand Hotel and caters for the parking of a total of 294 cars with 142 spaces for residents and 152 for the public. Resident parking is provided on the lower B2 level and partly on the public parking B1 level.

Access to and from the carpark is unchanged and is located on the Curlewis Street frontage with left and right turn in and left and right turn out.

The public parking (B1) level caters for apartment visitors, customers to shops and restaurants, Woolworths' customers, serviced apartment guests, customers of the pool and gymnasium and parking for those in the locale. Fees are payable to park on B1.

Briefly, the management plan indicates:

- (i) The car park will be open to the public 30 minutes before the first retail shop in the complex opens and will close 30 minutes after the last retail shop closes
- (ii) Parking will be subject to a sliding scale of fees with no free parking other than for Woolworths' customers who spend a minimum amount at the cash register.
- (iii) Management will be via an onsite manager and /or remotely by a 24 hour professional car park operator.
- (iv) The car park will have electronic access control with ticket dispensers at the boom gate controlled entry, automatic pay stations on both levels, intercom systems at boom gates and pay stations and CCTV.
- (v) A parking guidance system which includes dynamic signage at entry to advise and inform public users and also disabled vehicle users when the car park is full and how many spaces are available and individual parking bay indicator lights.
- (vi) The car park will have a 15 minute grace period if a space to park cannot be found.

Included in the management plan are the following proposals at sections 5.3, 5.4 and 5.5:

Section 5.3 : Convert 4 mobility parking spaces in the public parking area to charging spaces for fully electric vehicles.

Comment by Manager Transport and Development

Considered unsatisfactory to remove mobility parking spaces to provide charging spaces for electric vehicles. Although the proposal may have merit, the number of electric vehicles that require charging in the car park area is not known and is at present considered would be very low and hence unsatisfactory to remove 4 mobility parking spaces for spaces that may have little and infrequent use.

The change from mobility parking spaces to vehicle charging spaces will require the submission of a section 96 application to Council to vary the development consent.

Section 5.4 : Convert 2 parking spaces in the B2 resident car park area to GOGet vehicle parking

Comment by Manager Transport and Development

No objections to the proposal. Councils WDCP 2012 does allow for a reduction in car parking numbers if installing car share spaces.

The spaces will however not be approved in a tandem/stacked arrangement as proposed.

Go Get requires the spaces to operate independently and cars cannot be "parked in".

It is considered the spaces should be provided in the B1 public car parking area rather than in the B2 resident, secured parking area so they can be accessed by both residents and the public.

Section 5.5 : Converting 4 mobility parking spaces in the public car park area for "Parents with Prams" parking.

Comment by Manager Transport and Development

Considered unsatisfactory to remove mobility parking spaces to provide parking for parents with prams. Although the proposal may aid parents with prams, it is considered unsatisfactory to remove 4 mobility parking spaces for that purpose.

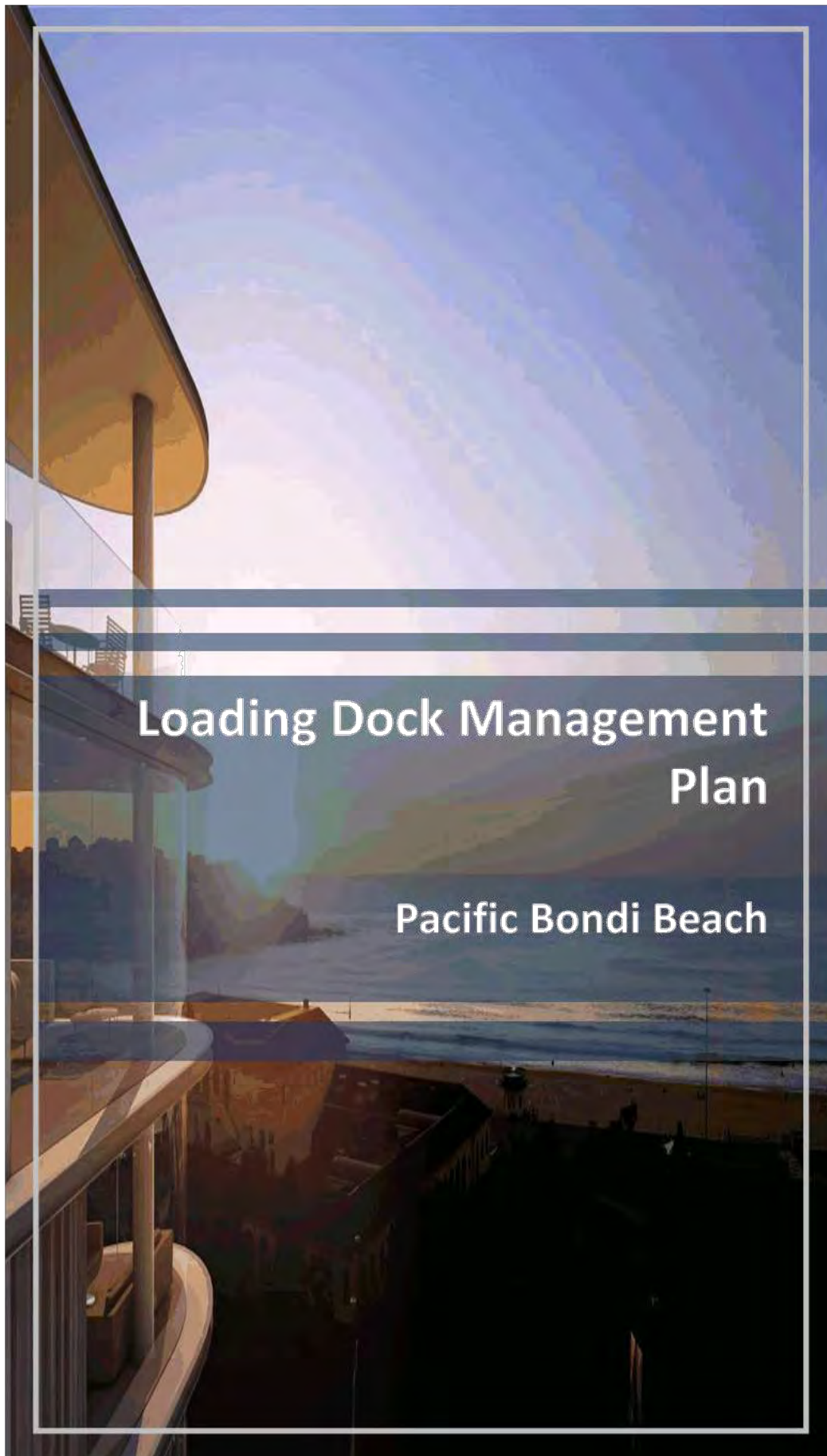
The change from mobility parking spaces to parents with prams parking will require the submission of a section 96 application to Council to vary the development consent.

4. Financial Information for Council's Consideration

No impact on Council's budget

5. Attachments:

1. Loading Dock Management- Pacific Bondi Beach - ver 1.0 dated 27 July, 2015
2. Public Carpark Management Plan- Pacific Hotel by Parking and Traffic Consultants



Document History

Document Control

Title: PACIFIC Bondi Beach – Loading Dock Management Plan

Date of Issue: 27th July 2015

Read this first: This is a controlled document with amendments to be approved by the building management committee (the Committee). This page will be reissued every time amendments are sent to stakeholders, along with the relevant amended page/s

Version No.	Amendment No.	Page	Description	Issued
1.0	-	ALL	Issued to Waverly Council for approval	July 2015

Document Approval**Title:** PACIFIC Bondi Beach (PBB) – Loading Dock Management Plan**Version:** 1.0**Prepared By:****Date of Issue:** 17 July 2015

Organisation	Position	Name	Signature	Date
	Building Manager			

The Pacific Bondi Beach building management committee ("the Committee") is the owner of the Loading Dock Management Plan.

Approval of the Loading Dock Management Plan is the responsibility the Committee. As the authorised representative of the Committee, the Building Manager is responsible for the documentation, distribution and communication of any changes to the Loading Dock Management Plan and seeking the approval of the Committee.

When changes to the document are required, the relevant pages will be re-issued to all stakeholders along with a document control and approval page. Stakeholder distribution details are contained in the Contact List in **Appendix A**.

Contents

1	Introduction.....	5
1.1	Purpose	5
1.2	Strata Management Statement & Strata Plan By-Laws	5
1.3	Council Approval	5
1.4	Stakeholders.....	5
1.5	Location of Loading Dock	6
2	Operational Requirements	7
2.1	Hours of Operation.....	7
2.2	Arranging a Delivery.....	7
2.3	Restrictions.....	7
2.4	Apartment and Hotel Apartments - moving in and out.....	7
2.5	Lift Usage	8
2.6	Waste Management	8
2.7	Cleanliness	9
2.8	Couriers.....	9
2.9	Security	9
2.10	Pedestrian Safety.....	9
2.11	Additional Parking	9
2.12	Maintenance	10
	Appendix A – Contact List	11
	Appendix B – Traffic and Parking Assessment Report	13
	Appendix C – Loading Dock Layout Plan	24

1 Introduction

1.1 Purpose

Pacific Bondi Beach ("**PBB**") is a multi-use development with a number of owners and occupiers. The Loading Dock Management Plan ("the Plan") has the following goals in relation to the Loading Dock.

- to detail access conditions for the Loading Dock
- to clearly define responsibilities of the stakeholders in relation to the Loading Dock

1.2 Strata Management Statement & Strata Plan By-Laws

The Pacific Bondi Beach Strata Management Statement (**SMS**) is a set of rules that regulates "whole of building" issues in which all or a number of separate stratum owners have an interest.

The separate stratum owners must appoint a building management committee ("the **Committee**"). The **Committee** must appoint a strata manager and a building manager ("**Building Manager**"). The **Committee** may also appoint a **Loading Dock Attendant**.

Each strata plan in the building also has a set of by-laws which set out rights and obligations between each strata lot owner.

The separate strata lot owners appoint an owner's corporation. The owner's corporation of each strata plan must appoint a strata manager and may appoint a building manager relevant to that strata plan.

Where there is a conflict between this Loading Dock Management Plan and the above noted documents, the SMS and strata by-laws will take precedence.

Clause 63 of the **SMS** deals specifically with the **Loading Dock**.

1.3 Council Approval

Clause 63.1 of the SMS states:

"In the event that the original Developer has not obtained approval from Council to the Loading Dock Management Plan prior to the date of registration of this Statement, it shall procure such approval..."

1.4 Stakeholders

Stakeholders are defined as those people and entities listed in the Contact List in **Appendix A** and any other users of the loading dock at Pacific Bondi Beach.

1.5 Location of Loading Dock

By design PBB has one loading dock situated on the site. The Loading Dock is located as shown in Figure 1 and Table 1.

Loading Dock means the area of the Ground Floor Retail on RL14.420 which is allocated for use as a loading dock facility.

Figure 1.0 Location of Loading Dock



Table 1.0 Loading Dock

Item	Description	Location	Access	Design Features	Responsibility
1.	Loading Dock	Ground Floor RL14.420	Access From Beach Road Via Campbell Parade	2x 6.4m Small Rigid Vehicles & 4x 8.8m Medium Rigid Vehicles	Building Manager

2 Operational Requirements

2.1 Hours of Operation

The Loading Dock hours are from 7.00am to 8.00pm Monday to Friday and 8.00am to 6.00pm Saturdays and Sundays. All deliveries to the Building must be made via the following

- Loading Dock – Enter from Beach Road Roller Shutter, via Campbell Parade.

The Loading Dock shutter will be closed at all times and will open only to receive deliveries.

2.2 Arranging a Delivery

Deliveries are to be arranged in advance with the Loading Dock Attendant.

Drivers are required to message the Loading Dock Attendant before arrival to arrange for the opening of the Loading Dock shutter.

Upon entry to the Loading Dock vehicles must park as directed. If the Loading Dock is full, drivers will be asked to "circle the block" until space is available. To minimise this from occurring, all deliveries shall be pre-arranged with the Loading Dock Attendant.

2.3 Restrictions

Entry height to the Loading Dock is restricted to 3.2 metres.

Under normal circumstances the maximum loading/unloading parking period is 15 minutes. Large deliveries or collection of goods must be scheduled in advance and the time and procedure approved by the Building Manager. Retailers and residents will need to advise the Loading Dock Attendant of any large deliveries.

It is anticipated that Committee (once formed) will restrict delivery times to ensure integrity of site security and minimise impact on residents.

The Loading Dock is capable of accommodating up to 6 loading vehicles (4 x 8.8m and 2 x 6.4m) at any one time. The maximum size vehicles permitted into the Loading Dock shall not exceed 8.8m. Vehicles are parked in the area at the owner's risk.

All vehicles are to enter and exit in a forward direction. Refer to the turning path diagrams within the Traffic and Parking Assessment Report – **Appendix B** for manoeuvring procedures.

2.4 Apartment and Hotel Apartments - moving in and out

By prior arrangement with the Loading Dock Attendant, and within with the hours of Monday to Friday 9am to 4pm and Saturday from 9am to 1pm, the Owner or Occupier of an Apartment or Hotel Apartment may use the Loading Dock to move into or out of PACIFIC.

The Owner or Occupier of an Apartment or Hotel Apartment must give priority access to and use of the Loading Dock if required by the Non Residential Lot Owners or Occupiers for their operations when requiring access to the Loading Dock for moving in and out of PACIFIC.

2.5 Lift Usage

The Goods lift (Lift 9) is available to service retail tenancies L1/04 and L1/05.

Retail lifts 7 & 8 can be used for loading of goods and removal of rubbish by other Level 1 Retail Tenants.

Passenger lifts may only be used for the delivery of hand held parcels.

Under no circumstances shall trolleys be permitted in passenger lifts (refer to the Trolley Management Plan).

By prior arrangement with the Building Manager, the Owner or Occupier of an Apartment or Hotel Apartment may use the apartment or hotel passenger lifts to move into or out of PACIFIC.

Lift Sizes

- Lift 01 – 1200 (W) x 1980 (D) x 2300 (H);
- Lift 02 – 1400 (W) x 1940 (D) x 2300 (H);
- Lift 03 – 1200 (W) x 1980 (D) x 2700 (H);
- Lift 04 – 1400 (W) x 1970 (D) x 2400 (H);
- Lift 05 – 1400 (W) x 1970 (D) x 2400 (H);
- Lift 06 – 1400 (W) x 1970 (D) x 2400 (H);
- Lift 07 – 1400 (W) x 1940 (D) x 2400 (H);
- Lift 08 – 1400 (W) x 1940 (D) x 2400 (H);
- Lift 09 – 1400 (W) x 1940 (D) x 2400 (H);
- Lift 10 – 1200 (W) x 1980 (D) x 2400 (H);
- Lift 11 – 1400 (W) x 1940 (D) x 2400 (H);

2.6 Waste Management

Refer to the **Waste Management Report** for waste disposal procedures.

The Loading Dock will facilitate the waste collection from all stakeholders within the Pacific Bondi Beach Development.

Space has been allocated for the positioning of two (2) off 23 cu.m. compactor bins for the exclusive collection and disposal of Retail Tenant's waste. (excluding Woolworths and BWS).

Space has been allocated for the positioning of two (2) 1,500L general waste bins for exclusive collection and disposal of Woolworths and BWS waste.

Space has been allocated for the positioning of six (6) 240L waste bins for exclusive collection of Hotel waste.

A zone has been allocated for the positioning of thirty two (32) 240L Residential waste bins for collection and disposal of Residential waste and recycling waste.

Refer to the **Appendix C** for allocation locations.

2.7 Cleanliness

The Loading Dock, common areas and goods lift must be maintained in a clean condition. The cleaning up is the responsibility of the delivery companies using the Loading Dock. If cleaning staff are required to clean up after the delivery of goods, the delivery company or the tenant will be charged.

No goods or rubbish are to be left in the Loading Dock or common areas without approval from the Loading Dock Attendant. If goods or rubbish are left in these areas without approval they will be removed from the area at the delivery company's or tenant's expense.

2.8 Couriers

Courier deliveries must be made direct to each tenancy. Should a delivery be made where the tenancy is locked the Concierge and, or, security guards will not accept the delivery under any circumstances.

Under no circumstances will couriers be allowed to travel to a floor. Tenants will need to make prior arrangements with the courier company.

2.9 Security

The Loading Dock Management Office is located within the Loading Dock area. It is anticipated that the Loading Dock Attendant and, or, security guard will be positioned in the Loading Dock – from 7.00am to 8.00pm (Monday to Friday) and 8.00am to 6.00pm Saturday and Sunday. The manager or guard will manage deliveries and security to this area. The manager or guard will supervise deliveries, manage the flow of traffic, parking and ensure the effective and efficient operation within a secure area. The manager or security guard will keep a register of visitors to the Loading Dock area. The register will include vehicle details, contractor details and delivery details.

The Loading Dock area will be under 24 hour CCTV surveillance. Refer to the Security Management Plan for full details of CCTV monitoring.

2.10 Pedestrian Safety

Only authorised personnel shall be allowed within the Loading Dock area and will be required to wear high visibility safety gear at all times.

All vehicles will be required to be equipped with audible reverse alarms.

The entry shutter will be equipped with visual strobe lighting to warn pedestrians when the Loading Dock shutter is opening.

All vehicles will shall enter and exit the Loading Dock in a forward direction.

2.11 Additional Parking

There are no parking spaces within the Loading Dock.

2.12 Maintenance

Stakeholders are expected to communicate with the Building Manager on issues that may impact on other stakeholders and impact on the operation of the Loading Dock. Any matter relating to the cleaning or servicing of the onsite equipment needs to be communicated to the Building Manager so that access and alternative arrangements, where required, can be made.

All requests for maintenance for the Loading Dock should be placed to the Building Manager on the following number:

Appendix A – Contact List

Building Manager (PBB Building Manager)	
Company Name	
Contact Name	
Address	
Phone	
Email	
Loading Dock Attendant	
Company Name	
Contact Name	
Address	
Phone	
Email	
Waste Management Contractor (Residential)	
Company Name	
Contact Name	
Address	
Phone	
Email	
Waste Management Contractor (Retail – Other than Woolworths)	
Company Name	
Contact Name	
Address	
Phone	
Email	

Waste Management Contractor (Serviced Apartments)	
Company Name	
Contact Name	
Address	
Phone	
Email	
Waste Management Contractor (Woolworths)	
Company Name	
Contact Name	
Address	
Phone	
Email	

Hotel Operator	
Company Name	Amalgamated Holdings Pty Ltd trading as QT Hotels
Contact Name	
Address	
Phone	
Email	
Woolworths	
Company Name	Woolworths
Contact Name	
Address	
Phone	
Email	

**copy contact list as required*

Appendix B – Traffic and Parking Assessment Report



Doc Ref: 16115E002

4 April 2016

Bondi Beach Hotel Pty Limited

17-50 HAP Pty Ltd

5th Floor Level 10

176 Pitt Street

SYDNEY NSW 2000

Attention: Mr Savvas Hajimichael

Dear Savvas

MODIFICATION TO DEVELOPMENT CONSENT DA-619/2007 FOR THE 116 CARPARK AT BONDI BEACH (SWISS GRAND HOTEL DEVELOPMENT) TRAFFIC AND PARKING ASSESSMENT

In July 2012, Waverley Council granted development consent (with conditions) for a Section 55(F) modification application for the Swiss Grand Hotel development.

Furthermore, on 1 March 2013 Council granted development consent (with conditions) for the proposed supermarket use of approved retail floor space within Swiss Grand Hotel development.

A further Section 55 application is to be submitted with Council to amend development consent DA-619/2007(F). The purpose of the Section 55 is to obtain approval for minor internal and external works.

With regard to traffic and parking, these minor modifications relate to the following:

- 1. Reconfiguration of the loading dock to accommodate additional waste storage (ie. garbage compactors)
- 2. Design of accessible ramp/stable car parking spaces
- 3. Options for above ground car parking storage for residential spaces
- 4. General vehicle access and circulation within the basement car park

The purpose of this report is to provide an assessment of the proposed modifications from the approved car park and loading dock arrangements with regard to traffic and parking.

Overview of Existing Car Parking Arrangements

Existing development on the site is serviced by a publicly accessible basement car park with some green spaces spread over 3 basement levels. The primary vehicle access to the car park is provided via:

1. A ramped access from the street to the basement car park via the existing car park entrance.





driveway and associated vehicle access ramp at Curlew Street. A secondary access for hotel parking is provided at Gould Street.

The approved redevelopment would retain the existing vehicle access arrangements via Curlew Street and the removal of the Gould Street access.

Under the Condition No. 7 of the approval (DA-619/2007/F) a maximum of 119 residential car parking spaces are permitted with the residual (175 spaces) to be non-residential (public) spaces. Thus the car park will continue to operate as a public car parking facility.

Loading Dock Arrangements

The site and its existing uses are currently serviced by an existing loading dock facility which is accessed via Beach Road. The location, structural design and vehicle access arrangements to the loading dock will be retained both under the approved development (DA-619/2007/F) and the Section 96 modification application with is the subject of this report.

The approved loading dock is conditioned to allow a maximum vehicle size of 8.8m long (MRV). The dock is approved to provide a total of 6 service vehicle bays including:

- 2 x 6.4m Small Rigid Vehicles (SRV)
- 4 x 8.8m Medium Rigid Vehicles (MRV)

The Section 96 modification application seeks to rearrangement the layout of the approved number of service vehicle bays within the loading dock area. The service vehicle turning path requirements to access the rearranged layout has been assessed by using the AutoTURN vehicle simulation software and AS2890.2 vehicle specifications.

The turning paths are shown in Attachment A.

The turning path analysis indicates that each of the proposed service vehicle spaces can be satisfactorily accessed as envisaged by the approved redevelopment (DA-619/2007/F). It is noted that a loading dock management plan would be prepared prior to occupation (Condition 8g).

Vehicle Access Arrangements – Car Park Access

The existing car park access via Curlew Street will be retained as envisaged in the approved redevelopment. The Section 96 application, proposes no modifications to the existing and approved vehicle access via Curlew Street.

It is noted that the existing (and thus proposed) headroom clearance at the base of the Curlew Street ramp is restricted by an overhead structural beam over part of the ramp. The available headroom under the beam has been measured by GTA Consultants to be between 2.02m and 2.06m. This available headroom complied with headroom requirements at the time of construction (namely 2.0m).

It is noted that the existing headroom clearance would not meet current headroom requirements of 2.2m (AS2890.1-2004) if it was to be constructed as a new car parking facility.

Notwithstanding the above, the available headroom provides practical and usable headroom for the purpose of car parking as demonstrated by its ongoing use. It is also noted that the approved



development conditions do not specify the requirement to meet current controls with regard to vehicle headroom requirements.

It is recommended that the existing headroom clearance warning signage be retained, namely a height bar be installed at the car park entrance.

Accessible / Adaptable Parking Spaces

Condition 7(a) of approval DA-619/2007/F set out minimum parking space requirements for accessible parking in the public parking area.

This minimum requirement and those adaptable residential apartments have been provided as shown in basement car parking plans (Basement Level B02 and Basement Level B03) associated with the Section 96 application.

The accessible car parking spaces for the public car park have been designed to comply with the requirements of AS2890.6-2009.

Residential adaptable parking spaces have been designed in accordance with the specifications for adaptable housing (AS4299).

Car Parking Space Storage

It is understood that moveable over bonnet storage boxes are to be offered to owners of individual residential apartments with allocated parking in the basement.

Over bonnet storage systems allow additional storage (approx. 2.5 cubic metres) in the unused space over the bonnet of a vehicle without reducing the effective parking area for standard vehicles. The over bonnet storage would be located at the enclosed end of a parking space and be mounted on poles which allow the vehicle's bonnet to sit underneath the storage box.

It is noted that the installation of over bonnet storage boxes would impact on the parking space compliance with AS2890.1. However the provision of over bonnet storage boxes would provide a practical and efficient use of space for the vast majority of vehicles likely to access the car parking spaces without adversely impacting on vehicle access to the space or adjacent spaces.

Furthermore, should the vehicle access requirements change, the over bonnet storage boxes can be removed with relative ease to provide a compliant car parking space.

Summary

In summary the Section 96 modification application does not significantly amend the approved basement car parking arrangements or the loading dock arrangements.

This assessment has determined that the proposed minor modifications are consistent with the approved redevelopment objectives and design requirements as set out in DA 619/2007/F with regard to traffic and parking and are therefore satisfactory.



Naturally, should you have any questions or require any further information please do not hesitate to contact the undersigned.

Yours sincerely

GTA CONSULTANTS

Handwritten signature of Jason Rudd in black ink.

Jason Rudd
Director

Waverley Traffic Committee Agenda

Page 97

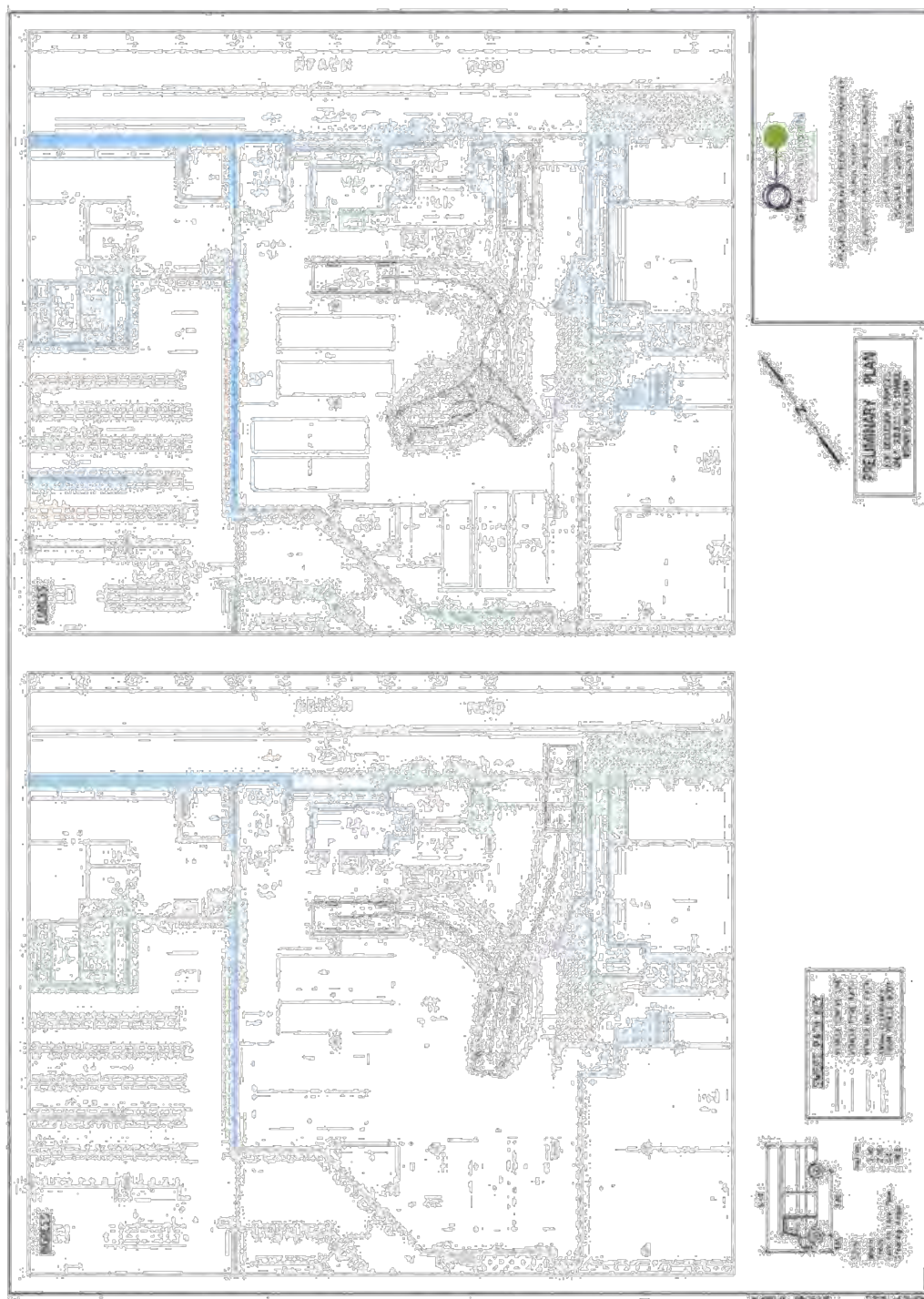


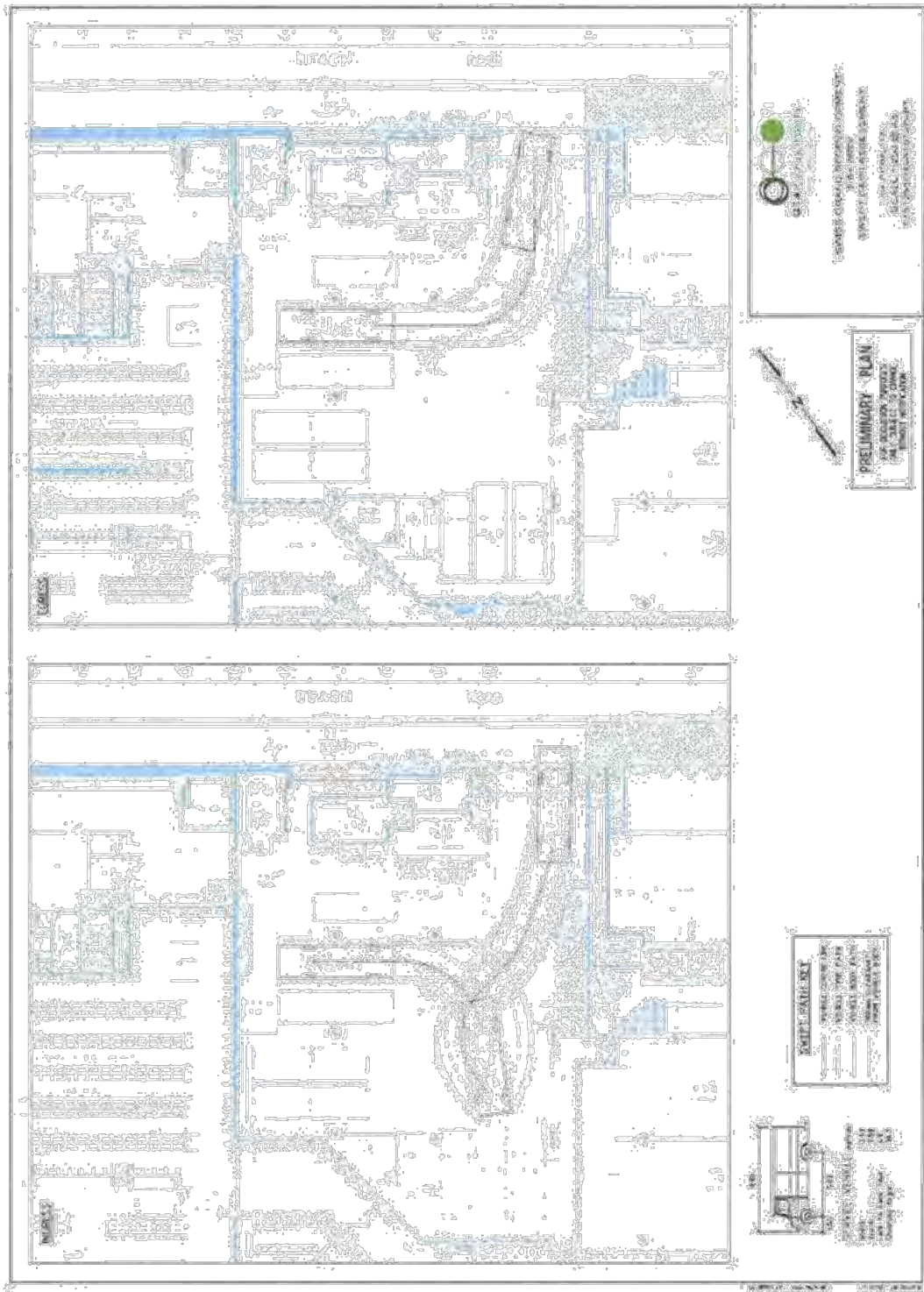
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

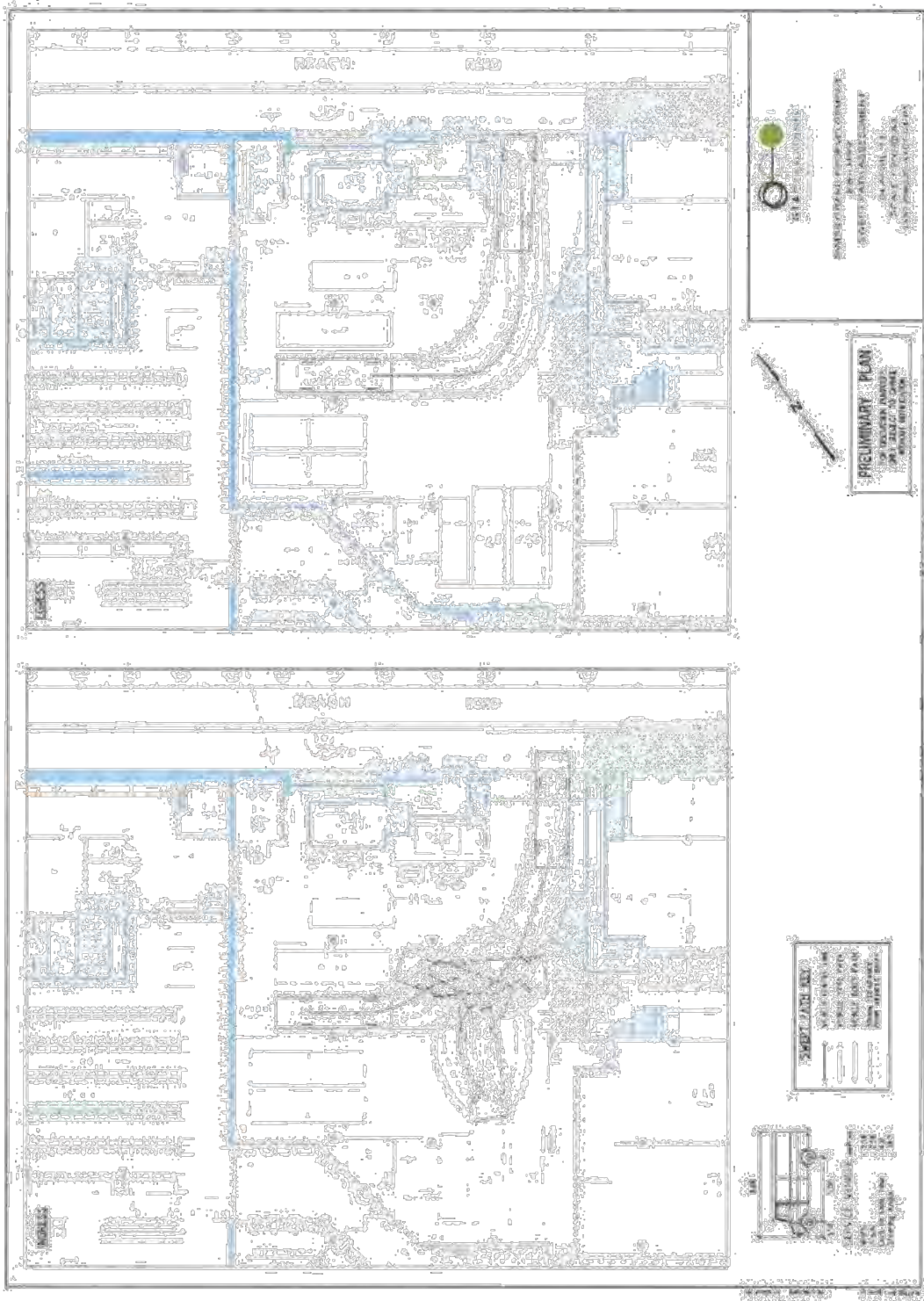
Attachment A – Loading Dock Vehicle Turning Path Diagrams

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

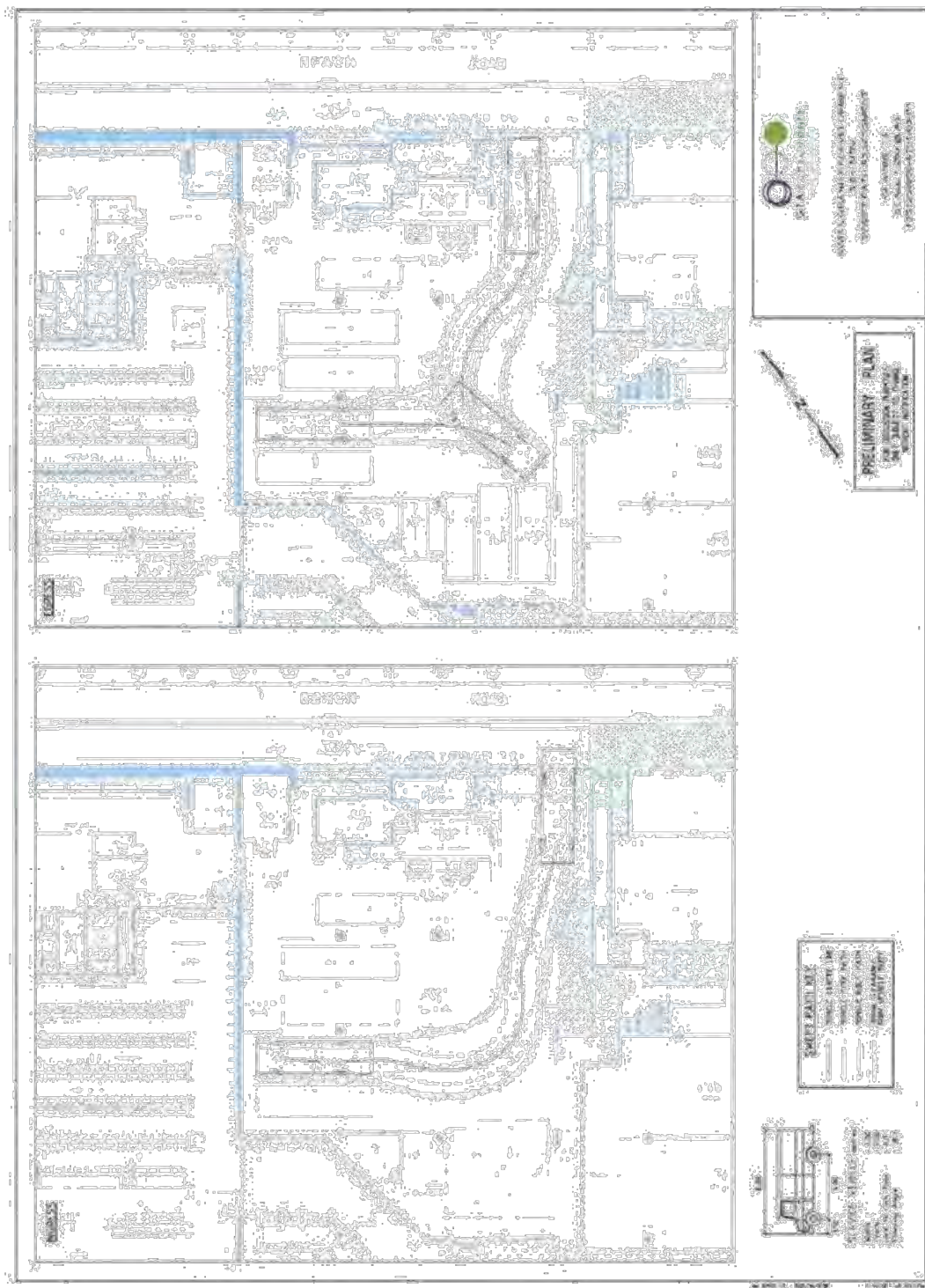
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

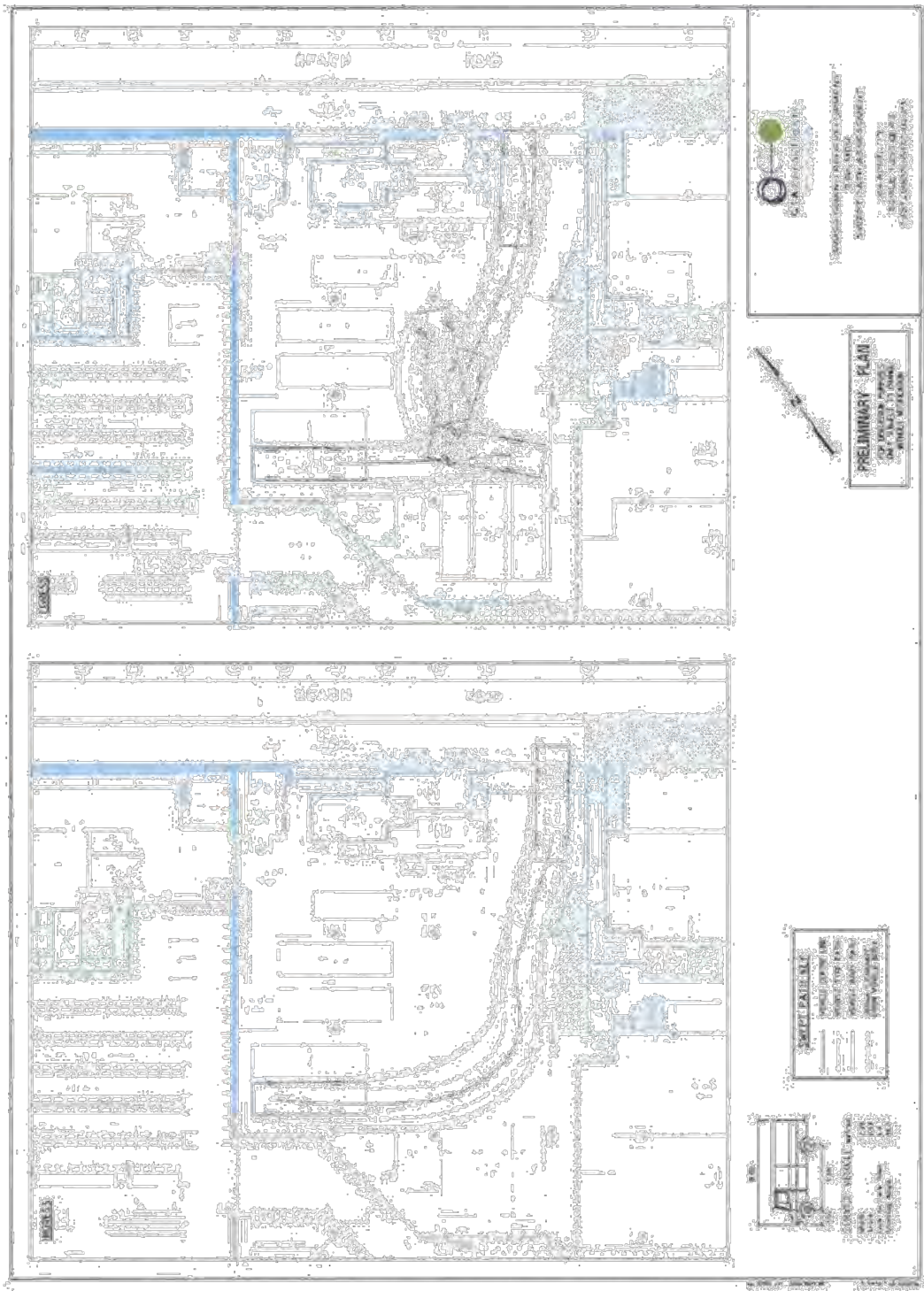


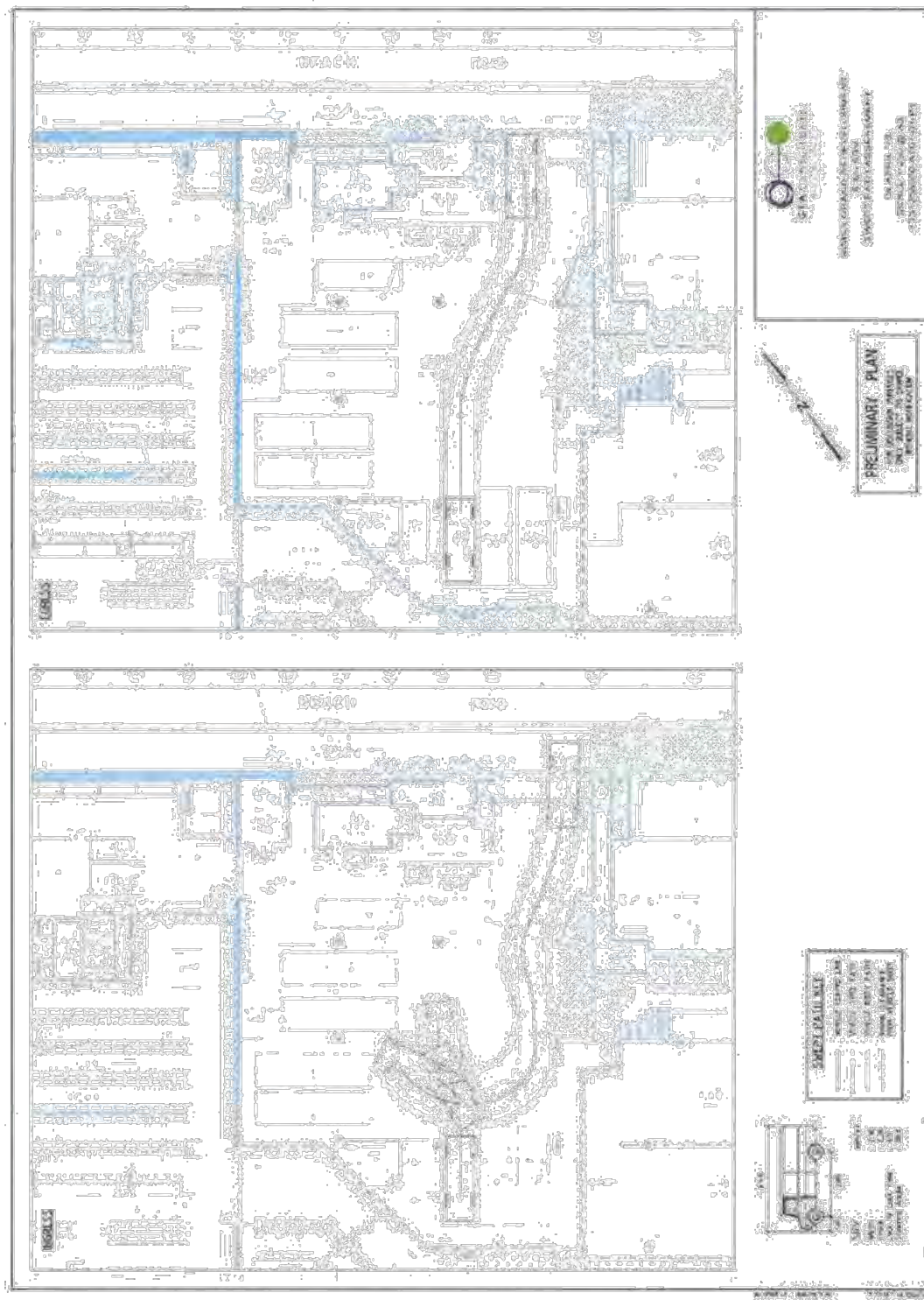




PACIFIC Bondi Beach
Loading Dock Management Plan



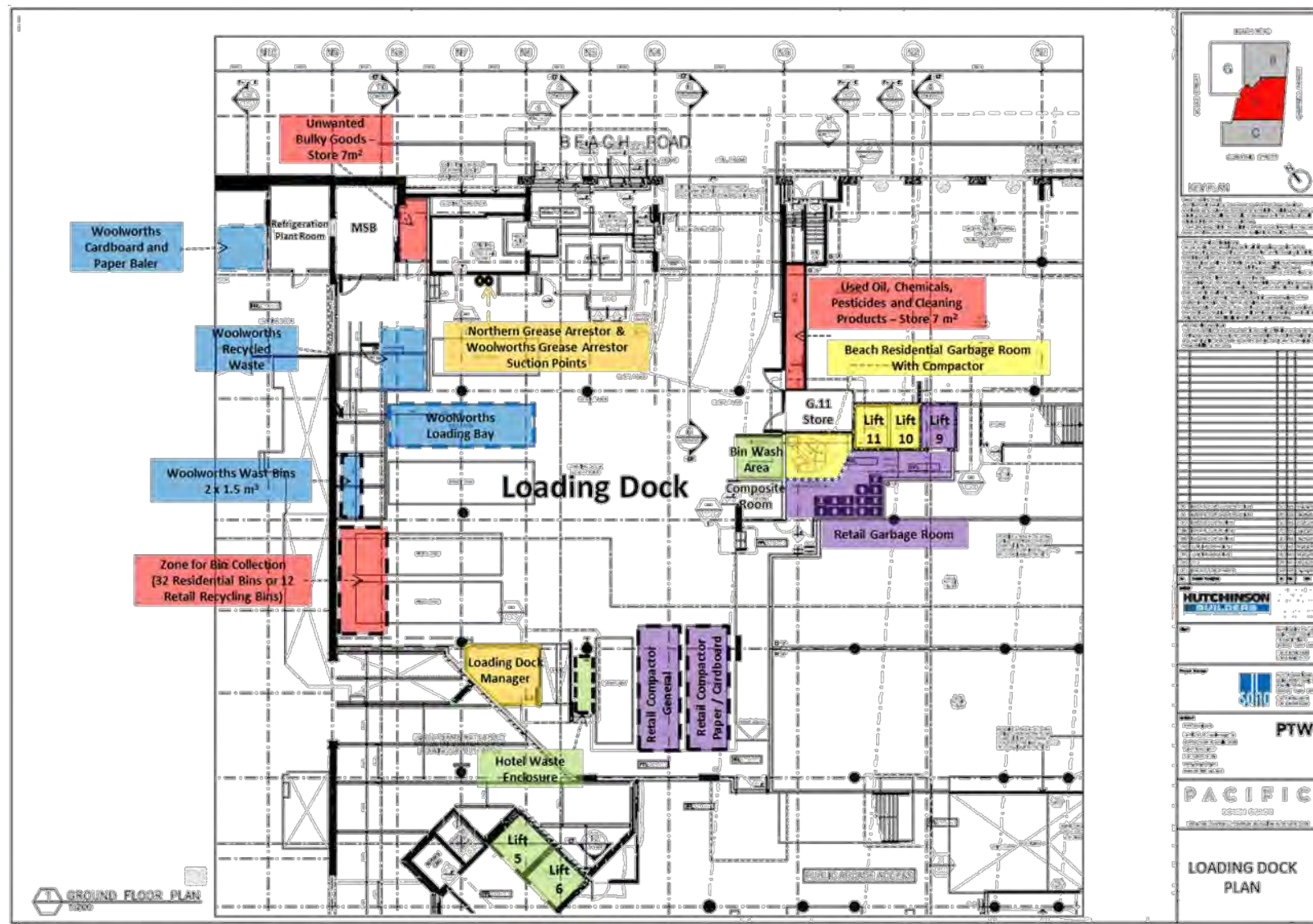




Appendix C – Loading Dock Layout Plan

Document Number Version 1.0

PACIFIC Bondi Beach
Loading Dock Management Plan



Page 25 of 25
Issue Date: Draft 27/7/15



PARKING & TRAFFIC
CONSULTANTS

Driving success through valuable advice

Client

Bondi Pacific Pty Limited

Project

Pacific – Public Parking Management Plan

For the attention of:

John Coffey, Rebel Property Group
Gil Baron, Baron & Associates

Date

21st July 2015

Contact

Kelvin Worthington
02-8920 0800
kelvin.worthington@parkingconsultants.com

TABLE OF CONTENTS

1.	Introduction & Brief	3
2.	Users of the Public Car Park.....	3
3.	Access / Time Restrictions	4
4.	Costs – Public Parking	4
5.	Car Park Technology & Signage.....	5
5.1	Car Park Access Control Equipment	5
5.2	Car Park Guidance System & Signage	6
5.3	Other Technology - Sustainability.....	7
5.4	Other Sustainability Proposals – Go Get Car	8
5.5	Community Initiative Proposal – Parents with Prams.....	8
6.	User Experience and Procedures.....	9

APPENDICES

Appendix A – Parking Plans

1. Introduction & Brief

Pacific Bondi Beach is a mixed use development comprising:

- Premium residential apartments
- Serviced Apartments (QT Hotels & Resorts)
- Woolworths Supermarket
- Specialty retail
- Gymnasium & swimming pool

The development is bordered by Campbell Parade, Gould Street, Curlewis Street and Beach Road, Bondi.

The car park which services the development comprises two levels; B1 (the upper level) and B2 (the lower level) totalling approximately 294 car spaces. 142 spaces are allocated to residential use (mainly located on B1), leaving 152 public car parking spaces (mainly located on B2). Refer to the plan in [Appendix A](#).

The use of the car park is subject to the terms of an S88B instrument and Strata Management Statement, currently in draft and agreed in principle by Council and the developer.

The car park is accessed by a single entry lane and single exit lane off Curlewis Street.

There is a separate Loading Dock accessed off Gould Street.

2. Users of the Public Car Park

Users of the public car park are anticipated to include:

- Visitors to the apartment building
- Customers of the retail shops and restaurants within the building and surrounds
- Woolworths customers
- Serviced apartment guests (with or without the assistance of a valet service which will collect and return vehicles from a drop off zone in the undercover porte cochere driveway)
- Customers of the pool/gym located on B1
- General public visiting offering in the building and/or visitors to the locale

Woolworths customers will benefit from 1 hour free parking subject to a minimum spend in store, in accordance with the terms of the draft S88B instrument.

3. Access / Time Restrictions

As noted in the draft S88B instrument, the car park will be open 30 minutes before the earliest retail shop in the Pacific Bondi Beach retail precinct opens, and close 30 minutes after the closure of the last retail shop.

4. Costs – Public Parking

The public parking fee structure is still to be finalised; however following receipt of tender submissions from professional car park operators for operation of the car park it is expected to be up to the following:

Period	Fee (ex GST)
Casual Parking Rates	
0 – 0.5 hours	\$7
0 – 1 hour	\$10
1 – 1.5 hours	\$20
1.5 – 2 hours	\$20
2 – 3 hours	\$30
3 – 4 hours	\$40
> 4 hours	\$50
Evenings	\$10

As noted in [Section 2](#), a limited number of Woolworths customers will benefit from 1 hour free parking subject to a minimum spend in store, in accordance with the terms of the draft S88B instrument.

5. Car Park Technology & Signage

The following access control equipment technology will be utilised for controlling the car park.

5.1 Car Park Access Control Equipment

The management of the car park will include technologies that will allow local car park management by an on-site car park manager and/or remotely 24 hours by a professional car park operator.

The access control equipment will include:

1. Access control equipment consisting of ticket dispensers / proximity card readers and boom gates to control the car park, located at the entry/exit off Curlewis Street together with an after hours roller shutter which can be activated by residents.
2. Automatic pay stations (one on each level) for payment of parking fees by public parkers, located on B1 and B2 adjacent to the retail/public lift core.
3. The ability to pay for retail/casual parking via credit card at the exit boom gate will also be included (as a contingency measure in case the pay stations are non-functioning).
4. Intercom systems will be included in the car park management package that will allow communication to a central location on site (e.g. car park office) in addition to diversion to an external car park manager's remote control room. Intercom facilities to be provided at all boom gates and pay stations.
5. CCTV systems will also be included that will allow an on-site car park manager and/or an external car park manager to monitor major access control locations (i.e.. entry/exit boom gates and pay stations) in order that the manager can see as well as hear anyone who has pressed an intercom button to request assistance.
6. Discounted parking for Woolworths customers who spend more than \$30 in-store will be managed via a bar code scanner mounted on each pay station, so that Woolworths customers who have spent more than \$30 can scan the bar code that Woolworths will print on their till receipt and thus receive discounted parking.

The parking guidance system will comprise:

- Individual parking bay monitoring and vehicle detection.
- Individual parking bay indicator lights to show when a bay is occupied (red) or vacant (green). This enables drivers to quickly scan a parking aisle and see if spaces are available, and is particularly useful in car parks that have dead-end aisles (as Pacific Bondi has).
- Examples of such systems can be seen around the Sydney Metropolitan area including Westfield Bondi Junction, Macquarie Centre, Westfield Chatswood, QVB Building, Broadway Shopping Centre etc.

5.3 Other Technology - Sustainability

As a sustainability initiative, four electric charging stations are proposed to be provided within the car park, similar to those shown in the photograph below.



This initiative is subject to and contingent upon Council support for the utilisation of four spaces currently dedicated as disabled parking bays on level B1 – noting that there are a total of 15 car spaces currently allocated as disabled bays in this immediate area. (Refer [Appendix A](#)).

5.4 Other Sustainability Proposals – Go Get Car

As a further sustainability initiative, two Go Get parking spaces are proposed to be provided within the car park,

This initiative is subject to and contingent upon Council support for the utilisation of two tandem bays currently allocated to Casual / Retail parking bays on Level B2 (refer [Appendix A](#)).

5.5 Community Initiative Proposal – Parents with Prams

As the development will contain a supermarket element, four 'Parent with Pram' bays are proposed to be provided within the car park, to provide amenity for members of the community who need to attend the supermarket with their children.

This initiative is subject to and contingent upon Council support for the utilisation of four spaces currently dedicated to disabled parking on Level B1 (refer [Appendix A](#)).

6. User Experience and Procedures

The following section details the procedures required to be undertaken by public parkers.

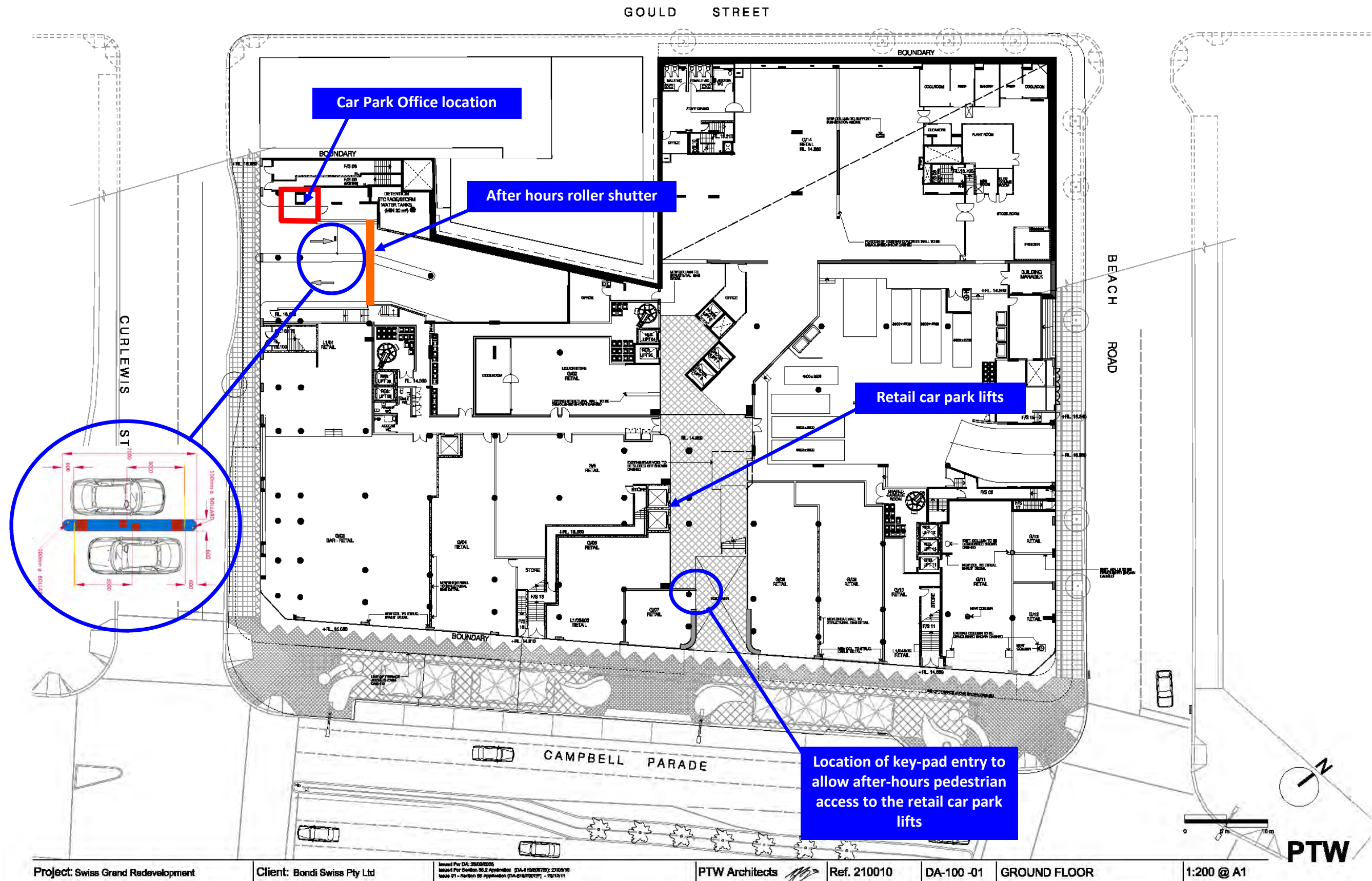
During operating hours public parkers will use the car park in the following way, using a ticket system:

- Customers will enter from Curlewis Street and take a ticket from the ticket dispenser located at the car park entry. The entry boom gate will open and they will proceed to locate a vacant retail/casual parking space.
- To exit, customers will first need to visit one of the automatic pay stations located on Level B1 & B2, adjacent to retail/public lifts and insert their ticket. If they have spent \$30 or more in Woolworths they will present the bar code on their Woolworths receipt to a bar code scanner mounted on the pay station. If their stay is less than one hour their car park ticket will be re-coded to 'free' and returned by the pay station.
- If the customer has not spent \$30 in Woolworths, or is a casual parker they will be required to pay the appropriate fee for parking, depending on their length of stay. Once the fee is paid, their car park ticket will be returned to them by the pay station.
- Once they have completed the payment process, retail and casual parkers can proceed to exit via the control point at Curlewis Street and insert their ticket into the ticket machine to open the exit boom gate. They will then proceed to exit the car park.
- Signage will be located at the lifts, reminding retail and casual parkers to pay for parking at a pay station before returning to their vehicle.
- In the event that a parker has forgotten to pay for parking at a pay station before returning to their vehicle, the exit control unit will provide the option to pay by credit card. When/if prompted to pay for parking the user will insert their credit card in the ticket machine and pay the required fee. A receipt will be issued automatically.
- Payment by credit card at the exit control is primarily a contingency measure and all retail/casual car park users will be directed to pay at a pay station. This is to reduce the time spent at the exit control unit, which may cause queuing if there is a delay while a car park user pays for their parking.

Kelvin Worthington
Parking & Traffic Consultants

BONDI PACIFIC CAR PARK
ACCESS CONTROL EQUIPMENT LOCATIONS — GROUND FLOOR

Notes:
For illustrative purposes only
Car park access control locations and designs are indicative only



118