



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:

10.00 AM, THURSDAY 28 NOVEMBER 2019

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 - 24 October 2019..... 8

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 24 October 2019 were adopted by Council at its meeting on 19 November 2019 subject to the following changes:

1. TC/C.03/19.10 – Macpherson Street, Waverley – Pedestrian Refuge Island at Roundabout.

Council resolved that:

1. Option A is supported with the following amendments to the proposed design:
 - (a) The existing traffic splitter island on Macpherson St East be reconstructed to incorporate a pedestrian refuge that is located 16m from the intersection.
 - (b) The traffic splitter island incorporates landscaping.
 - (c) The temporary fence to limit unsafe pedestrian paths be reduced in length along Albion St to the north of the intersection to be approximately 7m from the Holding Line on the southbound lane of Albion St approach so as not to limit opportunities for pedestrians to cross Albion St.
 - (d) Landscaping of the area on the north east corner of Albion St and Macpherson St to the west of the existing stone garden edge and no more than 7m to the north of the Holding Line on the southbound approach of Albion St be installed to both beautify the intersection and limit unsafe pedestrian movement.
 - (e) The temporary fence be removed approximately 12 months after the establishment of the landscaping.
2. Funding for Option A above be sourced through the Q2 budget review.
3. Council notes that the Charring Cross traffic study will be extended to include the intersection of McPherson and Leichardt Streets, Leichardt Street and Bronte Road, McPherson and Albion Streets and Albion Street and Bronte Road.

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.01/19.11 66 Fletcher Street, Bondi - Construction Zone (A03/2514-04)..... 14

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 10 metre long 'No Parking 7.00 am to 5.00 pm Monday–Friday; 8.00 am to 3.00 pm Saturday Authorised Council Vehicles Excepted' zone outside 66 Fletcher Street, Bondi from the eastern boundary to the western boundary.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove the construction zone, as necessary.

TC/C.02/19.11 Bronte Road, Waverley - Proposed Median Island (A03/0042-04)..... 17

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 20 metre median island on Bronte Road fronting the driveway to Waverley Public School, Waverley.
2. Installs a safety mirror adjacent to the light pole on the northern side of the driveway.

TC/C.03/19.11 Kenneth Street and Marks Lane, Tamarama - Parking Restrictions (A05/1638). 21

COUNCIL OFFICER'S PROPOSAL:

That the Committee considers this matter and makes a recommendation to Council.

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/19.11 Kippara Road and Wallangra Road, Dover Heights - Installation of 'No Stopping' and Centreline (A03/2514-04)..... 23

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 25 metre broken dividing separation (S1) centre line along Kippara Road at the intersection of Wallangra Road.
2. Installs an 18 metre 'No Stopping' unbroken yellow (C3) line on the south west corner of the bend in Kippara Road, each end being 10 metres out from the intersection.

TC/V.02/19.11 Dudley Page Reserve - Special Event - Traffic Management Plan (A14/0145) 26

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Treats the attachment to this report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(e) of the Local Government Act 1993. The report contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the traffic arrangements for the New Year's Eve event at Dudley Page Reserve, Military Road clearways, and Bondi Road closure in accordance with the Traffic Management Plan attached to this report, subject to the Traffic Management Plan being forwarded to RMS for its approval of road closures and clearways.
3. Delegates authority to the Executive Manager, Infrastructure Services to approve any modification to the Traffic Management Plan.

TC/V.03/19.11 Old South Head Road and The Avenue - 'No Stopping' (A14/0145)..... 28

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Stopping' signs on both sides of The Avenue, 10 metres in from Old South Head Road.

TC/V.04/19.11 Arnold Street and Blenheim Lane - 'No Parking' (A14/0145) 30

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Parking' signs at the southern edge of the driveway on Blenheim Lane for a span of 9 metres north towards Arnold Street.

TC/V.05/19.11 North Bondi Surf Life Saving Club Storage Project – Traffic Arrangements (A14/0145)..... 33

COUNCIL OFFICER’S PROPOSAL:

That Council:

1. Approves the proposed traffic and parking arrangements and the attached Traffic Control Plan associated with the construction of an advanced response lifesaving facility within the North Bondi Surf Life Saving Centre (NBSLSC).
2. Delegates authority to the Executive Manager, Infrastructure Services to approve any modification to the traffic and parking arrangements and Traffic Control Plan.

TC/V.06/19.11 80-82 Hall Street, Bondi - Construction Zone (A03/2514-04) 39

COUNCIL OFFICER’S PROPOSAL:

That Council:

1. Installs a 6 metre long ‘No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted’ zone in Cox Avenue at the back of 80-82 Hall Street, between the driveways to property numbers 80-82 Hall Street and 4 Cox Avenue Bondi.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

TC/CV.01/19.11 Multiple Streets - Bus Zone Extension and Installation (A02/0225) 42

COUNCIL OFFICER’S PROPOSAL:

That Council:

1. Extends the existing 21 metre Bus Zone at Bondi Road outside of No. 325 16 metres east down Bondi Road ending west of driveway No.327.
2. Extends the existing 21 metre Bus Zone outside of property No. 17 Macpherson Street 6 metres east extending over the driveway of property No. 19.
3. Installs a 33 metre Bus Zone incorporating the existing bus stop J stem spanning 30 metres and ending immediately north of the driveway of property No.12 Alfred Street.
4. Installs a 33 metre Bus Zone starting from the existing bus stop J stem spanning 26 metres ending south of the driveway or property No. 308 but not including the existing light pole.
5. Extends the existing 13 metre Bus Zone outside of property No. 5 & No. 7 Fern Street north by 7 metres ending at the existing No Stopping Zone sign.

6. Notifies residents whose properties front the affected bus zones of the changes.

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

TC/TEAC.01/19.11 113 Macpherson Street, Bronte - Change of Use to a Supermarket and Associated Loading Zone (DA-231/2019) 55

COUNCIL OFFICER’S PROPOSAL:

That should Development Application 231/2019 be approved for construction of a new supermarket at 113 Macpherson Street, Bronte, the Committee advises:

1. A 15.5 metre truck zone replacing the existing taxi zone outside 113 MacPherson Street, Bronte is not recommended.
2. A 15.5 loading zone replacing the existing taxi zone during certain periods is acceptable.
3. Delivery trucks using the zone to access the site at 113 McPherson Street would be restricted to a maximum length of 10 metres.
4. Restrictions for the loading and taxi zone activities would be:
 - (a). Loading Zone, vehicles under 10 metres only – 9am to 2pm, Monday to Saturday.
 - (b). Taxi zone – at other times.
5. Use of pallets to transfer goods from trucks to and from the site at 113 McPherson Street are not supported. Use of trolleys is supported.
6. Changes to the parking restrictions in the vicinity of the site will be subject to a separate report to Council’s Traffic Committee should the development be approved, and the proposal would be assessed on its merits at that time.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil

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, 24 OCTOBER 2019**



Voting Members Present:

Cr T Kay	Waverley Council – Alternate Chair
S/Cst A Birchansky	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Ms D Blackburn	Representing Gabrielle Upton, MP, Member for Vacluse
Mr M Carruthers	Roads and Maritime Services – Network and Safety Officer (South East Precinct)
Mr P Pearce	Representing Marjorie O'Neill, MP, Member for Coogee

Also Present:

Mr D Joannides	Waverley Council – Executive Manager, Infrastructure Services
Mr C Hutcheson	Waverley Council – Service Manager, Traffic and Transport
Mr E Kayes	Waverley Council – Traffic Engineer
Mr C Yabuka	Waverley Council – Manager, Strategic Transport

At the commencement of proceedings at 10.01 am, those present were as listed above, with the exception of Ms D Blackburn (representing Gabrielle Upton, MP, Member for Vacluse), who arrived at 10.03 am.

At 10.36 am, Mr P Pearce (representing Marjorie O'Neill, MP, Member for Coogee) left the meeting and did not return.

Apologies

Apologies were received and accepted from Cr P Masselos (Chair) and Mr B Gidies (State Transit).

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 September 2019

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 September 2019 were adopted by Council at its meeting on 10 October 2019 with the following change:

1. TC/V.08/19.09 – Kenilworth Street, Bondi – Pedestrian Refuge Island.

Council did not adopt the recommendation of the Traffic Committee, and made the following decision:

That Council:

1. Refers the matter to the October 2019 Waverley Traffic Committee meeting for consideration of an alternative design to prevent long vehicles entering Kenilworth Street at Flood Street that minimises the proposed lost parking spaces on the northern side of Kenilworth Street.
2. Officers prepare swept paths into Kenilworth Street for various vehicle lengths and types from both directions in Flood Street for Waverley Traffic Committee consideration.
3. Officers prepare a recommendation for advisory signage at the intersection of Kenilworth and Flood streets.
4. Considers a funding source for the works at the Q1 budget review in November 2019.

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.01/19.10 Spring Street, Bondi Junction - Temporary Closure for Tower Crane Installation (A19/0394)****COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council temporarily closes Spring Street between Denison Street and Newland Street in accordance with Traffic Control Plan 2019-1101 attached to this report.
2. Council notes that:
 - (a) Tentative times and dates for the closure are between 1 am and 11 pm on Sunday, 15 March 2020, with a backup of Sunday, 22 March 2020.
 - (b) These dates may change if Stage 2 of the Bondi Junction Cycleway is not completed.
3. Council delegates authority to the Executive Manager, Infrastructure Services, to approve any

alternative date and times that Spring Street can be closed, if required.

4. Council temporarily removes all parking spaces in Spring Street between Newland Street and Denison Street to facilitate the manoeuvring of semi-trailers into Spring Street (as required by the submitted swept paths).
5. Businesses and residents in Spring Street between Denison Street and Newland Street affected by the closures and emergency services be notified of the closure in writing by the applicant no less than seven days prior to the road being closed.
6. A copy of the applicant's notification letter and expected date and area of distribution be forwarded to Council's Traffic Engineer no less than three days prior to distribution.
7. The applicant undertakes a before and after dilapidation survey of the trees in the vicinity of the mobile crane setup.
8. A Council compliance officer be present for the duration of the works at the applicant's expense, and that this be communicated to the applicant.

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 (Alternate Chair).

TC/C.02/19.10 Dudley Street, Bondi - 'P Motor Bikes Only' (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'P Motor Bikes Only' zones between the driveways of 7, 9 and 11 Dudley Street, Bondi.

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 (Alternate Chair).

TC/C.03/19.10 Macpherson Street, Waverley - Pedestrian Refuge Island at Roundabout (A03/0042-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council upgrades the existing splitter island on the eastern approach to the roundabout at Macpherson Street and Albion Street, Waverley, to a pedestrian refuge 16 m from the roundabout (Option A).

WTC RECOMMENDATION (MAJORITY SUPPORT):

That the Council Officer's Proposal be adopted subject to being amended to read as follows:

That Council:

1. Notes that the Manager, Strategic Transport, addressed the meeting and advised that the three other access points need consideration as part of a holistic review.
2. Upgrades the existing splitter island on the eastern approach to the roundabout at Macpherson Street and Albion Street, Waverley, to a pedestrian refuge 16 m from the roundabout (Option A), subject to extending the fence and landscaping to the new path.

The representative of the Member for Coogee voted against the recommendation.

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

TC/C.04/19.10 Firth Street and Kent Street, Waverley - 'No Stopping' Zone (A14/0145)**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a No Stopping line (unbroken yellow C3 line) on the north-east corner of the intersection of Firth Street and Kent Street, Waverley, from the existing pram ramp on the corner of Firth Street around the bend to Kent Street until the telegraph pole.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: NSW Police representative, RMS representative and Waverley Council representative (Alternate Chair).

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/19.10 Kenilworth Street, Bondi - Pedestrian Refuge Island (A03/0042-04)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a pedestrian refuge island with associated line marking and signage in Kenilworth Street at the intersection with Flood Street, Bondi, in accordance with Drawing 9025 attached to this report.
2. Installs No Left Turn and No Right Turn restrictions for vehicles over 9 m at the intersection to prevent movements from Flood Street into Kenilworth Street.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of the following clauses:

3. Investigates reducing the setback to 7 m at the corner of Kenilworth Street and Flood Lane to offset the loss of parking from the pedestrian refuge island design.
4. Notifies local residents of the changes prior to construction.

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

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/19.10 Multiple Streets - P Disability Zones (A18/0719)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 6.7 m long 'P Disability Only' zone outside 89 Ocean Street, Bondi.
2. Removes the existing 'P Disability Only' zone outside 14 Hewlett Street, Bronte.
3. Removes the existing 'P Disability Only' zone outside 383 Old South Head Road, North Bondi.
4. Removes the existing 'P Disability Only' zone outside 148 Hall Street, Bondi Beach.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

'Installs a 6 m long "P Disability Only" zone outside 89 Ocean Street, Bondi'

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

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 10.48 AM.

.....
SIGNED AND CONFIRMED
MAYOR
19 NOVEMBER 2019

REPORT TC/C.01/19.11



Subject: 66 Fletcher Street, Bondi - Construction Zone

TRIM No.: A03/2514-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 10 metre long 'No Parking 7.00 am to 5.00 pm Monday–Friday; 8.00 am to 3.00 pm Saturday Authorised Council Vehicles Excepted' zone outside 66 Fletcher Street, Bondi from the eastern boundary to the western boundary.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove the construction zone, as necessary.

1. Executive Summary

Council has received an application from the builder/developer at 66 Fletcher Street, Bondi for the installation of a construction zone outside the site. Council will need to exercise its delegated function to implement the proposal.



Figure 1: Aerial image of 66 Fletcher Street, Bondi.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles. The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for 13 weeks or more.

3. Technical Analysis

The site is located on the northern side of Fletcher Street, Bondi. Currently there is no driveway to property number 66. It is proposed to install a 10 metre construction zone outside the property from the eastern boundary to the western boundary.

Table 1: Application details for 66 Fletcher Street, Bondi.

Applicant	Alvarez construction project management
Development Application	DA-348/2018
Works	Alterations and additions including conversion of a residential flat building into a single dwelling.
Approved Hours of Construction	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
Frontage Length	10 metres
Road	Fletcher Street
Existing Parking	2P 8am-10pm Permit Holders Excepted AREA 11, 90° Angle Parking Rear to Kerb.
Requested Length	10 metres
Proposed Length	10 metres
Duration	28 weeks
Beginning	13/01/2020
Fee Area	Residential, without metered parking
Estimated Fees	\$666.00 per week (based on 10 metres provided)

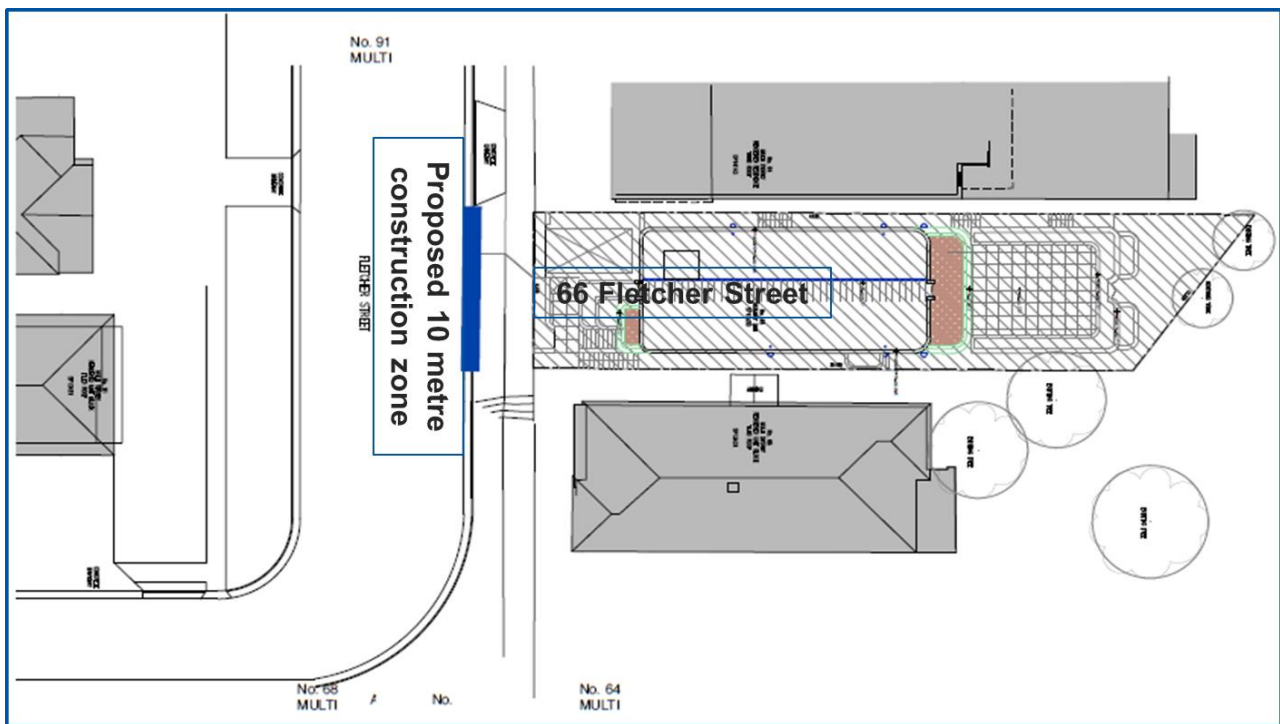


Figure 2: Proposed construction zone at 66 Fletcher Street, North Bondi.

4. Consent Conditions

The Construction Vehicle and Pedestrian Plan of Management approval for the site contains the following relevant conditions:

1. Trucks servicing the site shall be limited in size to Medium Rigid Vehicles up to 8.8 metres in overall length and as defined by Australian Standard AS2890.2. No approval is given for the use of articulated vehicles (semi-trailers and truck/trailer combinations).
2. For 1 week prior to, during and 1 week after the Sculpture by the Sea Special Event which takes place in October/November each year, there shall be:
 - a. no heavy vehicles/plant accessing the site/Fletcher Street, unless approved by the Executive Manager - Creating Waverley
 - b. no access to Fletcher Street for any light vehicles (cars, utes, vans etc.) without a valid permit (as Fletcher Street is closed for resident only traffic)
 - c. no temporary closure of any roads or the footpath, and
 - d. no use of concrete pumps.

5. Financial Information for Council's Consideration

The applicant will be required to pay the approved application fee, which covers the cost of administration and signage.

The approved usage charges for the 2019/20 financial year are:

- \$66.60 per metre per week in a Residential Development Area.
- \$92.20 per metre per week in a Commercial and mixed-use Development Area.

6. Attachments:

Nil

REPORT
TC/C.02/19.11

Subject: Bronte Road, Waverley - Proposed Median Island

TRIM No: A03/0042-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 20 metre median island on Bronte Road fronting the driveway to Waverley Public School, Waverley.
2. Installs a safety mirror adjacent to the light pole on the northern side of the driveway.

1. Executive Summary

A request has been received that Council investigates issues with traffic accessing the school driveway at the southern end of the site.

The right turn into the school results in queuing of traffic back past the signalised pedestrian crossing on Bronte Road. The right turn out of the school is held back by northbound traffic on Bronte Road stopped at the pedestrian signals. The right turn out is also restricted by northbound and southbound movements on Bronte Road.

A narrow concrete median island is proposed for the centre of Bronte Road. The median would prevent the right turn in and right turn out of the school.

A mirror is also proposed on the north-east corner of the driveway. This is to assist exiting drivers to see pedestrians walking north on the footpath (to the right of the driver). The direct line of sight is obscured by a high brick fence on the adjacent building south of the driveway.

2. Introduction/Background

The location has been inspected during morning and afternoon peak school times. The school driveway is located very close to a bus zone and a pedestrian actuated signal crossing.

When the crossing signal is on for pedestrians, queues form that block access to and from the school driveway. Preventing the right turn in to and the right turn out of the driveway will assist in reducing conflict and improving traffic flows. A concrete median along the centre of Bronte Road is proposed to address this issue.

Sight lines for drivers exiting the carpark to see pedestrians needs to be improved. A traffic mirror is proposed to address this issue.

3. Technical Analysis

Bronte Road is a collector road with a carriageway width of 12 metres. It is a designated bus route with high volumes of traffic and pedestrians before and after school. The centreline of Bronte Road is marked with two-way unbroken barrier lines (BB).

The school driveway slopes down from the property boundary to the carpark at the rear. The width of the driveway is 7 metres.

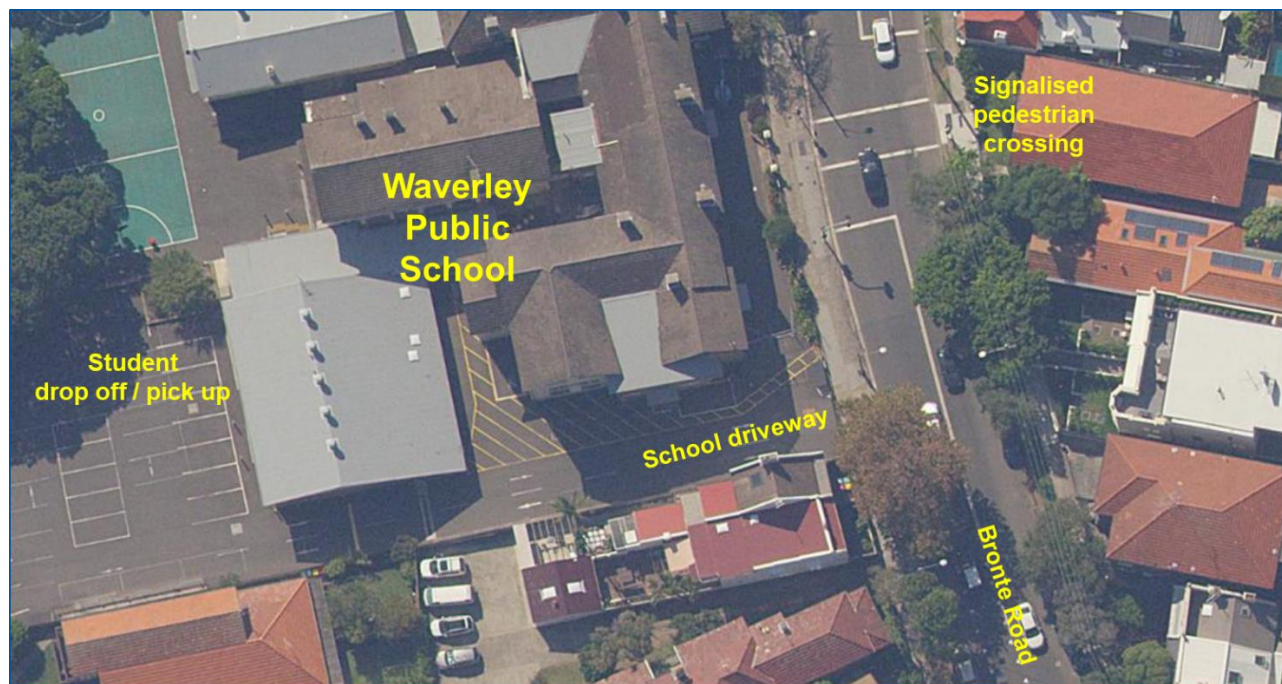


Figure 1: Aerial image of Waverley Public School, Waverley

Issues with traffic turning into and out of the driveway

The right turn into the school results in queuing of traffic back past the signalised pedestrian crossing on Bronte Road. The right turn out of the school is held back by northbound traffic on Bronte Road stopped at the pedestrian signals.

The intersection of the driveway will operate more efficiently if the right turns in and out were banned. This does not adversely affect travel patterns as there are numerous opportunities to find alternative routes inbound to and outbound of the school. It enhances safety for motorists and pedestrians by reducing conflict between vehicles. It improves operations by minimising queueing.

There are two methods available to restrict the right turn movements. They are:

1. Installing signs with right turn bans.
2. Installing a concrete centre median on Bronte Road.

The second option is preferred. This is self-enforcing. Right turns bans using signage could be ignored from time to time by frustrated drivers.

The concrete median proposed would be around 600 mm wide and 20 metres long. A similar concrete island is shown in **Figure 2**. It is located on Bondi Road, east of Park Parade (outside a Caltex service station).



Figure 2: Centre median island on Bondi Road south of Park Parade

Sight lines to pedestrians

The number of pedestrians crossing the school driveway is high. This conflicts with the relatively high traffic movements across the driveway before and after school.

The driveway approach to Bronte Road for exiting drivers is considerably steeper than the norm. It is also upward toward the property boundary on exit. The views at the property boundary for exiting drivers to see pedestrians is poor.

Australian Standard AS2890.1 specifies a maximum driveway gradient of 1 in 20 (5 percent) for the first six metres in from the property boundary. It also specifies a clear 2.5 deep x 2.0 metre wide triangle on either side of the driveway to be kept clear. This is required to assist in seeing pedestrians. The Waverley Public School carpark driveway fails on both accounts.

Removal / modification of the fence is not possible. This leaves consideration of a convex mirror as the only option to improve safety for parents and their children.

It is noted that there can be situations where convex mirrors are not an appropriate solution to restricted sight lines. In general terms convex mirrors:

1. Can distort the speed and distance of an object;
2. Can take drivers eyes away from roadway; and
3. Are prone to vandalism and can be put out of alignment.

Issue 1 and 2. do not apply in the case of the pedestrian mirror being considered. Issue 3. Will require monitoring of the mirror for vandalism. Placement of the mirror at least 2 metres above the pavement can assist in preventing vandalism. This is the same as the minimum height for traffic signals.

The fact that significant activity occurs in the area and the location of the adjacent police station are also deterrents to vandalism.

Given these facts, installation of a convex mirror is recommended. It is proposed that the mirror is installed adjacent to the kerbside light pole on the northern side of the driveway. **Figure 3** shows an indicative mirror and the proposed location as seen from the driver's seat.

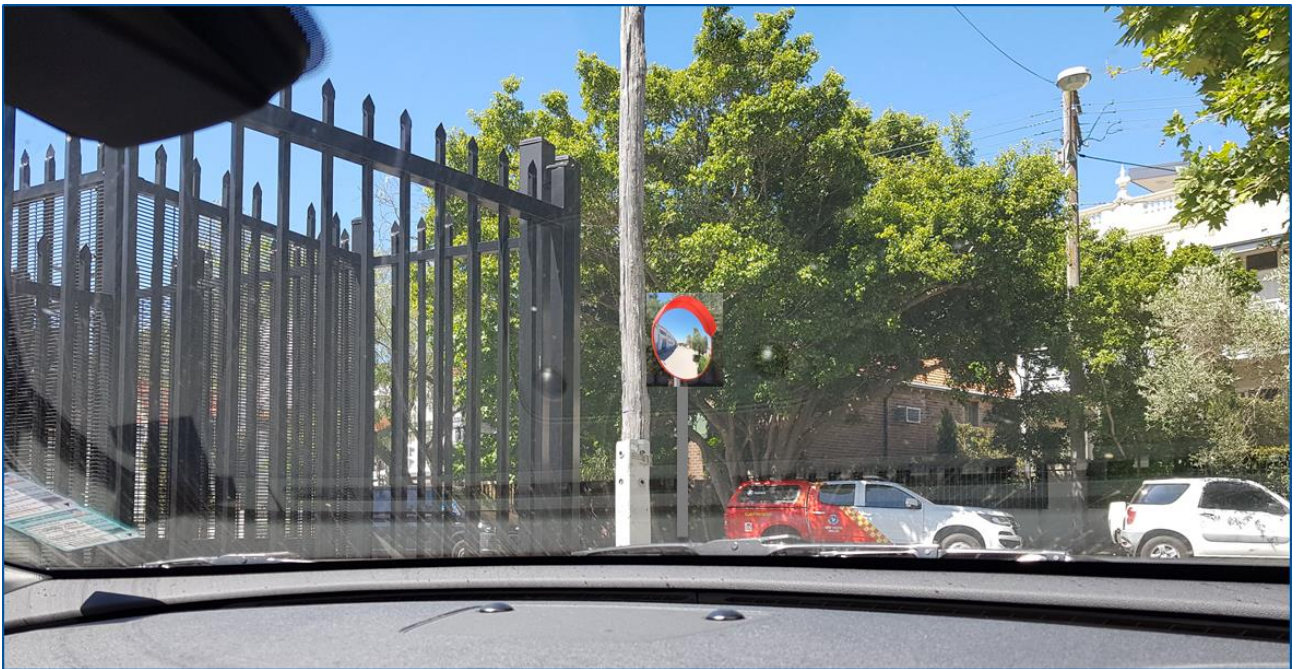


Figure 3: Location of convex mirror as seen from the driver's seat (indicative)

4. Financial Information for Council's Consideration

An endorsement of budget allocation by Council is required to move this forward to construction.

5. Attachments

Nil .

REPORT

TC/C.03/19.11



Subject: Kenneth Street and Marks Lane, Tamarama - Parking Restrictions

TRIM No: A05/1638

Author: Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That the Committee considers this matter and makes a recommendation to Council.

1. Executive Summary

Council has received a request to re-examine the allocation of standard and disabled parking in Kenneth Street and Marks Lane, Tamarama that was resolved by Council at its meeting on 17 September 2019. The request suggests that additional parking can be provided if the disabled spaces in Kenneth Street are relocated but still accessible to Marks Park.

The request is under investigation, and at the time the meeting agenda was finalised the outcome was not known.

An additional report containing the details of the investigation and the Council Officer's Proposal will be provide to the Committee prior to the meeting for its consideration.

2. Introduction/Background

The Waverley Traffic Committee previously dealt with this matter at its meeting on 22 August 2019. Council subsequently adopted the Traffic Committee's recommendation at its meeting on 17 September 2019, resolving that:

The Council Officer's Proposal be adopted, subject to clause 3 being amended to include 'and signage' after 'yellow lines' and typographical errors being corrected, such that the Proposal reads as follows:

That Council:

- 1. Installs a 6.7m long, 'P DISABILITY ONLY' parallel parking space on the flat crest of Marks Lane opposite No. 91 Fletcher Street, as shown in Figure 1 on the attached plan.*
- 2. Installs a double 2.4m wide 'P DISABILITY ONLY' 90 degree angle parking space with 2.4m wide shared area outside No. 23 Kenneth Street, as shown in Figure 2 on the attached plan.*
- 3. Installs 'No Stopping' yellow lines and signage to new 2x pram ramps along Marks Lane as shown on the attached plan.*

4. *Removes the existing 'No Stopping' yellow lines to 2x removed pram ramps along Marks Lane as shown on the attached plan.*
5. *Installs a 'No Stopping' sign to existing pram ramp on the corner of Marks Lane and Fletcher Street as shown on the attached plan.*

3. Technical Analysis

NA

4. Financial Information for Council's Consideration

NA

5. Attachments

Nil.

REPORT
TC/V.01/19.11

Subject: Kippara Road and Wallangra Road, Dover Heights -
Installation of 'No Stopping' and Centreline

TRIM No.: A03/2514-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 25 metre broken dividing separation (S1) centre line along Kippara Road at the intersection of Wallangra Road.
2. Installs an 18 metre 'No Stopping' unbroken yellow (C3) line on the south west corner of the bend in Kippara Road, each end being 10 metres out from the intersection.

1. Executive Summary

No Stopping restrictions at the intersection of Kippara Road and Wallangra Road were considered by the Waverley Traffic Committee at its meeting held on 26 September 2019.

The committee decided to defer the consideration of the No Stopping restrictions so that consideration could be given to installing a centreline to separate traffic. This would involve the installation of a S1 broken single centre separation line.

Figure 1 shows the proposed changes. They are installation of:

- a 25 metre broken dividing separation (S1) centre line along Kippara Road; and
- an 18 metre 'No Stopping' unbroken yellow (C3) line on the south west corner of the bend in Kippara Road, each end being 10 metres in from the intersection.

2. Introduction/Background

Residents have reported that sight distance and manoeuvrability is restricted when vehicles are parked close to the intersections.

3. Technical Analysis

Both Wallangra Road and Kippara Road are local roads with pavement widths of 7 metres. Wallangra Road forms a T-intersection with Kippara Road. Because of its narrow width No Parking restrictions apply on the northern side of Kippara Road between Wallangra Road and Hardy Street. 'No Stopping' restrictions are in place in the corner formed by the northern side of Kippara Road and the western side of Wallangra Road.

There are no signposted parking restrictions on the western and southern sides of Kippara Road.

Vehicles are often parked close to this intersection. Vehicles parked illegally at this location reduce driver sight lines and hinder access.

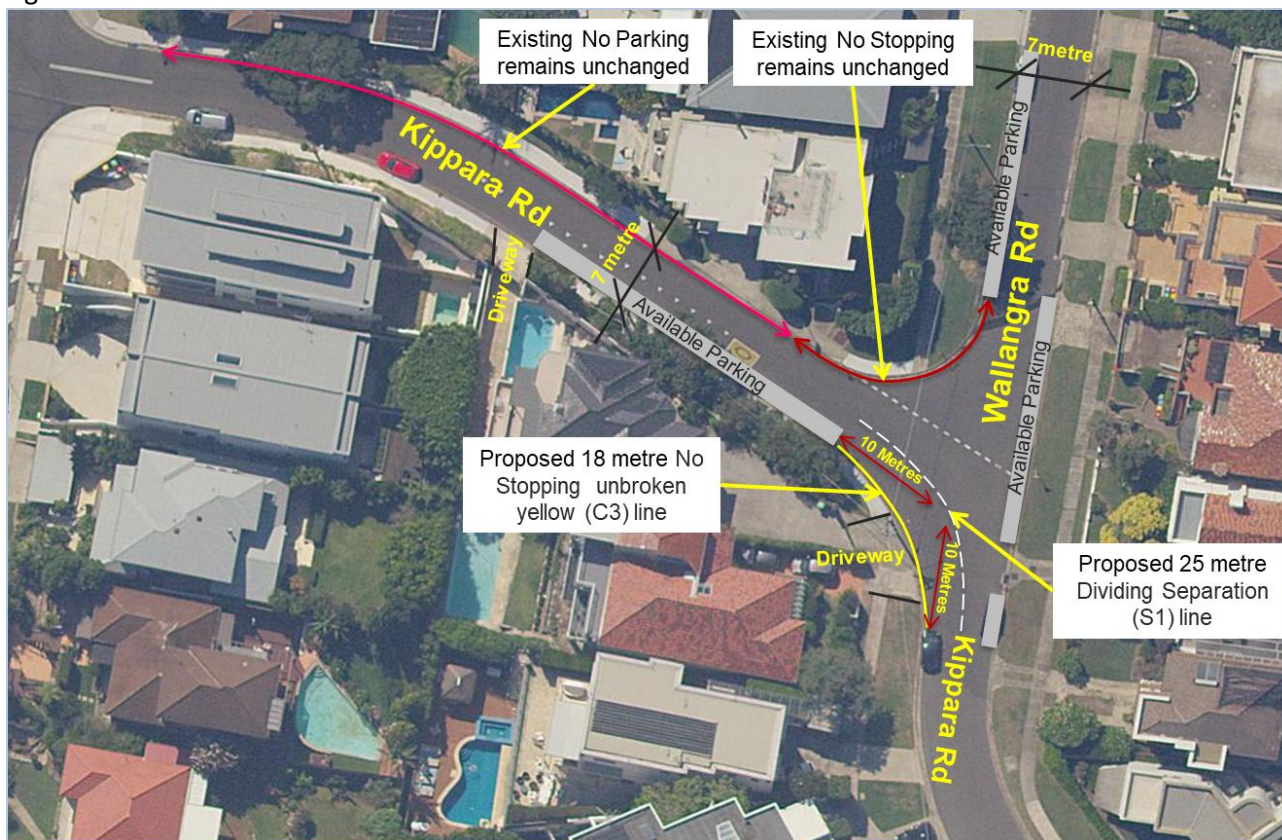


Figure 1. Intersection of Kippara Road and Wallangra Road, Dover Heights.

It is recommended that:

- a 25 metre broken dividing separation (S1) centre line is installed along Kippara Road; and
- an 18 metre 'No Stopping' unbroken yellow (C3) line is installed on the south west corner of the bend in Kippara Road, each end being 10 metres out from the intersection.

No Stopping signage is in place on the northern side on Kippara Road will not be changed.

Legislative requirements

RMS Delineation Guidelines – Section 4 Longitudinal markings state:

“A dividing (separation) line is used to separate the opposing traffic movements on undivided (two-way) roads. It may or may not be in the geometric centre of the carriageway. Overtaking or right turning manoeuvres may be made across it in both directions. Where the crossing of the line must be prohibited in one or more directions, a dividing (barrier) line shall be used.”

The Delineation Guidelines – Section 13 Pavement markings for kerbside parking restrictions state

“No Stopping” line shall comprise an unbroken yellow longitudinal line. It shall be placed on the pavement adjacent to the edge of the road. The edge of the road is to be taken as the edge of pavement, the face of the kerb or the lip of the gutter, whichever exists.

A “No Stopping” line can be used to supplement the use of ‘NO STOPPING’ (R5-400) signs.

Under the [NSW] *Road Rules 2014*:

‘A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops ... at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules...’

- The proposed line markings comply with the RMS Delineation Guidelines.
- The 18 metre unbroken yellow (C3) line on the western and southern sides of Kippara Road falls within the (10 +10) metres road rule for No Stopping distances from the nearest points from intersections.

4. Financial Information for Council’s Consideration

Council will undertake the installation of signs/lines from existing budgets if the proposed changes are approved.

5. Attachments:

Nil

REPORT
TC/V.02/19.11

Subject: Dudley Page Reserve - Special Event - Traffic Management Plan

TRIM No.: A14/0145

Author: Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Treats the attachment to this report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(e) of the Local Government Act 1993. The report contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the traffic arrangements for the New Year's Eve event at Dudley Page Reserve, Military Road clearways, and Bondi Road closure in accordance with the Traffic Management Plan attached to this report, subject to the Traffic Management Plan being forwarded to RMS for its approval of road closures and clearways.
3. Delegates authority to the Executive Manager, Infrastructure Services to approve any modification to the Traffic Management Plan.

1. Executive Summary

The Traffic Management Plan for three New Year's Eve events are submitted to Waverley Traffic Committee for consideration. The events are:

- Special Event 1 - 2019 Dudley Page New Year's Eve Event at Dudley Page Reserve.
- Special Event 2 - Military Road clearways.
- Special Event 3 - Bondi Road closure.

Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

There are changes proposed to the traffic management plan from the previous year's report which have come from consultation with internal staff and external stakeholders of the event. These three events are a Class 2 Special Event with full/partial road closures and clearways carried out under the *NSW Government Guide to Traffic and Transport Management for Special Events Version 3.5*.

3. Technical Analysis

The attached Traffic Management Plan (TMP) proposes that road closures and clearways are undertaken at the locations shown in the table below.

Special Event 1 - Dudley Page Reserve closures - Tuesday 31st December 2019 to Monday 1st January 2020		
Description	Locations	
Road Closures	Victory Street between Portland Street & Gilbert Street	
	Military Road from Blake Street to Lancaster Road	
	Blake Street between Portland Street & Gilbert Street	
	Roberts Street at Old South Head Road	Resident Access via
	Princess Street at Old South Head Road	Lancaster Road and
	Northcote Street at Old South Head Road	Gilbert Street
	Gilbert Street between Blake Street and Lancaster Road - Resident Access	via Lancaster Road
Partial Road Closures	Partial Closure - Gilbert Street (South) closed to southbound traffic at Victory Street	
	Partial Closure - Blake Street (westbound) from Military Road to Portland Street	
	Partial Closure - Portland Street (southbound) from Lancaster Road to Blake Street	
	Partial Closure - Portland Street (southbound) from Blake Street to Dover Road	
	Partial Closure - Portland Street (northbound) from Dover Road to Blake Street	
	Note: STA buses and Emergency vehicles excepted	
Secondary Road Closures	Hunter Street	
	Myuna Road	
	Weonga Road	
	Note: Resident access will be allowed at the discretion of police while it is safe to do so.	
Clearways	Both sides of Military Road between Blake Street and Kobada Road	
	Northern side of Blake Street between Portland Street and Military Road	
	Southern side of Lancaster Street between Portland Street and Military Road	
	Eastern side of Portland Street between Lancaster Road and Blake Street	
Special Event 2 - Additional Military Road clearways for viewing - Tuesday 31st December 2019 to Monday 1st January 2020		
Description	Locations	
Clearway	Military Road between Loombah Road and driveway to property No.130	
Special Event 3 -Bondi Road closures - Tuesday 31st December 2019 to Monday 1st January 2020		
Description	Locations	
Road Closures	Bondi Road between Council Street and Old South Head Road	
	Note: STA buses and Emergency vehicles excepted	

Table 1. Proposed road closures and clearways schedule.

The RMS will need to approve all temporary road closures and clearways within the Traffic Management Plan (TMP) and Traffic Control Plans (TCP).

4. Financial Information for Council's Consideration

Council will fund the cost of the closures from existing budgets.

5. Attachments:

1. Dudley Page Reserve - NYE Traffic Management Plan 2019 (Rev 5) (confidential)

REPORT
TC/V.03/19.11

Subject: Old South Head Road and The Avenue - 'No Stopping'

TRIM No.: A14/0145

Author: Hamoon Bahari, Professional Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Stopping' signs on both sides of The Avenue, 10 metres in from Old South Head Road.

1. Executive Summary

Council has received representations from local residents requesting consideration be given to improving sight distances and manoeuvrability by imposing statutory 'No Stopping' signs at this locations. Council will be required to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Residents have reported that sight distance and manoeuvrability is restricted when vehicles are parked on The Avenue close to its intersection with Old South Head Road. Hence, it is proposed to install statutory 'No Stopping' signs to alleviate this issue.

3. Technical Analysis**Warrants**

Under the [NSW] *Road Rules 2014*:

'A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops ... at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules...'

Vehicles parked at these locations may be infringed without the installation of additional signage. The RMS's Technical Direction TDT 2002/12 *Stopping and Parking Restrictions at intersections and Crossings* addresses the installation of 'No Stopping' and 'No Parking' signs at intersections and states:

'It is not intended that signs be installed at all locations. Where signs are not installed the legislative restrictions will apply. Generally signposting of restrictions covered by legislative requirements is only required where there is adjoining signposting or compliance is an issue. However, signposting adjacent to children's crossings, pedestrian crossings and marked foot crossings should always occur. The relevant road authority is to determine where NO STOPPING and NO PARKING signs are to be erected.'

Old South Head Road / The Avenue

Vehicles are often parked on The Avenue close to and within 10 metres of Old South Head Road. Vehicles parked illegally at these locations reduce driver sight lines. The proposal to introduce 'No Stopping' signs will address the illegal parking.

No Stopping restrictions are already in place for parking on Old South Head Road at the intersection.

The introduction of the new proposal will lead to better visibility and safety.

Locations for the proposed signage are shown in **Figure 1**.



Figure 1. Proposed No Stopping signage in The Avenue at Old South Head Road

4. Financial Information for Council's Consideration

Council will undertake the installation of the lines from existing budgets.

5. Attachments:

Nil

REPORT

TC/V.04/19.11



Subject: Arnold Street and Blenheim Lane - 'No Parking'

TRIM No.: A14/0145

Author: Hamoon Bahari, Professional Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Parking' signs at the southern edge of the driveway on Blenheim Lane for a span of 9 metres north towards Arnold Street.

1. Executive Summary

Council has received representations from the resident of property No.3 requesting consideration be given to improving parking manoeuvrability into their garage via Blenheim Lane by imposing 'No Parking' signs. Council will be required to exercise its delegated function to implement the proposal.

2. Introduction/Background

Resident has reported that at multiple events there has been cars parking across the garage on Blenheim Lane not allowing safe exit/enter into the garage. The site constraints are a 4.3 metre kerb to kerb width for the laneway excluding 500 millimetres of space from the kerb to the garage door.

The manoeuvrability into and out of the garage when a car is parked directly across is impossible. The resident will need to make multiple directional vehicle changes entering and existing the garage every time they wish to drive. This is shown in the figures below with Swept Path analysis highlighting the need to make multiple manoeuvres.

At the time of the property's house/garage development many years ago there would not have been such a high demand for on-street parking but currently with the urbanisation of Waverley and Bondi the likelihood of residents looking for a parking spot wherever they can is certain enough to find a parking space across the garage as the area is unrestricted.

3. Technical Analysis

Under the [NSW] *Road Rules 2014*:

'A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops ... at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules...'

Vehicles parked at these locations may be infringed without the installation of additional signage. The RMS's Technical Direction TDT 2002/12 *Stopping and Parking Restrictions at intersections and Crossings* addresses the installation of 'No Stopping' and 'No Parking' signs at intersections and states:

'It is not intended that signs be installed at all locations. Where signs are not installed the legislative restrictions will apply. Generally signposting of restrictions covered by legislative requirements is only required where there is adjoining signposting or compliance is an issue. However, signposting adjacent to children's crossings, pedestrian crossings and marked foot crossings should always occur. The relevant road authority is to determine where NO STOPPING and NO PARKING signs are to be erected.'

Blenheim Lane / Arnold Street

Vehicles are often parked on Blenheim Lane directly across the driveway. The proposal is to introduce 'No Parking' signs which should alleviate the ability of the resident accessing their property.

The introduction of the new proposal should lead to better manoeuvrability and safety for both vehicles entering/exiting the garage and others parking in the laneway.



Figure 1. Aerial view of the intersection of Blenheim Lane and Arnold Street

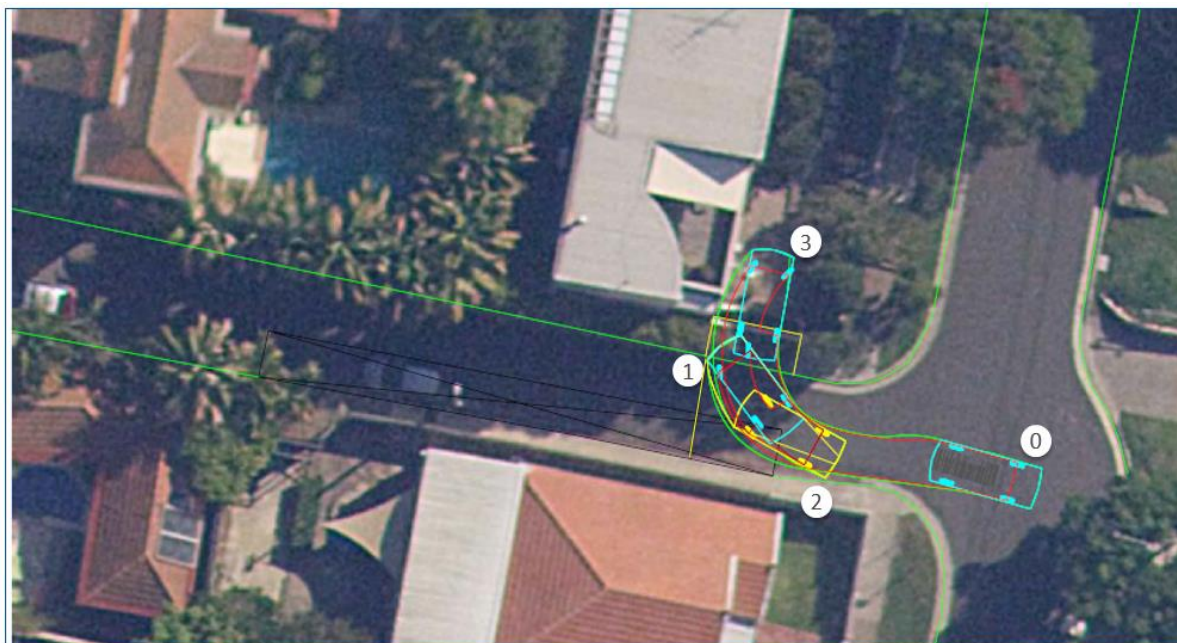


Figure 2. Swept Path of vehicle manoeuvres southbound reversing into property



Figure 3. Swept Path of vehicle manoeuvres northbound reversing into property



Figure 4. Proposed location of 'No Parking' signs on Blenheim Lane

4. Financial Information for Council's Consideration

Council will undertake the installation of the lines from existing budgets.

5. Attachments:

Nil

REPORT
TC/V.05/19.11

Subject: North Bondi Surf Life Saving Club Storage Project – Traffic Arrangements

TRIM No: A14/0145

Author: Hamoon Bahari, Professional Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the proposed traffic and parking arrangements and the attached Traffic Control Plan associated with the construction of an advanced response lifesaving facility within the North Bondi Surf Life Saving Centre (NBSLSC).
2. Delegates authority to the Executive Manager, Infrastructure Services to approve any modification to the traffic and parking arrangements and Traffic Control Plan.

1. Executive Summary

Council has prepared a Traffic Control Plan for the North Bondi Surf Life Saving Club Storage Project. Construction is programmed to run from February to September 2020. It will require compounds for deliveries and on-site storage, re-direction of pedestrians, re-direction of truck traffic associated with the site and modifications to parking arrangements.

Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Waverley Council plans to commence construction of a new Advanced Response Lifesaving Facility for North Bondi Surf Life Saving Club (NBSLSC). It will be located under the promenade giving the club the ability to store lifesaving equipment on the beach with direct access resulting in better response times, especially for out of hours call outs.

The construction works will run from February 2020 until September 2020.

Figure 1 shows the work zone and affected areas.

Trucks will access the work compound from what is currently a one way exit from Elizabeth Drive to Campbell Parade. Cars inbound will use the current access route via Elizabeth drive past Bondi Pavilion. Traffic control will be in place to manage potential conflicts between vehicles.

10 metered car parking spaces will be lost during the construction period:

- 7 metered spaces will be taken up by relocated NBSLSC car spaces.

- 1 metered space will be taken up by a relocated Council car space.
- 2 metered spaces will be removed and replaced with the temporary driveway used to access the site.

The 10 lost parking spaces are replaced by:

- A compound containing facilities for workers (toilets, containers, sheds etc.) → 8 spaces.
- The driveway for the compound → 2 spaces

Traffic control will be provided for pedestrians on the promenade who need to cross the temporary driveway. These people will be redirected to use a pathway running up to Campbell Parade and then back to the promenade just south of the club building.

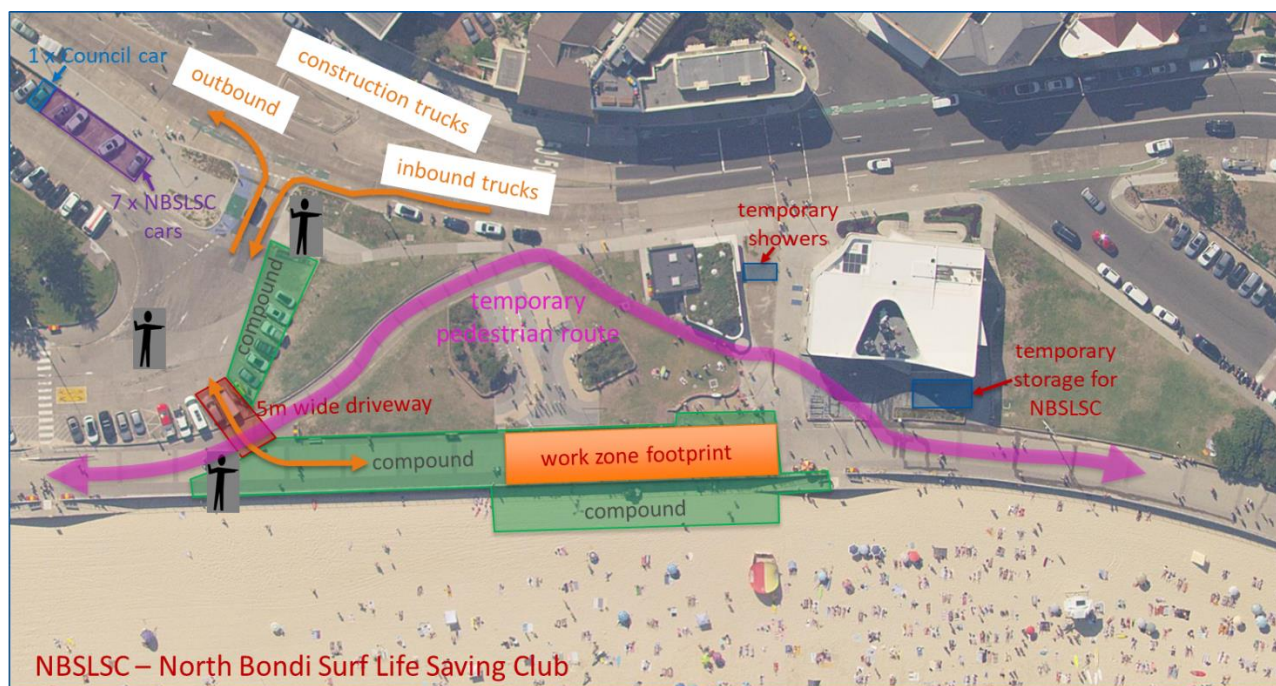


Figure 1: North Bondi Surf Life Saving Club Storage Project – Traffic Arrangements

3. Technical Analysis

Traffic control is required for three locations:

1. At the Campbell Parade driveway – Truck entry.
2. On Campbell Parade itself – Truck movements between Campbell Parade and the temporary driveway.
3. Where the temporary driveway crosses to the promenade – Pedestrian and truck movements.

A Traffic Control plan for these locations is attached. Truck movement diagrams are also attached for trucks entering the site. Some trucks will reverse into the site to collect or deliver materials or to undertake concrete pours. Other trucks may enter in a forward direction. The traffic controllers on site will manage reversing movements.

Three traffic controllers are required:

1. A traffic controller will be located at the intersection of Queen Elizabeth Drive with Campbell Parade. This controller will hold and direct inbound truck movements.
2. A traffic controller will be located adjacent to Elizabeth Drive in the vicinity of the driveway. This controller will hold and direct general traffic in Elizabeth drive when trucks are entering or exiting the

compound adjacent to the work zone.

3. A traffic controller will be located at the pedestrian path crossing the temporary driveway to the work zone. This controller will manage pedestrian and vehicle conflicts throughout the day.

The traffic controllers may not be required on all days as some work days may not have scheduled truck deliveries. On days when this is the case, the temporary driveway will be blocked to vehicles. Only pedestrian traffic will be along the promenade.

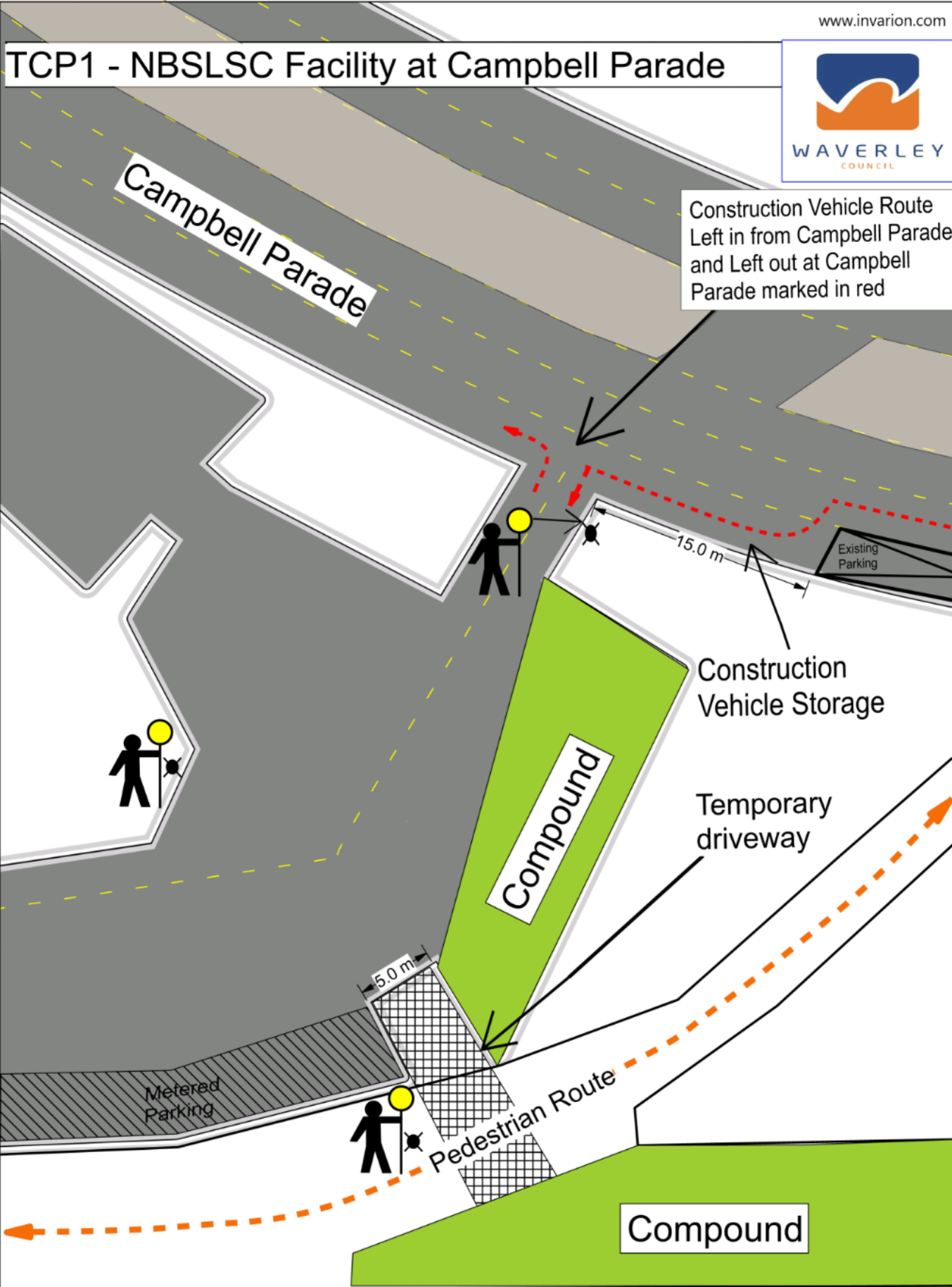
4. Financial Information for Council's Consideration



Costs associated with the works will be funded by the North Bondi Surf Life Saving Club Storage Project.

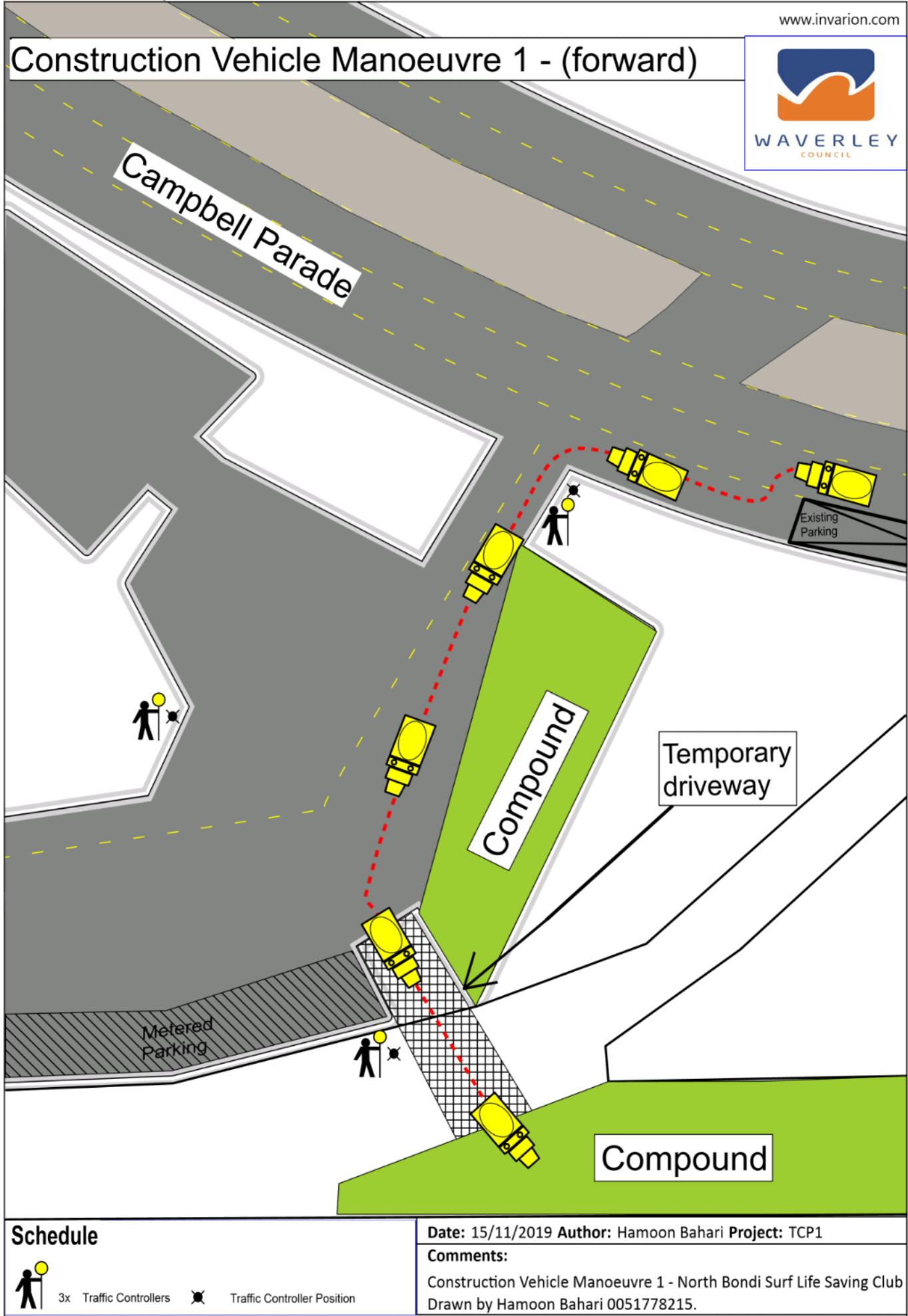
There will be a loss of revenue to Council due to the loss of 10 metered parking spaces. When a construction zone results in loss of access to parking metered spaces Council charges a fee of \$370 per week per metered car parking space. The construction period from February to September amounts to 26 weeks. Resultant charges for lost metred spaces are \$96,700 (26 weeks x 10 spaces x \$370). This is covered in the budget for the project.

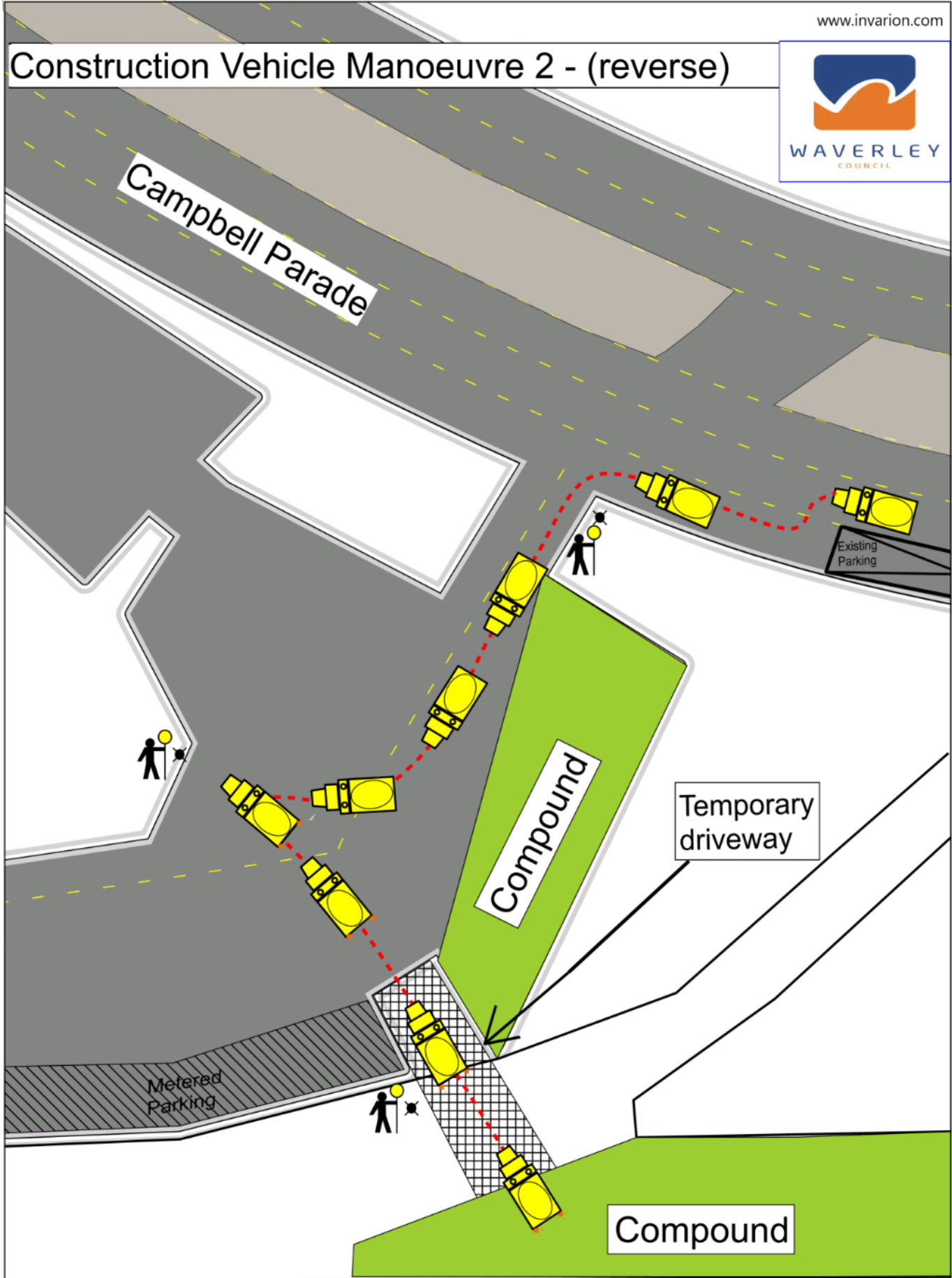
5. Attachments

1. Traffic Control Plan for NBSLSC - Facility [↓](#)
2. NBSLSC - Facility - Vehicle Manoeuvre 1 - [↓](#)
3. NBSLSC - Facility - Vehicle Manoeuvre 2 [↓](#) .



Schedule  3x Traffic Controllers  Traffic Controller Position	Date: 15/11/2019 Author: Hamoon Bahari Project: TCP1 Comments: Traffic Control Plan No.1 - North Bondi Surf Life Saving Club Drawn by Hamoon Bahari 0051778215.
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Schedule  3x Traffic Controllers  Traffic Controller Position	Date: 15/11/2019 Author: Hamoon Bahari Project: TCP1 Comments: Construction Vehicle Manoeuvre 2 - North Bondi Surf Life Saving Club Drawn by Hamoon Bahari 0051778215.
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REPORT
TC/V.06/19.11

Subject: 80-82 Hall Street, Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 6 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted' zone in Cox Avenue at the back of 80-82 Hall Street, between the driveways to property numbers 80-82 Hall Street and 4 Cox Avenue Bondi.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

1. Executive Summary

Council has received an application from the builder/developer at 80-82 Hall Street, Bondi for the installation of a construction zone in Cox Avenue at the back of 80-82 Hall Street. Council will need to exercise its delegated function to implement the proposal.

Part of the proposed construction zone is across the frontage to No. 2 Cox Avenue. The resident at No. 2 has been consulted by the applicant and Council. The resident has agreed to the installation of the zone.



Figure 1: Aerial image of 80-82 Hall Street, Bondi

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles. The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for 13 weeks or more.

3. Technical Analysis

The site is located on the southern side of Hall Street in the intersection of O'Brien Street, Bondi. There is a driveway to property number 80-82 at the back on Cox Avenue. It is proposed to install a 6 metre construction zone on Cox Avenue between the driveways to property numbers 80-82 Hall Street and 4 Cox Avenue.

Table 1: Application details for 80-82 Hall Street, Bondi.

Applicant	Cumberland Building
Development Application	DA-12/2018/A
Works	Demolition of existing building and construction of four storey shop top housing containing two levels of basement parking, ground level retail and 10 apartments above.
Approved Hours of Construction	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
Frontage Length	6 metres
Road	Cox Avenue at back of 80-82 Hall Street

Existing Parking	1P 8am-10pm Permit Holders Excepted AREA 4.
Requested Length	6 metres
Proposed Length	6 metres
Duration	12 weeks
Beginning	28 October 2019
Fee Area	Residential, without metered parking
Estimated Fees	\$399.60 per week (based on 6 metres provided)



Figure 2: Proposed construction zone on Cox Avenue at the back of 80-82 Hall Street, Bondi

4. Financial Information for Council's Consideration

The applicant will be required to pay the approved application fee, which covers the cost of administration and signage.

The approved usage charges for the 2019/20 financial year are:

- \$66.60 per metre per week in a Residential Development Area.
- \$92.20 per metre per week in a Commercial and mixed-use Development Area.

5. Attachments

Nil.

REPORT
TC/CV.01/19.11

Subject: Multiple Streets - Bus Zone Extension and Installation

TRIM No.: A02/0225

Author: Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Extends the existing 21 metre Bus Zone at Bondi Road outside of No. 325 16 metres east down Bondi Road ending west of driveway No.327.
2. Extends the existing 21 metre Bus Zone outside of property No. 17 Macpherson Street 6 metres east extending over the driveway of property No. 19.
3. Installs a 33 metre Bus Zone incorporating the existing bus stop J stem spanning 30 metres and ending immediately north of the driveway of property No.12 Alfred Street.
4. Installs a 33 metre Bus Zone starting from the existing bus stop J stem spanning 26 metres ending south of the driveway or property No. 308 but not including the existing light pole.
5. Extends the existing 13 metre Bus Zone outside of property No. 5 & No. 7 Fern Street north by 7 metres ending at the existing No Stopping Zone sign.
6. Notifies residents whose properties front the affected bus zones of the changes.

1. Executive Summary

Waverley Council has received correspondence from the State Transit Authority (STA) regarding potential improvements for various bus stop sites in the Waverley local government area. There are proposed changes to bus zones in both the Vacluse and Coogee State Electorates. Council will be required to exercise its delegated function to implement the proposal.

2. Introduction/Background

The State Transit Authority has approached Waverley Council with a request to modify five bus stops/zones to improve bus ingress and egress. The request relates to:

- The replacement of two bus stops with bus zones in Bronte and Dover Heights
- The extension of three Bus Zones in Bondi and Waverley.

3. Technical Analysis

Australian Road Rules and design of State Transit Authority related Bus Zones

The NSW Road Rules indicate that a driver must not stop at a bus stop, or on the road, within 20 metres before a sign on the road that indicates the bus stop, and 10 metres after the sign, unless the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules (see **Figure 1**).

The no stopping for 20 metres prior and 10 metres after the sign is measured from the J-pole used to identify the bus stop. This is referred to as the 30 metre rule.

195 Stopping at or near a bus stop
(1) A driver (except the driver of a public bus) must not stop at a bus stop, or on the road, within 20 metres before a sign on the road that indicates the bus stop, and 10 metres after the sign, unless the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules. Maximum penalty—20 penalty units. Note 1. <i>Parking control sign</i> and <i>public bus</i> are defined in the Dictionary. Note 2. A driver stops within a particular distance before or after a sign indicating a bus stop if the driver stops so any part of the driver's vehicle is within that distance—see rule 350(2).
(1-1) A driver of a public bus must not stop at a bus stop, or on the road, within 20 metres before a sign on the road that indicates the bus stop, and 10 metres after the sign, unless the driver— (a) is dropping off, or picking up, passengers, or (b) is stopping for the purposes of a regular bus service, or (c) stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules. Maximum penalty—20 penalty units. Note 1. <i>Parking control sign</i> , <i>public bus</i> and <i>regular bus service</i> are defined in the Dictionary. Note 2. This subrule is an additional NSW subrule. There is no corresponding subrule in rule 195 of the <i>Australian Road Rules</i> .
(2) For this rule, distances are measured in the direction in which the driver is driving.
(3) In this rule— <i>road</i> does not include a road related area, but includes any shoulder of the road. Note. <i>Road related area</i> is defined in rule 13, and <i>shoulder</i> is defined in rule 12.

Figure 1: NSW Road Rule 195 highlighting the 30 metre rule

Bus zones can be installed to difference dimensions depending on the circumstances. The NSW Bus Infrastructure Guide separates a zone into three sections:

- The draw in length
- The stop itself
- The draw out length.

The draw in and draw out lengths are required to manoeuvre around parked vehicles. They are not required if there are no parked vehicles.

The NSW Bus Infrastructure Guide states that '*The length of a bus zone should not be less than the 30 metre requirement specified by Australian Road Rule 195*'. Recommended bus zone lengths are shown below.

Bus Stop Dimension (m)	Standard	Long Rigid	Articulated
Length of Bus	12.5	14.5	18.0
Minimum draw-out length	6.0	6.5	8.0
Minimum draw-in length	11.5	14.0	14.0
Bus Zone length for one bus	30.0	35.0	40.0

Note: (1) Dimensions are based on stopping at the bus stop sign with a suitable length of straight, flat standard height kerb to stop alongside.

Figure 2: Draw in and draw out length for different STA bus types

The desirable requirements for 12.5 metre buses apply to Sites 2 to 5. The minimum length for a bus zone with 12.5 metre buses is 30 metres. It allows for a longer draw in and shorter draw out while remaining within the 30 metre rule.

The preferred requirements for articulated buses apply to Site 1 as Bondi Road is an approved route for these longer buses. An articulated bus is desirably provided with a 40 metre zone.

Site 1 – Bondi Road, Bondi (figures overleaf)

The existing 19 metre bus zone is located on the southern side of Bondi Road east of Dudley Street. It is accessed by 12.5 and 14.5 metre rigid buses and 18 metre articulated buses.

- Current bus zone length = 19 metres
 - Proposed bus zone length = 37 metres
 - Preferred zone length = 40 metres (for articulated buses)
1. Buses have 6.5 metres of draw in to stop at the bus stop itself (the shelter). This should desirably be 14 metres for articulated buses.
 2. Due to the limited draw in buses stop at the western end of the bus zone.
 3. STA has advised that the tail of its articulated buses overhang over the parking lane away from the kerb preventing the use of its rear doors for passenger set down/pick up.
 4. This results in poor accessibility during wet weather and for people with disabilities.
 5. Access for people with disabilities has been provided within the bus shelter. It currently cannot be used as the buses cannot stop at the shelter.
 6. There is a need to extend the bus zone to the west to enable buses to draw into and stop at the bus stop/shelter.
 7. An extension of 16 metres allows for this

The resultant bus zone has:

- 18 metres for draw in – 13 metres within the bus zone + 5 metres of driveway (14 metres minimum preferred)
- 18 metres for the bus
- 12 metres for draw out – 6 metres within the bus zone + 6 metres to the stop line at Dudley Street (8 metres minimum preferred)

Two timed 2P parking spaces will be removed.



Figure 1: Bondi Road site location



Figure 2: Bondi Road existing and proposed signage

Site 2 – Macpherson Street, Waverley (figures overleaf)

The existing 21 metre bus zone is located on the southern side of MacPherson Street, Waverley outside No. 15-17 Macpherson Street. It is accessed by 12.5 metre buses.

- Current bus zone length = 19 metres
 - Proposed bus zone length = 27 metres
 - Preferred zone length = 30 metres (for 12.4 metre buses)
1. Buses have 6.5 metres of draw in to stop at the bus stop itself (the shelter). This should desirably be 14 metres for articulated buses.
 2. STA has advised that small vehicles often park between Just west of the driveway for property No.19 intruding into the bus Zone. This restricts buses accessing the bus stop.
 3. The bus stop includes a basic boarding point designed for people with a disability. The restricted draw in results in poor accessibility for people with disabilities.
 4. Access for people with disabilities has been provided with a basic boarding point designed for people with a disability. It currently cannot be used when parked cars encroach into the bus zone.
 5. There is a need to extend the bus zone to the east to enable buses to draw into and stop at the bus stop.
 6. An extension of 6 metres allows for this.
 7. There is no impact on legal parking.

The resultant bus zone has:

- 14 metres for draw in (preferred minimum = 11.5 metres).
- 12.5 metres for the bus.
- 7 metres for draw out – 2 metres of bus zone + 5 metres of driveway (preferred minimum = 6 metres).

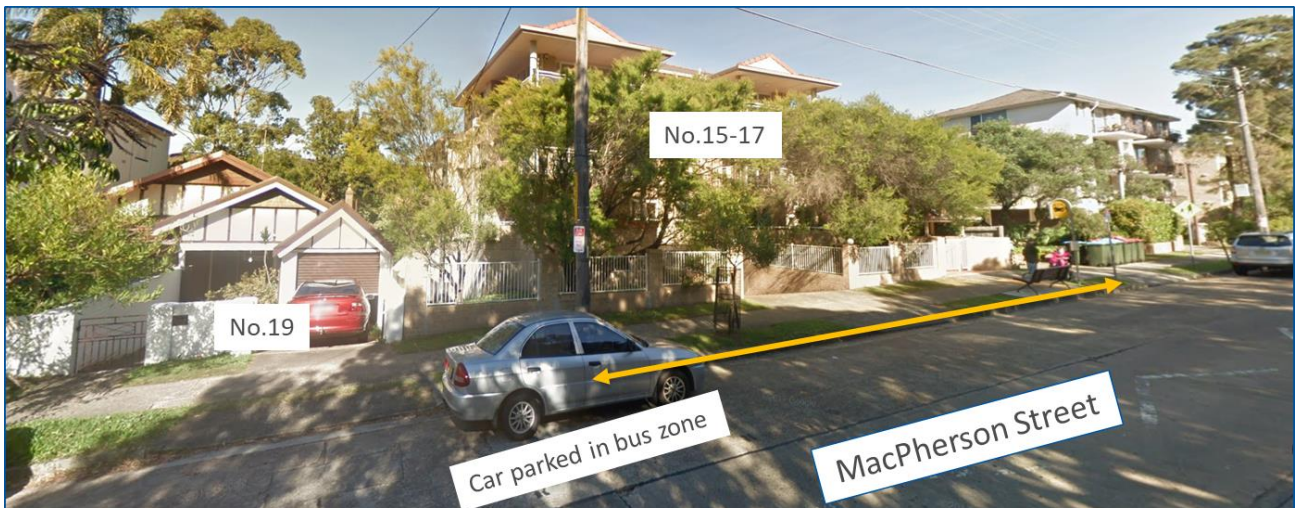


Figure 3: MacPherson Street site location

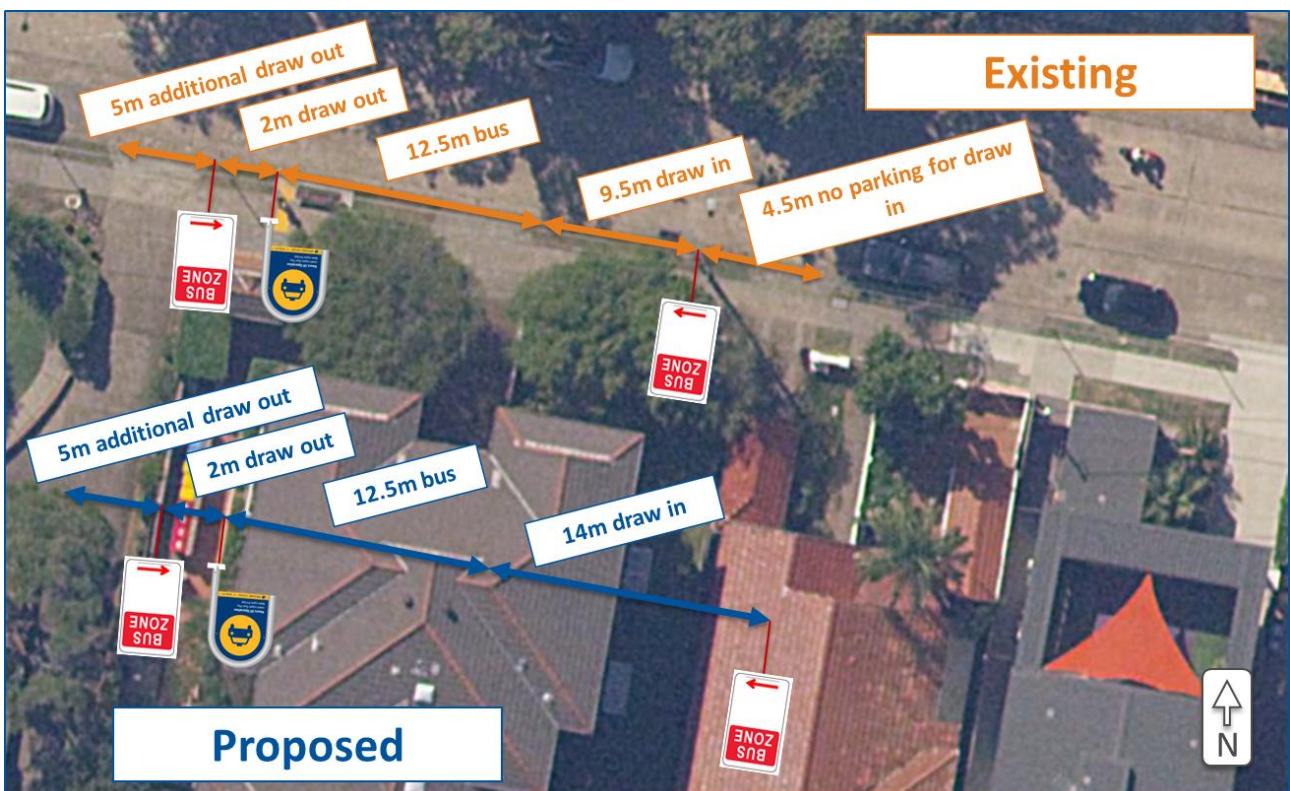


Figure 4: MacPherson Street existing and proposed signage

Site 3 – Alfred Street, Bronte (figures overleaf)

There is a bus stop located outside of property No. 20 Alfred Street, Bronte opposite Belgrave Street. It has access for people with a disability. It currently has no dedicated bus zone.

It is proposed that the bus stop is converted to a bus zone. The bus stop is accessed by 12.5 metre buses.

The resultant bus zone has:

- 14.5 metres for draw in (preferred minimum = 11.5 metres). The slightly longer draw in is to avoid driveways.
- 12.5 metres for the bus.
- 6 metres of bus zone for draw out (preferred minimum = 6 metres).

There is no impact on legal parking. It is recognised that at least one car could be illegally parked in the current zone (see **Figure 6**).



Figure 5: Alfred Street site location



Figure 6: Alfred Street existing and proposed signage

Site 4 – Military Road, Dover Heights (figures overleaf)

There is a bus stop located outside of property No. 312 Military Road Street, just south of Oceanview Avenue. It has access for people with a disability. It currently has no dedicated bus zone.

It is proposed that the bus stop is converted to a bus zone. The bus stop is accessed by 12.5 metre buses.

The resultant bus zone has:

- 13.5 metres for draw in (preferred minimum = 11.5 metres). The slightly longer draw in aligns with a driveway.
- 12.5 metres for the bus.
- 7 metres of bus zone for draw out (preferred minimum = 6 metres). The slightly longer draw out aligns with a driveway.

The inclusion of the 7 metre draw out is not strictly necessary as it is within the existing No Stopping Zone. However, it allows for clear view of both the bus zone sign and no stopping sign which is currently obscured by the bus stop sign. There are not impacts on parking restrictions for cars.

There is no impact on legal parking. It is recognised that at least one car could be illegally parked in the current zone (see **Figure 8**).

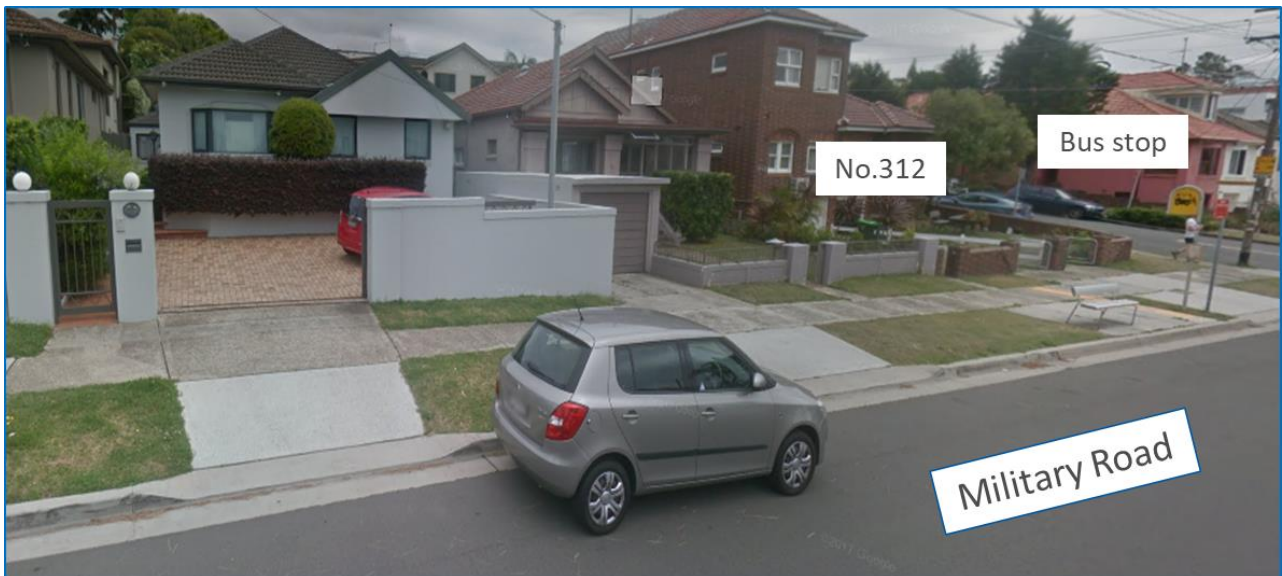


Figure 7: Military Road site location



Figure 8: Military Road existing and proposed signage

Site 5 – Fern Street, Waverley (figures overleaf)

There is a 14 metre bus zone located on the eastern side of Fern Street outside properties 5 and 7. Fern Street is just south of Albion Street. The bus stop associated with the bus zone does not have dedicated access for people with a disability (a basic boarding point designed for people with a disability).

The existing bus zone is 20 metres long. This is 10 metres less than the 30 metre minimum requirement. It is proposed that the existing bus zone is extended to the north by 7 metres. The bus stop is accessed by 12.5 metre buses.

The resultant bus zone has:

- 8 metres for draw in + up to 10 metres using No Stopping section south of Albion Street (preferred minimum = 11.5 metres). The slightly longer draw in aligns with a driveway.
- 12.5 metres for the bus.
- 6 metres of bus zone for draw out (preferred minimum = 6 metres).

One car space + a possible motorcycle space will be removed as a result of the extended bus zone.



Figure 9: Fern Street site location



Figure 10: Fern Street existing and proposed signage

4. Financial Information for Council's Consideration

All costs associated with any approved signage will be through Council's appropriate budget.

5. Attachments:

Nil

REPORT

TC/TEAC.01/19.11



Subject: 113 Macpherson Street, Bronte - Change of Use to a Supermarket and Associated Loading Zone

TRIM No: DA-231/2019

Author: Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That should Development Application 231/2019 be approved for construction of a new supermarket at 113 Macpherson Street, Bronte, the Committee advises:

1. A 15.5 metre truck zone replacing the existing taxi zone outside 113 MacPherson Street, Bronte is not recommended.
2. A 15.5 loading zone replacing the existing taxi zone during certain periods is acceptable.
3. Delivery trucks using the zone to access the site at 113 McPherson Street would be restricted to a maximum length of 10 metres.
4. Restrictions for the loading and taxi zone activities would be:
 - (a). Loading Zone, vehicles under 10 metres only – 9am to 2pm, Monday to Saturday.
 - (b). Taxi zone – at other times.
5. Use of pallets to transfer goods from trucks to and from the site at 113 McPherson Street are not supported. Use of trolleys is supported.
6. Changes to the parking restrictions in the vicinity of the site will be subject to a separate report to Council's Traffic Committee should the development be approved, and the proposal would be assessed on its merits at that time.

1. Executive Summary

DA-231/2019 has been lodged with Council for the change of use of three approved ground floor retail tenancies into a single tenancy. It involves fit out and use of the space as a neighbourhood supermarket in the approved mixed use development at 113 Macpherson Street, Bronte.

This report is being submitted to the Committee for engineering advice regarding the provision of a loading zone on Macpherson Street directly outside the site. Should the Committee consider the facility is not appropriate/should not be provided, planning staff can advise the applicant and Council accordingly.

2. Introduction/Background

Drawings have been submitted to Council by The Retail Group Pty Ltd for change of use of the site at 113 MacPherson Street, Bronte. The application is seeking approval for the consolidation of 3 retail tenancies to provide a small scale neighbourhood supermarket.

The proposal includes the reliance of on-street parking in MacPherson Street for deliveries. Waste collection will be conducted within the building via Chesterfield Lane as per the current approval. There is limited on-street parking available on the site frontage as a pedestrian refuge and bicycle lane result in an extended section of “No Stopping” restrictions.

Existing parking restrictions

Current parking restrictions on Macpherson Street are shown in **Figure 1**. They include:

1. No Stopping restrictions on either side of the pedestrian refuge.
2. A 15.5 metre taxi zone located east of these restrictions.
3. Unrestricted parking east and west of these restrictions.

The marked bicycle lane restricts parking resulting in the 43.5 metre No Stopping Zone being longer than the minimum of 30 metres for a pedestrian refuge (20 metres on approach and 10 metres on departure sides of the refuge).



Figure 1: Current parking restrictions

Applicants' proposed loading zones

The Plan of Management (copy attached) for the site originally proposed 2 x 11 metre loading zones on either side of a pedestrian refuge in MacPherson Street. This is not acceptable as the zones would encroach the no stopping zone provided for the pedestrian refuge and a marked bicycle lane. The applicant has withdrawn this proposal.

The applicant now proposes to replace a 15.5 metre taxi zone outside 113 MacPherson Street with a truck zone with time restrictions (**see Figure 2**). The applicant also proposes a cutaway into the footpath to allow pallets of goods to be transferred into the site.

The applicant's proposed times for the truck zone are 9.00 am to 2.30 pm. This is intended to avoid conflict with children walking to and from school.



Figure 2: Parking restrictions proposed by applicant

Applicant's proposed truck sizes

The applicant has provided Council with dimensions for the largest trucks contemplated for the site. They are:

- **Mercedes Atego 10 Pallet TC Long Wheel Base with Tailgate**
 - length with tailgate in the vertical position is 9.1 metres
 - length with the tailgate in the horizontal position is 10.9 metres.
- **Mercedes Atego 10 Pallet AMB Short Wheel Base with Tailgate**
 - length with tailgate in the vertical position is 8.5 metres.
 - length with the tailgate in the horizontal position is 10.3 metres.

The applicant has also advised that other vehicles in the fleet are usually around 8.8 metres long.

Previous advice from Waverley Traffic Committee

Waverley Traffic Committee considered the original mixed use development with three retail tenancies at its meeting held on 26 November 2015. It advised that the Waverley Traffic Committee raised no objection on traffic and parking grounds to that development subject to several conditions. The condition relevant to the current application was:

"6. Subject to the approval of the Waverley Traffic Committee, the existing full time and part time taxi zone and NO PARKING zone on Macpherson Street being removed. Council officers are also to investigate the installation of a Loading Zone at the front of the site in Macpherson Street, with consideration being given to the relocation of the pedestrian refuge referred to in the above clause."

This condition is somewhat superseded by actions that have since occurred. The taxi zone has been retained following completion of the pedestrian refuge. Council has not pursued removal of the taxi zone. Consideration of a loading zone has not been undertaken to date.

3. Technical Analysis

Whilst the applicant is now applying for a truck zone, the implications of providing a loading zone is also considered below.

Truck Zones vs Loading Zones

Truck and loading zones differ in who can access them and the time period. The table below highlights who has access to each zone. Loading zones are accessible to a broader range of vehicles making deliveries.

A truck is a motor vehicle with a GVM over 4.5 tonnes, except a bus, tram or tractor. A 4.5 GVM truck is around 5 metres long. A truck zone allows access for delivery by GVM over 4.5 tonnes vehicles. It does not allow for lighter vehicles.

GVM (Gross Vehicle Mass) is the maximum weight that a truck can carry including its own weight. This is the maximum or total weight of a loaded rigid vehicle (including body, payload, fuel and driver).

Who can use the zone	Truck Zone	Loading Zone	Loading Zone times
- a truck that is dropping off, or picking up, goods	YES	YES	30 min
- a public bus that is dropping off or picking up passengers	NO	YES	30 min
- a motor vehicle that is dropping off, or picking up, passengers.	YES	YES	time to get out of / into the vehicle
- a station wagon or a motor bike that has 3 wheels and is constructed principally for the conveyance of goods,	NO	YES	15 min
- a motor vehicle constructed principally for the conveyance of goods.	NO	YES	30 min

Various time restrictions apply to loading zones as shown in the table. Alternative times can apply if signposted. Truck zones are limited to times signposted.

It is recommended that, if installed, a loading zone is preferred over a truck zone. This is because of the multitude of vehicle types and trip purposes that can access the loading zone. It is also because a loading zone can be accessed by vehicles under 4.5 GVM.

Impacts of removing the of taxi zone

A loading zone could physically replace the 15.5 metre Taxi Zone in MacPherson Street. The NSW Taxi Council has advised that retention of the taxi zone would be desirable for dropping off and picking up shoppers. Taxis can also pick up and drop off passengers within a loading zone provided they do not wait.

If the Traffic Committee advises that a truck or loading zone is recommended, then retention of the taxi zone for periods outside those times is recommended.

Impacts of large trucks accessing the site

The swept path of a 10 metre long rigid truck has been assessed for the 15.5 metre zone and found to be satisfactory. The driver would enter the zone in a forward direction until just past (around 1 metre) the end of the zone and then reverse and align with the kerb.

Use of a larger truck would adversely affect traffic safety.

Consequent parking restrictions

The parking restrictions that would address the needs for the community, taxis, and deliveries would be:

- Loading Zone, vehicles under 10 metres only – 9am to 2pm, Monday to Saturday.
- Taxi zone – at other times.

The time for the loading zone has been reduced from the applicants proposal of 9.00 am to 2.30 pm. This is offset by allowing the zone to operate to 2pm on Saturdays

Impacts of using pallets to transfer goods from truck to shopping centre

The use of pallet trucks to transfer goods from trucks to the supermarket is not acceptable. This unloading method is only suitable within a dedicated area away from pedestrian traffic.

The use of trolleys is acceptable.

4. Financial Information for Council's Consideration

No impact on Council's budget. All work to be carried out by the developer at the applicant's expense

5. Attachments

1. Plan of Management - 113 Macpherson Street BRONTE - Colling [↓](#) .



Plan of Management (PoM)

Woolworths Metro Store
113 Macpherson St, Bronte

June 2019

**PLAN OF MANAGEMENT OVERVIEW**

This Plan of Management provides an overview of the operational aspects of the Woolworths Metro Store highlighted as follows

1. General Operational Procedures
 - a. Hours of Delivery
 - b. Staffing Arrangements
 - c. Noise minimization
 - d. Complaint management
 - e. Police Co-operation
2. Delivery Methodology
 - a. General Deliveries
 - b. Waste management



General Operational Procedures

Hours of Operation

- It is proposed to trade between 7am – 10pm as per currently permissible trading hours on site

Capacity

- In line with smaller format Metros that have been recently opened the store will be staffed between 2 – 8 people at any given time
- Patronage throughout the day is anticipated to be consistent with a minor peak between 5 – 7pm on weekdays. This would result in an average of 5 – 25 customers going through the store

Noise Management

- Given the store classification is a low security risk given its size being under 500m2 and permitted use it is anticipated that the building shall be self contained in terms of the housing and operation of plant servicing the building including this tenancy.
- The current approved base building acoustic report prepared by Acoustic Logic with an addendum provided by the same company for the Woolworths tenancy specifically, is provided in conjunction with this Plan of Management ensuring compliance with noise controls.
- Soft non-descript background music will be played within internal areas of the store only, typical of other retail outlets. Such background music will not be audible from outside the premises.

Trolley Management

- No trolleys will be used on site as is a basket shop store in line with our small neighbourhood and CBD Metro supermarkets

Safety and Security

- This PoM aims to ensure the safe operation of the supermarket for its staff and customers alike with increased safety to the immediate surrounds by virtue of a low security late night trading operation providing increased pedestrian activity and passive surveillance of the street.

The below subheadings address how this will be achieved.

Lighting

Lighting at the subject site is proposed to ensure security is adequately provided to site users and staff alike by:

- ❖ Providing appropriate internally lighting
- ❖ Providing illuminated signage at site entries to ensure site visibility and accessibility

Electronic Security Monitoring

Electronic security monitoring is provided at the site as follows:

- ❖ The premises shall be monitored externally by private security contractor



- ❖ Concealed panic buttons installed at service locations within the store and portable buttons able to be carried by staff, alerting the contractor and Police.

Drop Safes

The Woolworths Metro Store will provide the following:

- ❖ Such installations that allow cash to be deposited securely within, where opening is only possible by dual key held by cash collection contractor.
- ❖ Time delay feature for cash release to restrict the amount of cash capable of being dispensed in a predefined time period.

Card Only Registers

Many of the self check out registers shall be card only, reducing significantly the amounts of cash utilized and held on the premises.

CCTV Systems

Comprehensive system covering all internal areas with increased concentration around entry/exit doors, register and staff serving areas.

Footage shall:

- ❖ Be digitally recorded;
- ❖ Record at least 6 frames per second;
- ❖ Be retained for a minimum of 28 days;
- ❖ Operate 24 hours and record the time, date and particular camera in use

Staff shall be able to access CCTV system to provide copies of recordings to Police upon request.

Behavioural Management

To ensure any adverse behaviours by Patrons are suitably handled at the site the following operational controls will be in place:

- ❖ Staff extensively trained with how to deal with difficult customers and to detect loitering for reporting to the manager on duty for further surveillance.
- ❖ All staff trained in terms of burglary procedures and how to safely respond.
- ❖ Back of house storage and staff areas to feature restricted access by means of swipe cards/pin codes.
- ❖ At least 2 staff members shall be employed at low patronage times providing superior safety and security to each other and customers alike.

Commitment to cooperation with NSW Police

Woolworths is committed to providing a well designed, safe environment for staff and customers to discourage the opportunities for crime. To ensure this, the following operational controls are in place:

- ❖ Trained staff shall assist Police and provide CCTV footage in a timely manner upon request to assist with Police operations and inquiries.
- ❖ All practical steps are to be undertaken to preserve and keep intact the area where an



incident has occurred, retaining all materials and implements associated such incidents in accordance with the Crime Scene preservation Guidelines issued by NSW Police.

- ❖ Make direct contact with NSW Police where necessary.
- ❖ Comply with any directions given by NSW Police to preserve or keep intact any area

Complaints Handling Process

- ❖ Woolworths operates over 1000 supermarkets throughout the country and has rigorous complaint handling procedures across the network.
- ❖ To ensure the appropriate and responsible management of citizen and customer complaints regarding the operation of the supermarket, e.g. noise complaints
- ❖ Staff will be trained in existing company Complaints Management Procedures, allowing them to appropriately log and respond to phone call, letter and email complaints regarding the operation of the supermarket.
- ❖ Complaints shall be responded to in a timely manner by management.

DELIVERY MANAGEMENT

- ❖ Stock Loading and Delivery Management
 - Major deliveries are proposed from the Loading zone directly in front of the premises on Macpherson St as contemplated in the original approvals for retail use, avoiding the need for any stock truck deliveries to be done in the rear Chesterfield Lane
 - Appropriate safety management of using electric pallet jacks by both delivery drivers and staff from the truck via the footpath will be managed to ensure minimal impact to pedestrians with appropriate pedestrian traffic management being undertaken by store staff ensuring access is not blocked
 - Location of primary loading zone utilising an existing ramp is to be used as per the images below. Further image of the development plan shows the path from truck to front entry door.



**0900 – 1430 to avoid school
kids on weekdays**

**Pallet path will travel
minimal length of footpath
if proposed location for
loading zone is achievable**

Architectural floor plan of the Macpherson Street site. The plan shows the layout of the building, including retail units, a kitchen, and a car wash. The plan includes dimensions, area calculations, and a north arrow. A red box highlights the 'LOCATION OF EXISTING 1000 LITRE UNDERGROUND STORAGE TANK (UST) AND EXISTING 1000 LITRE UNDERGROUND STORAGE TANK (UST)'.

Key features and labels on the plan include:

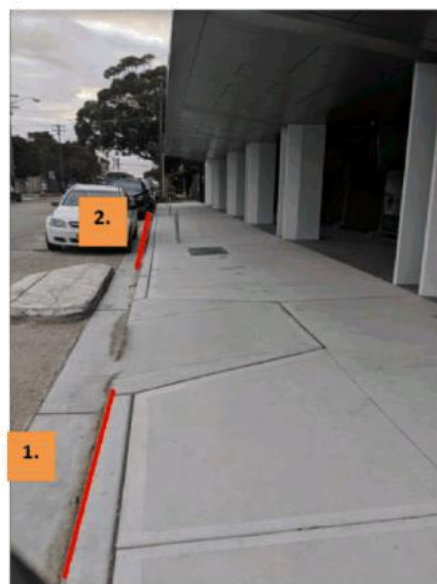
- MacPHERSON STREET** (top boundary)
- CONCRETE** (top boundary)
- KERB** (top boundary)
- PATH** (top boundary)
- RETAIL U1 113m² 100 seats** (top left retail unit)
- RETAIL U2 113m² 100 seats** (top right retail unit)
- RETAIL U3 113m² 100 seats** (middle left retail unit)
- RETAIL U4 113m² 100 seats** (middle right retail unit)
- KITCHEN** (bottom left)
- CAR WASH** (bottom right)
- STAIRS** (multiple locations)
- TOILETS** (multiple locations)
- REAR ENTRY** (bottom left)
- FRONT ENTRY** (bottom right)
- LOCATION OF EXISTING 1000 LITRE UNDERGROUND STORAGE TANK (UST) AND EXISTING 1000 LITRE UNDERGROUND STORAGE TANK (UST)** (red box at bottom center)

Dimensions and area calculations are provided throughout the plan, including a total area of 113m² for the retail units.



Secondary Loading Zone

- To allow for the loading zone being occupied by other local businesses or Woolworths trucks, a secondary zone is proposed during the same hours (9am - 2:30pm) to avoid any on street queuing. Aerial image below of intended loading zone is proposed via the Waverley Traffic Committee with current site photo. In the event that the traffic island is removed a continuous loading zone would be proposed

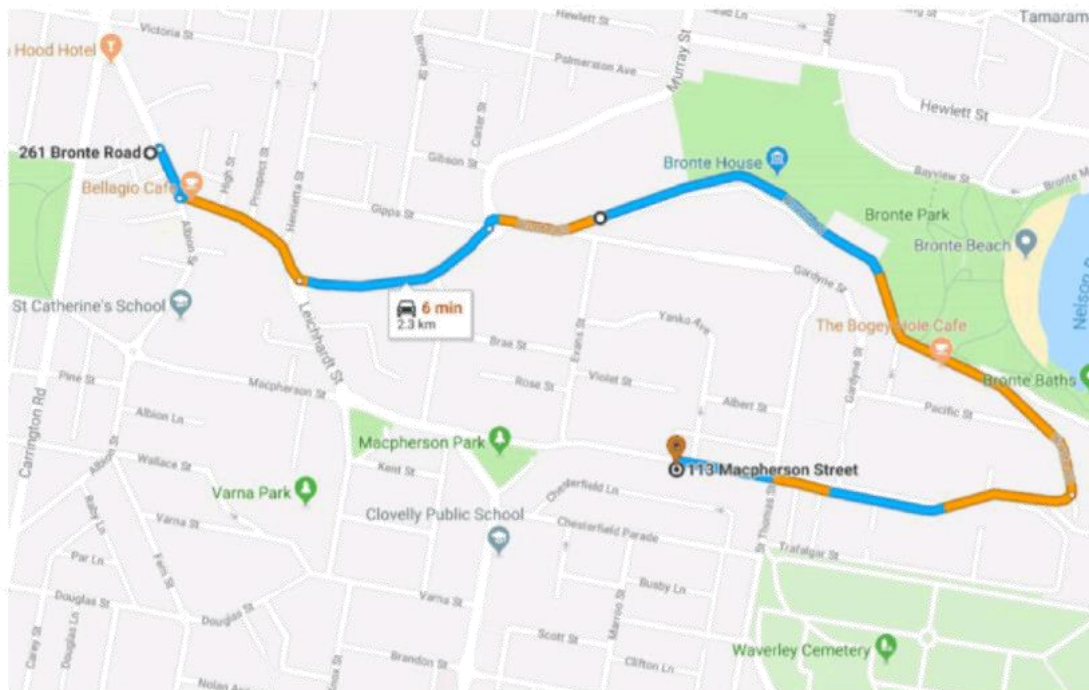


1. Primary Loading Zone (11m length)
2. Secondary Loading Zone (11m length)

- Truck size is to be up to 11m (8.8m + 2m tailgate) in length and required twice daily with proposed delivery times between 9am – 2:30pm 7 days a week. Time taken to unload would be between 30 – 45 minutes per delivery
- Suppliers doing smaller deliveries in vans can happen within 5 minutes and would work within the loading zones permissible on Macpherson St
- The Truck Delivery Path has been reviewed in line with the approved delivery route contemplated throughout the construction program ensuring that no reversing manoeuvres are undertaken. This being the path of travelling East on Bronte Road and then travelling West up Macpherson St as contemplated per below map plan.



Truck Delivery Path



Waste Management

- 4 - 5 x 660L bins (general, recycling) to be located in a dedicated retail waste room located on B2 with access through a goods scissor hoist which is solely used by Woolworths between Ground, B1 and B2 levels. (refer image below)
- Waste Collection to be undertaken three times a week through utilisation of small rigid vehicles through the loading dock in accordance with how residential council waste is collected. This is noted as the current approved method for waste collection in the Development Application which permits Small Rigid Vehicles (SRV's) between the hours of 7am – 8pm.
- For Cardboard collection, bale press is located within the ground floor tenancy plan with bales to be collected 2 - 3 times a week via Macpherson St in the approved loading zone hours.

