



WAVERLEY TRAFFIC COMMITTEE MEETING

A meeting of the WAVERLEY TRAFFIC COMMITTEE will be held by video conference at:

10.00 AM, THURSDAY 26 NOVEMBER 2020

Waverley Council
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AGENDA

Apologies

Declarations of Interests

Adoption of Previous Minutes by Council - 22 October 2020..... 12

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 22 October 2020 were adopted by Council at its meeting on 17 November 2020 with the following changes:

1. TC/C.08/20.10 – 40 km/h Speed Limit Changes – Traffic Control Devices – 25 and 37 Murray Street, Bronte.

Council adopted the recommendation of the Traffic Committee subject to it being amended to read as follows:

‘That Council:

1. Approves the installation of new kerb extensions outside 25 and 37 Murray Street, Bronte, as shown in Attachment 1 and 2 (Option 2) of the report, subject to a reduction in kerb extension length, as appropriate, so that no on-street parking spaces are lost.
 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes’
2. TC/CV.01/20.10 – Bondi to Bronte Coastal Walk – One Way System.

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

‘That Council defers this item to a Councillor workshop to give consideration to the following:

1. Endorses the following traffic management concepts to be constructed, if and when deemed necessary, between Bondi Beach and Tamarama Beach for community consultation:
 - (a) Gaerloch Avenue on the eastern side of Dellview Street – 2 x ‘No Entry’ signs preventing access to Gaerloch Avenue eastbound.
 - (b) Gaerloch Avenue on the light pole opposite 31 Gaerloch Avenue (the 90-degree bend in the road) – A ‘No Right Turn’ sign preventing access to Gaerloch Avenue northbound.
 - (c) Gaerloch Avenue eastern side – 2 x ‘One Way (Arrow Right)’ signs indicating one-way direction on Gaerloch Avenue.

- (d) Gaerloch Avenue western side facing Kenneth Street – a ‘One Way (Arrow Left)’ sign indicating one-way direction on Gaerloch Avenue.
 - (e) Dellview Street on the southern side of Fletcher Street – 2 x ‘No Entry’ signs preventing access to Dellview Street southbound.
 - (f) Dellview Street eastern side between Carlisle Street and Dellview Lane – 2 x ‘One Way (Arrow Left)’ signs indicating one-way direction on Dellview Street.
 - (g) Dellview Lane on western side of Dellview Street – A ‘No Right Turn’ sign preventing access to Dellview Street southbound.
 - (h) Carlisle Street on the northern side of Dellview Street – a ‘No Right Turn’ sign preventing access to Dellview Street southbound.
 - (i) Dellview Street on the southern side of Carlisle Street – 2 x ‘No Entry’ signs preventing access to Dellview Street southbound.
 - (j) Western side of Dellview Street facing Gaerloch Avenue – A ‘One Way (Arrow Right)’ indicating one-way direction on Dellview Street.
2. Endorses the following traffic control devices concepts to be constructed between Bondi Beach and Tamarama Beach for community consultation:
- (a) A continuous footpath treatment – Wilga Street on the eastern side of Sandridge Street.
 - (b) A marked pedestrian crossing – Fletcher Street on the eastern side of Sandridge Street.
 - (c) A marked pedestrian crossing with kerb extensions – Kenneth Street on the eastern side of Alexander Street.
 - (d) A continuous footpath treatment – 22 Gaerloch Avenue (the 90-degree bend in the road), subject to the reassessment in clause 3 below.
 - (e) A continuous footpath treatment – Gaerloch Avenue on the eastern side of Dellview Street, subject to the reassessment in clause 3 below.
3. Reassesses the need for continuous footpath treatments at the southern end of Gaerloch Avenue with consideration being given to the Street Walk on the southern and eastern sides of Gaerloch Avenue rather than the northern and western sides, as proposed, with outcomes to be included in the detailed design.
4. Undertakes community consultation with interested Precinct Committees, and for the area bounded by and including:
- (a) Bondi Road and Hunter Park to the north.
 - (b) Boonara Avenue, Tamarama Street, Alfred Street to the west.
 - (c) Hewlett Street to the south.
5. Prepares a report on the outcomes of the community consultation to Council’s Traffic Committee.

6. Prepares detailed plans and warrants for crossings and treatments identified in clause 2 above, to be submitted to Council's Traffic Committee for review and approval by Council, subject to the outcomes of the community consultation.
7. Investigates footpath widening to support the Street Walk route.
8. Delegates authority to the Executive Manager, Infrastructure Services, to investigate alternative designs as part of the detailed design assessment.

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 TfNSW. 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.01/20.11 40 km/h Speed Limit Changes - Traffic Control Devices - Park Parade and Dickson Street at Birrell Street, Bondi (A18/0579)..... 25

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the designs for the intersections of Dickson Street at Birrell Street, Bronte, and Park Parade at Birrell Street, Bondi, as set out in Attachment 1 and 2 of the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

TC/C.02/20.11 40 km/h Speed Limit Changes - Traffic Control Devices - Tamarama Marine Drive (A03/0042-04) 41

COUNCIL OFFICER'S PROPOSAL:

That Council approves the detailed design of the pedestrian crossing on Tamarama Marine Drive, Tamarama, attached to the report.

TC/C.03/20.11 Gardyne Street and Macpherson Street, Bronte - No Stopping Zones (A14/0145) 49

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 10-metre 'No Stopping' zone on the western side of Gardyne Street adjacent to 75 and 73 Gardyne Street.

2. Installs a 20-metre 'No Stopping' zone on the eastern side of Gardyne Street adjacent to 46 Gardyne Street and 144 Macpherson Street (Gardyne Street frontage).

TC/C.04/20.11 Kenneth Street and Marks Lane, Tamarama - Accessible Parking Spaces (SF20/5785)..... 53

COUNCIL OFFICER'S PROPOSAL:

That Council

1. Retains the accessible parking space in Marks Lane, Tamarama.
2. Replaces the 7.9 metres currently allocated for two 90-degree accessible parking spaces in Kenneth Street with 7.9 metres of '2P, 8 am–10 pm, Permit Holders Excepted, Area 11' parking restrictions.

TC/C.05/20.11 Ebley Street, Bondi Junction - Council Authorised Parking (A14/0145) 66

COUNCIL OFFICER'S PROPOSAL:

That Council converts 54 metres of '1/2P, Meter Registration, 8.00 am–6.00 pm, 3P 6.00 pm–9.00 pm' on the south side of Ebley Street between Lawson Street and Newland Street (adjacent to Clementson Park) to '1/2P, Meter Registration, 8.00 am–6.00 pm, 3P 6.00 pm–9.00 pm Council Authorised Vehicles Excepted'.

TC/C.06/20.11 139 Oxford Street, Bondi Junction - Construction Vehicle and Pedestrian Plan of Management and Oxford Street Mall Compound (DA-548/2017) 69

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the Construction Vehicle and Pedestrian Plan of Management (CVPPM) attached to the report, subject to the following conditions:
 - (a) The application for a construction certificate shall be taken as accepting these conditions of approval.
 - (b) Occupants of neighbouring properties in the Oxford Street Mall shall be advised of the demolition, excavation and construction activities.
 - (c) Pedestrian access to neighbouring properties and businesses around the compound and work area shall be maintained at all times.
 - (d) No building materials shall be placed, dumped or left on any Council road or footpath area outside of the compound at any time.
 - (e) The footpaths at the Oxford Street Mall outside of the compound to remain in a safe condition for use by pedestrians at all times.

- (f) All vehicles, plant and equipment shall be operated in accordance with the CVPPM attached to the report.
 - (g) Truck ingress to the site shall be via Oxford Street Mall entrance driveway in a forward direction into the compound.
 - (h) Truck egress out of the site shall be restricted to reversal of vehicles under the 'C-phase' of the traffic signals at the intersection into Oxford and Newland Street and forward leaving the area south along Newland Street.
 - (i) Truck servicing the site shall be limited in size to 8.8 metres in overall length. No approval is given for the use of articulated vehicles (semi-trailers and truck/trailer combinations).
 - (j) Trucks, on arriving at the site, shall enter the fenced offloading/unloading compound area at the front of the site immediately. Trucks not able to enter the fenced off area immediately shall not wait on Oxford Street or Newland Street. The applicant shall, where necessary, co-ordinate truck movements with other nearby building activities.
 - (k) There shall be no blockage to through traffic on Oxford Street or Newland Street other than for short periods of time when manoeuvring vehicles into and out of the approved fenced off loading/unloading compound.
 - (l) All traffic and pedestrian control shall be in accordance with the RMS's Traffic Control at Work Sites manual.
 - (m) Separate approval is required for:
 - (i) The use of any concrete pump.
 - (ii) Installation of a tower crane or other on-site crane.
 - (iii) The erection of any other hoarding other than that identified in clause 2 below.
2. Approves the installation of a 15 metre x 4 metre fenced-off compound area (A-class hoarding during stage 1 and 2 and B-class hoarding during stage 4 and 5) with access hours of '7 am–5 pm Mon-Fri 8 am–3 pm Sat' outside 139 Oxford Street, Bondi Junction, for a period of 52 weeks to allow the entering/exiting of trucks, as set out in the CVPPM attached to the report.
 3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the compound as needed.
 4. Delegates authority to the Executive Manager, Infrastructure Services, to authorise requests for access by trucks longer than 8.8 metres for specific activities.

TC/C.07/20.11 9 Scott Street, Bronte - Temporary Road Closures for Modular Housing Delivery (DA-171/2019)..... 127

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the temporary closure of Scott Street between Marroo Street and Pacific Lane, and Marroo Street between Boundary Street and Chesterfield Parade, Bronte, over two days during a working week (7.00 am on day 1 to 11.30 pm on day 2) on dates to be agreed with Council, in accordance with the Construction Traffic and People Plan of Management attached to the report, subject to the applicant:
 - (a) Notifying NSW Police and Transport for NSW and obtaining relevant approvals.
 - (b) Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue.
 - (c) Notifying affected residents and businesses at least 5 working days prior to the event, with a follow-up notification on the day prior to day 1 of the closure.
 - (d) Obtaining relevant approvals from the National Heavy Vehicle Regulator (NHVR).
 - (e) Abiding by the attached conditioned approval from Randwick City Council to occupy parking spaces on roads within the Randwick local government area.
 - (f) Obtaining approval of any tree pruning from Council's tree management team.
 - (g) Ensuring access to affected residents and liaising with other residents, schools and businesses during the duration of the temporary closure.
 - (h) Using Transport-for-NSW-accredited traffic controllers.
 - (i) Covering all costs associated with closing the road, including traffic control.
 - (j) Completing all works by 11.30 pm on day 2 when full access to Scott Street and Marroo Street will be restored.
2. Delegates authority to the Executive Manager, Infrastructure Services, to approve the dates that the operation will occur.
3. Requires a Council compliance officer to be on-site during the day of the modular housing crane lift at the applicant's expense.

TC/C.08/20.11 9 Scott Street, Bronte - Construction Zone (A03/2514-04) 232

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 14.5-metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along the frontage of 9 Scott Street, Bronte.

2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/20.11 Barracluff Avenue, Bondi Beach - Traffic Calming Scheme (A03/0042-04) 235

COUNCIL OFFICER'S PROPOSAL:

That Council undertakes community consultation with the residents of Barracluff Avenue on the following traffic and parking options for Barracluff Avenue:

1. Option A – No change. Leave Barracluff Avenue as it is, as shown in Attachment 1 of the report.
2. Option B – Parallel parking on both sides of Barracluff Avenue with kerb blisters, as shown in Attachment 2 of the report.
3. Option C – Angle parking on the northern side of Barracluff Avenue, as shown in Attachment 3 of the report.
4. Option D – Angle parking on the southern side of Barracluff Avenue, as shown in Attachment 4 of the report.

TC/V.02/20.11 New Year's Eve Special Events - Dudley Page Reserve and Local Streets - Traffic Management Plans (SF20/5667) 247

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the traffic arrangements for the following special events in accordance with the Traffic Management Plan attached to the report, subject to the Traffic Management Plan being forwarded to Transport for NSW for its approval of road closures and clearways:
 - (a) New Year's Eve event at Dudley Page Reserve.
 - (b) Military Road clearways.
 - (c) Closure of Bondi Road.
2. Notes that the special events may not proceed due to COVID-19 restrictions.
3. Delegates authority to the Executive Manager, Infrastructure Services, to approve any modification to the Traffic Management Plan.

TC/V.03/20.11	Rose Bay Secondary School - Temporary Drop-off/Pick-up Zones - Review (A14/0145)	270
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COUNCIL OFFICER'S PROPOSAL:

That Council reduces the length of the existing 72-metre 'Kiss and Ride, No Parking 8.00 am–9.00 am, 2.30 pm–4.00 pm, school days only' zone on the western side of Hardy Street, Dover Heights, to 62 metres, as shown in Figure 5 of the report.

TC/V.04/20.11	2 Ormond Street, Bondi Beach - Car Share Space (SF17/2465)	275
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COUNCIL OFFICER'S PROPOSAL:

That Council installs a 5.5-metre GoGet car share space outside 2 Ormond Street, Bondi Beach, on the east side immediately adjacent to the southern side of the driveway.

TC/V.05/20.11	13 Reina Street, North Bondi - 'P Motor Bikes Only' Parking (A14/0145)	282
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 'P Motor Bikes Only' zone between the driveways of 13A and 13B Reina Street, North Bondi.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the 'P Motor Bikes Only' parking zone, as necessary.

TC/V.06/20.11	64-66 Wallangra Road, Dover Heights - No Stopping between Driveways (A14/0145)	286
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COUNCIL OFFICER'S PROPOSAL:

That Council installs a 'No Stopping' zone between the northern end of the driveway of 64 Wallangra Road, Dover Heights, and the southern end of the driveway of 66 Wallangra Road, Dover Heights.

TC/V.07/20.11	6A Niblick Street, North Bondi - Construction Zone (A03/2514-04)	288
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 14.5-metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along the Griffith Avenue frontage of 6A Niblick Street, North Bondi.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and

duration of, or remove, the construction zone, as necessary.

TC/V.08/20.11 57 Glenayr Avenue, North Bondi - Construction Zone (A03/2514-04)..... 292

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 12-metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone in front of 57 Glenayr Avenue, North Bondi.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

TC/CV.01/20.11 Guide for Assessment of Construction Zone Applications (A03/2514-04) 296

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Endorses the process in the report for the assessment of construction zone applications.
2. Endorses the 'Guide for construction zones in Waverley' attached to the report.
3. Publishes the guide on Council's website.
4. Delegates authority to Executive Manager, Infrastructure Services, to modify the assessment process or guide.

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.

**MINUTES OF THE WAVERLEY TRAFFIC COMMITTEE
MEETING HELD BY VIDEO CONFERENCE ON
THURSDAY, 22 OCTOBER 2020**



Voting Members Present:

Cr T Kay	Waverley Council – Alternate Chair
S/Cst A Birchansky	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr P Pearce	Representing Marjorie O’Neill, MP, Member for Coogee
Ms J Zin	Representing Gabrielle Upton, MP, Member for Vacluse

Also Present:

Mr B Gidiess	State Transit – Traffic and Services Manager (Eastern Region)
Cr A Burrill	Waverley Council
Cr D Wy Kanak	Waverley Council
Mr D Joannides	Waverley Council – Executive Manager, Infrastructure Services
Mr C Hutcheson	Waverley Council – Service Manager, Traffic and Transport
Mr M Almuhanha	Waverley Council – Senior Traffic Engineer
Mr H Bahari	Waverley Council – Professional Engineer
Mr P Cai	Waverley Council – Traffic Engineer
Mr L Huertas-Prieto	Waverley Council – Project Manager, Strategic Transport

At the commencement of proceedings at 10.12 am, those present were as listed above.

Apologies

Apologies were received and accepted from Cr Masselos (Chair) and Mr M Carruthers (Transport for NSW).

Declarations of Pecuniary and Non-Pecuniary Interests

The Chair called for declarations of interest and the following was received:

1. Mr P Pearce declared a less than significant non-pecuniary interest in item TC/C.08/20.10 40 km/h Speed Limit Changes – Traffic Control Devices – 25 and 37 Murray Street, Bronte, and informed the meeting that he lives in Murray Street.

Adoption of Previous Minutes by Council - 24 September 2020

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 September 2020 were adopted by Council at its meeting on 20 October 2020 with the following change:

1. TC/C.01/20.09 – 40 km/h Speed Limit Changes – Traffic Control Devices (Group 2).

Council adopted the recommendation of the Traffic Committee, subject to item 1(j), Dickson Street at Birrell Street, Bronte – Kerb build-out, and item 1(t), Park Parade at Birrell Street, Bondi – Kerb build-outs, being deferred for a report to go to the November 2020 Traffic Committee meeting on the outcomes of investigating alternative treatments that consider pedestrian safety and traffic flow, including consideration of a pedestrian refuge like that implemented at the intersection of Wellington Street and Bondi Road.

ITEMS BY EXCEPTION

The following items on the agenda were dealt with together and the Council Officer's Proposal for each item was unanimously supported by the Committee:

- | | |
|---------------|--|
| TC/C.02/20.10 | 7 Salisbury Street, Waverley - Temporary Road Closure for Crane Lifts. |
| TC/C.03/20.10 | 17-19 Henry Street, Queens Park - 'P Motor Bikes Only' Parking. |
| TC/C.04/20.10 | 63 Fletcher Street, Bondi - Construction Zone. |
| TC/C.05/20.10 | 29 Macpherson Street, Waverley - Construction Zone. |
| TC/V.02/20.10 | 4 Macleay Street, North Bondi - Construction Zone. |
| TC/V.03/20.10 | 15-17 Lamrock Avenue, Bondi Beach - Construction Zone. |

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 TfNSW. 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.01/20.10 Bronte Road, Bondi Junction - Pick-Up/Drop-Off (PUDO) Bay Changes (A20/0336)****COUNCIL OFFICER'S PROPOSAL:**

That Council approves a change of length from 21.0 metres to 9.0 metres for the approved pick-up/drop-off bay on the western side of Bronte Road between Ebley Street and Spring Street until such time that the approved 21.0 metres pick-up/drop-off bay can be installed.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

'That Council approves a change of length from 21 metres to 9 metres within the southern end of the approved pick-up/drop-off bay on the western side of Bronte Road between Ebley Street and Spring Street until such time that the approved 21 metre pick-up/drop-off bay can be installed.'

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

TC/C.02/20.10 7 Salisbury Street, Waverley - Temporary Road Closure for Crane Lifts (A19/0394)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the temporary closure of Salisbury Street, Waverley, between Carrington Road and Campbell Street on Tuesday, 8 December 2020, between 7.00 am and 11.00 pm in accordance with the Construction Traffic and Plan of Management attached to the report, subject to:
 - (a) A Council officer being present on-site for the duration of the works as the expense of the applicant.
 - (b) The applicant:
 - (i) Obtaining approval from NSW Police.
 - (ii) Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue.
 - (iii) Notifying local residents and Waverley College prior to the event.
 - (iv) Using Transport for NSW accredited traffic controllers.
 - (v) Covering all costs associated with closing the road, including traffic control.

2. Officers notify the applicant of the conditions outlined in clause 1.
3. Delegates authority to the Executive Manager, Infrastructure Services, to approve any alternative date and times, if required.

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 and Waverley Council representative (Alternate Chair).

TC/C.03/20.10 17-19 Henry Street, Queens Park - 'P Motor Bikes Only' Parking (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 'P Motor Bikes Only' zone between the driveways of 17 and 19 Henry Street, Queens Park.

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 and Waverley Council representative (Alternate Chair).

TC/C.04/20.10 63 Fletcher Street, Bondi - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs an 18.2 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' construction zone at 63 Fletcher Street, Bondi.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

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 and Waverley Council representative (Alternate Chair).

TC/C.05/20.10 29 Macpherson Street, Waverley - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone in front of 29 Macpherson Street, Waverley.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

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 and Waverley Council representative (Alternate Chair).

TC/C.06/20.10 40 km/h Speed Limit Changes - Traffic Control Devices - Bourke Street south of Bourke Lane, Queens Park (A18/0579)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the installation of speed cushions, a marked bicycle lane, and a kerb extension on Bourke Street south of Bourke Lane, Queens Park as shown in Attachment 1 of the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

That Council:

1. Does not approve the installation of speed cushions as shown in Attachment 1 of the report.
2. Approves the installation of a marked bicycle lane and a kerb extension on Bourke Street south of Bourke Lane, Queens Park, as shown in Attachment 1 of the report.
3. Investigates the design of the roundabout at the Cuthbert Street and Bourke Street intersection and traffic calming to the immediate south of the roundabout, with a report to come back to the Traffic Committee.
4. Notes the submissions received from residents of Bourke Street.
5. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

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

**TC/C.07/20.10 40 km/h Speed Limit Changes - Traffic Control Devices - Park Parade, Bondi
(A18/0579)**

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Undertakes consultation with residents of Park Parade, Bondi, on the installation of traffic control devices along Park Parade comprising:
 - (a) Speed cushions at 32 Park Parade.
 - (b) Speed cushions at 10 Park Parade.
 - (c) A line marked parking lane between Bondi Road and Birrell Street.
 - (d) An S1 dashed centre lane line with raised pavement markers between Bondi Road and Birrell Street.
2. Officers prepare a report for the December 2020 Council meeting on the outcomes of the community consultation.
3. Approves the design of the traffic control devices as shown in Attachment 1 (Option 3) of the report subject to the outcomes of the community consultation and the determination at the December Council meeting on whether to proceed with the work.
4. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to amendments to clauses 1 and 2 and the deletion of clauses 3 and 4, such that the recommendation now reads as follows:

That Council:

1. Undertakes consultation with residents of Park Parade, Bondi, on three options for the installation of traffic control devices along Park Parade comprising:
 - (a) Line Markings between Bondi Road and Birrell Street, as follows.
 - (i) A line marked parking lane on the east side of Park Parade.
 - (ii) A L5 enhanced unbroken lane centre line at the crest of the hill around 24 – 32 Park Parade for a length determined by Council officers, and S1 dividing (separation) centre line for the remainder of Park Parade, both to have raised pavement markers.
 - (iii) A yellow 'No Stopping' edge line on the west side of Park Parade.

- (b) Line Markings (a) above plus a speed cushion at 19 Park Parade.
 - (c) Line Markings (a) above plus speed cushions at 10 and 32 Park Parade.
2. Officers prepare a report for Council consideration on the outcomes of the community consultation, together with a recommended design for implementation.

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

TC/C.08/20.10 40 km/h Speed Limit Changes - Traffic Control Devices - 25 and 37 Murray Street, Bronte (A18/0579)

Mr P Pearce declared a less than significant non-pecuniary interest in this item and informed the meeting that he lives in Murray Street.

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the installation of kerb extensions and speed cushions outside 25 and 37 Murray Street, Bronte, as shown in Attachment 1 and 2 (Option 2) of the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to amendments to clauses 1 and 2, such that the recommendation now reads as follows:

That Council:

1. Approves the installation of new kerb extensions and speed cushions outside 25 and 37 Murray Street, Bronte, as shown in Attachment 1 and 2 (Option 2) of the report, subject to a reduction in kerb extension length, as appropriate, so that no on-street parking spaces are lost.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes and remove the speed cushions should they be deemed problematic or contentious.

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

TC/C.09/20.10 40 km/h Speed Limit Changes - Traffic Control Devices - Ruthven Street, Bondi Junction (A18/0579)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the installation of a two-lane slow point (chicane) in Ruthven Street, Bondi Junction, as shown in Attachment 1 (Option 2) of the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

Note: the proposal refers to Option 2 as the two-lane slow point (chicane) alternative. This is an error and should have been Option 1.

That the Council Officer's Proposal be adopted subject to amendments to clauses 1 and 2 and the addition of new clauses 3–5, such that the recommendation now reads as follows:

That Council:

1. Approves the installation of rubber speed cushions in Ruthven Street, Bondi Junction, as shown in Attachment 1 (Option 2) of the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes and remove the speed cushions should they be deemed problematic or contentious.
3. Notes the alternative two-lane slow point (chicane) option would result in the loss of at least 11 on-street parking spaces.
4. Notes the submissions received from residents of Ruthven Street.
5. Officers investigate a long-term traffic calming measure for the entire length of Ruthven Street from Oxford Street to Birrell Street, including consideration of increased on-street parking for residents.

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

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/20.10 49 Blake Street, Dover Heights - Conversion of No Stopping to No Parking (A14/0145)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves modifications to parking restrictions on the northern side of Blake Street between Portland Street and Military Road as shown in Figure 2 of the report to provide:

- (a) 38 metres of un-restricted parking at the western end.
 - (b) 38 metres of No Stopping restrictions at the eastern end.
 - (c) 18 metres of No Parking restrictions in between.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to clause 2 being deleted.

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

TC/V.02/20.10 4 Macleay Street, North Bondi - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 15 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' construction zone at 4 Macleay Street, North Bondi.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

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 and Waverley Council representative (Alternate Chair).

TC/V.03/20.10 15-17 Lamrock Avenue, Bondi Beach - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 13.1 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone in front of 15–17 Lamrock Avenue, Bondi Beach.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

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 and Waverley Council representative (Alternate Chair).

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

TC/CV.01/20.10 Bondi to Bronte Coastal Walk - One Way System (A20/0500)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Endorses the following traffic management measures to be constructed if and when deemed necessary between Bondi Beach and Tamarama Beach:
 - (a) Gaerloch Avenue on the eastern side of Dellview Street – 2 x 'No Entry' signs preventing access to Gaerloch Avenue eastbound.
 - (b) Gaerloch Avenue on the light pole opposite 31 Gaerloch Avenue (the 90-degree bend in the road) – A 'No Right Turn' sign preventing access to Gaerloch Avenue northbound.
 - (c) Gaerloch Avenue eastern side – 2 x 'One Way (Arrow Right)' signs indicating one-way direction on Gaerloch Avenue.
 - (d) Gaerloch Avenue western side facing Kenneth Street – a 'One Way (Arrow Left)' sign indicating one-way direction on Gaerloch Avenue.
 - (e) Dellview Street on the southern side of Fletcher Street – 2 x 'No Entry' signs preventing access to Dellview Street southbound.
 - (f) Dellview Street eastern side between Carlisle Street and Dellview Lane – 2 x 'One Way (Arrow Left)' signs indicating one-way direction on Dellview Street.
 - (g) Dellview Lane on western side of Dellview Street – A 'No Right Turn' sign preventing access to Dellview Street southbound.
 - (h) Carlisle Street on the northern side of Dellview Street – a 'No Right Turn' sign preventing access to Dellview Street southbound.
 - (i) Dellview Street on the southern side of Carlisle Street – 2 x 'No Entry' signs preventing access to Dellview Street southbound.
 - (j) Western side of Dellview Street facing Gaerloch Avenue – A 'One Way (Arrow Right)' indicating one-way direction on Dellview Street.
2. Endorses the following traffic control devices to be constructed if and when deemed necessary between Bondi Beach and Tamarama Beach:
 - (a) A continuous footpath treatment – Wilga Street on the eastern side of Sandridge Street.
 - (b) A marked pedestrian crossing – Fletcher Street on the eastern side of Sandridge Street.

- (c) A marked pedestrian crossing with kerb extensions – Kenneth Street on the eastern side of Alexander Street.
 - (d) A continuous footpath treatment – 22 Gaerloch Avenue (the 90 degree bend in the road).
 - (e) A continuous footpath treatment – Gaerloch Avenue on the eastern side of Dellview Street.
3. Prepares detailed plans and warrants for crossings to be submitted to Council's traffic committee for review and approval by Council.
 4. Investigates the footpath widening required to support the Street Walk route, as presented in the report.
 5. Delegates authority to the Executive Manager, Infrastructure Services, to investigate alternative designs as part of the detailed design assessment.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to amendments to clauses 1, 2, 2(d), 2(e), 3, 4 and 5 and the addition of three new clauses, such that the recommendation now reads as follows:

That Council:

1. Endorses the following traffic management concepts to be constructed between Bondi Beach and Tamarama Beach:
 - (a) Gaerloch Avenue on the eastern side of Dellview Street – 2 x 'No Entry' signs preventing access to Gaerloch Avenue eastbound.
 - (b) Gaerloch Avenue on the light pole opposite 31 Gaerloch Avenue (the 90-degree bend in the road) – A 'No Right Turn' sign preventing access to Gaerloch Avenue northbound.
 - (c) Gaerloch Avenue eastern side – 2 x 'One Way (Arrow Right)' signs indicating one-way direction on Gaerloch Avenue.
 - (d) Gaerloch Avenue western side facing Kenneth Street – a 'One Way (Arrow Left)' sign indicating one-way direction on Gaerloch Avenue.
 - (e) Dellview Street on the southern side of Fletcher Street – 2 x 'No Entry' signs preventing access to Dellview Street southbound.
 - (f) Dellview Street eastern side between Carlisle Street and Dellview Lane – 2 x 'One Way (Arrow Left)' signs indicating one-way direction on Dellview Street.
 - (g) Dellview Lane on western side of Dellview Street – A 'No Right Turn' sign preventing access to Dellview Street southbound.
 - (h) Carlisle Street on the northern side of Dellview Street – a 'No Right Turn' sign preventing access to Dellview Street southbound.
 - (i) Dellview Street on the southern side of Carlisle Street – 2 x 'No Entry' signs preventing access to Dellview Street southbound.

- (j) Western side of Dellview Street facing Gaerloch Avenue – A 'One Way (Arrow Right)' indicating one-way direction on Dellview Street.
2. Endorses the following traffic control devices concepts to be constructed between Bondi Beach and Tamarama Beach:
 - (a) A continuous footpath treatment – Wilga Street on the eastern side of Sandridge Street.
 - (b) A marked pedestrian crossing – Fletcher Street on the eastern side of Sandridge Street.
 - (c) A marked pedestrian crossing with kerb extensions – Kenneth Street on the eastern side of Alexander Street.
 - (d) A continuous footpath treatment – 22 Gaerloch Avenue (the 90-degree bend in the road), subject to the reassessment in clause 3 below.
 - (e) A continuous footpath treatment – Gaerloch Avenue on the eastern side of Dellview Street, subject to the reassessment in clause 3 below.
 3. Reassesses the need for continuous footpath treatments at the southern end of Gaerloch Avenue with consideration being given to the Street Walk on the southern and eastern sides of Gaerloch Avenue rather than the northern and western sides, as proposed, with outcomes to be included in the detailed design.
 4. Undertakes community consultation with interested Precinct Committees, and for the area bounded by and including:
 - (d) Bondi Road and Hunter Park to the north.
 - (e) Boonara Avenue, Tamarama Street, Alfred Street to the west.
 - (f) Hewlett Street to the south.
 5. Prepares a report on the outcomes of the community consultation to Council's Traffic Committee.
 6. Prepares detailed plans and warrants for crossings and treatments identified in clause 2 above, to be submitted to Council's Traffic Committee for review and approval by Council, subject to the outcomes of the community consultation.
 7. Investigates footpath widening to support the Street Walk route.
 8. Delegates authority to the Executive Manager, Infrastructure Services, to investigate alternative designs as part of the detailed design assessment.

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

THE MEETING CLOSED AT 11.41 AM.

.....
SIGNED AND CONFIRMED
MAYOR
17 NOVEMBER 2020

REPORT

TC/C.01/20.11



Subject: 40 km/h Speed Limit Changes - Traffic Control Devices - Park Parade and Dickson Street at Birrell Street, Bondi

TRIM No: A18/0579

Author: Malik Almuhanha, Senior Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the designs for the intersections of Dickson Street at Birrell Street, Bronte, and Park Parade at Birrell Street, Bondi, as set out in Attachment 1 and 2 of the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

1. Executive Summary

This report seeks endorsement of the design for the intersections of Park Parade and Dickson Street with Birrell Street (see Figure 1 for locations).

The matter was previously considered by the Traffic Committee in September 2020. At its meeting on 20 October, Council resolved:

That the Traffic Committee's recommendation be adopted subject to item 1(j), Dickson Street at Birrell Street, Bronte – Kerb build-out, and item 1(t), Park Parade at Birrell Street, Bondi – Kerb build-outs, being deferred for a report to go to the November 2020 Traffic Committee meeting on the outcomes of investigating alternative treatments that consider pedestrian safety and traffic flow, including consideration of a pedestrian refuge like that implemented at the intersection of Wellington Street and Bondi Road.

A similar configuration of the intersection of Wellington Street with Bondi Road is not recommended for the intersections of Park Parade and Dickson Street with Birrell Street. This is due to safety concerns and Park Parade and Dickson Street not being wide enough to provide for simultaneous left and right turns into Birrell Street.

Delegation of authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes is also proposed. This covers situations where factors such as drainage or a minor change in location, size of ramps, wings, or threshold prove necessary.



Figure 1. Park Parade and Dickson Street intersections with Birrell Street.

2. Introduction

Park Parade and Dickson Street currently have sufficient room for a driver turning left into Birrell Street to pass a stationary vehicle waiting to turn right into Birrell Street. This is due to the carriageways of Park Parade and Dickson Street widening on approach to Birrell Street.

Designs presented to the September 2020 Traffic Committee meeting removed the widening in order to reduce pedestrian crossing distances/times across Park Parade and Dickson Street. This results in significant safety improvements for pedestrians at these two locations.

The potential of applying a similar design to that which currently in place at the intersection of Wellington Street with Bondi Road has been examined and found to be unsafe as well as not possible physically.

The September 2020 traffic committee designs have been amended with the addition of 10 metre BB centre lines.

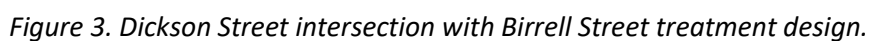
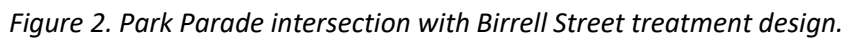
3. Technical Analysis

Proposed design

The proposed intersection treatment at Park designs are expected to provide a safer crossing experience for pedestrians whilst reducing speeds. The addition of the centre BB line marking will raise awareness at both intersections and improve overall safety.

The design kerb build-out will minimise crossing distances for pedestrians in both Park Parade and Dickson Street intersections with Birrell Street. The traffic devices will also act as entry threshold treatments that will provide traffic calming. This is especially suitable when transitioning from a local to a non-local street, which is the case here.

The proposed designs for Park Parade intersection with Birrell Street (Figure 2) and Dickson Street intersection with Birrell Street (Figure 3) are not expected to have an impact on existing kerbside parking. The intersection treatments will have little to no traffic noise generation, which is desirable in local areas.



Road safety comparison of Wellington Street/Bondi Road intersections with Park Parade/Birrell Street and Dickson Street/Birrell Street

The Wellington Street/Bondi Road intersection has safety issues which could transfer to Park Parade/Birrell Street and Dickson Street/Birrell Street intersections if a similar layout is adopted. The safety issues include:

- Conflicts between pedestrians crossing two lanes of Wellington Street to get to the refuge island. Motorists in this case have restricted sight lines identifying pedestrians moving between cars.
- The right-turn from Wellington Street into Bondi Road has a crash history which could warrant its removal.

Council has consulted Transport for NSW (TfNSW) regarding traffic conditions at the intersection of Bondi Road with Wellington Street.

There have been three crashes in recent years involving a vehicle turning right out Wellington Street into Bondi Road. One of these crashes involved a motor cyclist who was severely injured.

TfNSW has received numerous representations for improvements to this intersection, not only to address the safety of the right turn out of Wellington Street but also the safety for pedestrians crossing Wellington Street.

The central median island installed by Council in 2011 has provided temporary relief. However, more is required to address safety issues.

Pedestrians crossing Wellington Street must negotiate two southbound lanes (on left turn and one right turn lane) between the centre island and the southern side of Wellington Street. This can result in motorists moving in one lane not seeing a pedestrian who is crossing within the adjacent lane. In traffic engineering terms, pedestrian crossing points are not encouraged where they clash with two lanes of traffic traveling in the same direction as is the case here.

There are a number of options for improving conditions at the intersection of Wellington Street and Bondi Road. These range from turn restrictions to signalisation. TfNSW is currently investigating the intersection and will advise preferred modifications once the investigation is complete.

Physical comparisons of Wellington Street/Bondi Road intersections with Park Parade/Birrell Street and Dickson Street/Birrell Street

Beside the road safety issues of providing a similar design for Wellington Street to Park Parade and Dickson Street, there remains the issue of fit. Figures 4 and 5 show the Wellington Street configuration overlaid onto Park Parade and Dickson Street intersections with Birrell Street. Park Parade and Dickson Street would need to be widened to accommodate two lanes into Birrell Street plus a pedestrian refuge, which is not achievable.

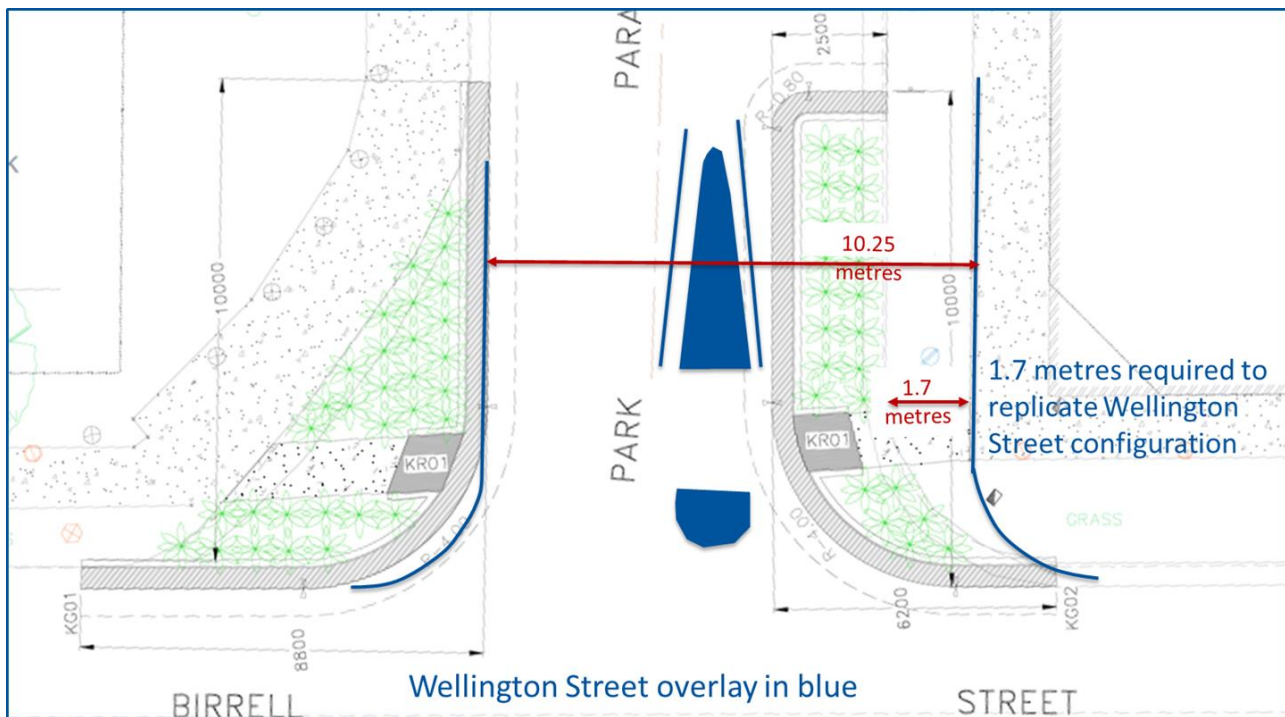


Figure 4. Wellington Street overlaid on Park Parade.

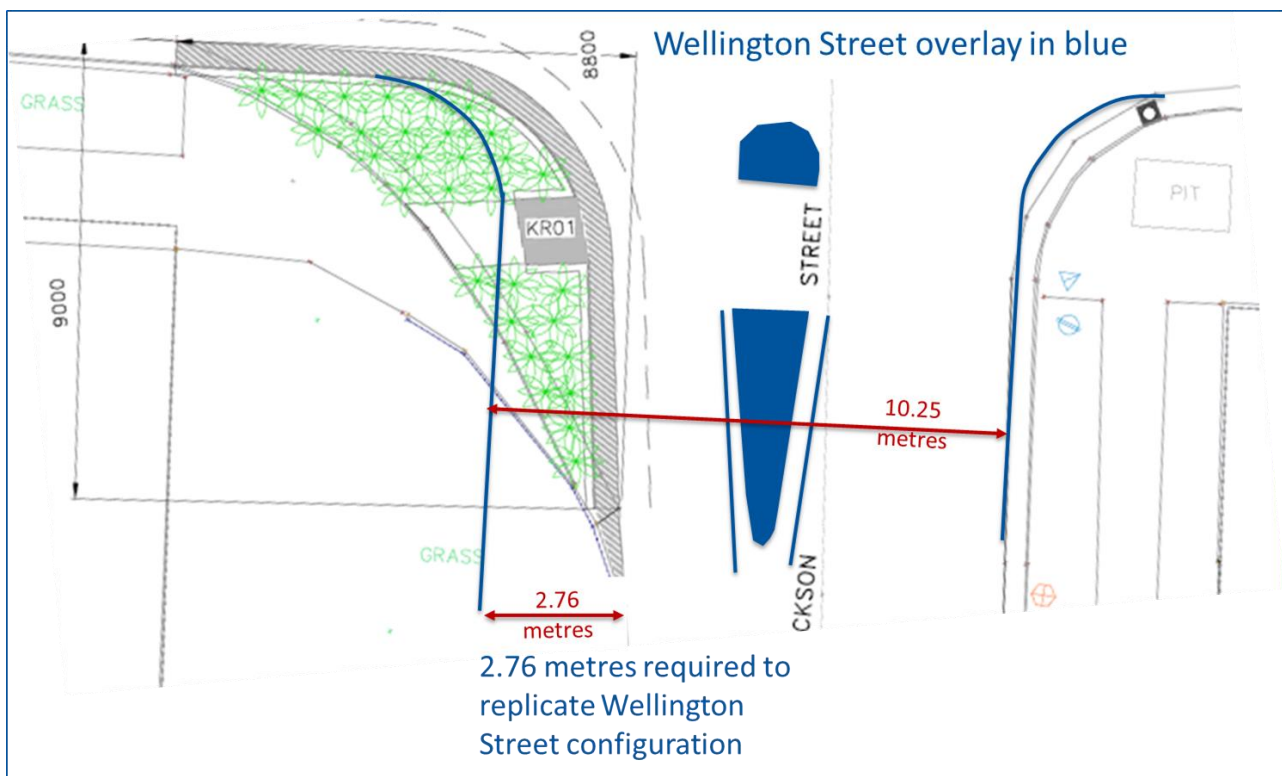


Figure 5. Wellington Street overlaid on Dickson Street.

4. Financial Information for Council's Consideration

Council has received a commitment of \$1 million for construction from the RMS NSW Safe Speeds in High Pedestrian Activity and Local Area program. The \$1 million is required to be spent or committed by 30 June 2021.

5. Attachments

1. Dickson Street at Birrell Street, Bronte [↓](#)
2. Park Parade at Birrell Street, Bondi [↓](#)

WAVERLEY COUNCIL 40KM/H PROPOSAL AT DICKSON STREET, BRONTE PROPOSED KERB BUILDOUT

ISSUED FOR REVIEW

GENERAL NOTES

1. THE DESIGN DRAWINGS SHOULD BE READ IN CONJUNCTION WITH WAVERLEY COUNCIL'S STANDARD DRAWINGS.
2. DURING CONSTRUCTION THE WORK IS TO BE SIGNPOSTED AND MARKED TO THE REQUIREMENTS OF AS1742.2-2009 AND AS1742.3-2009 "TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS".
3. A TRAFFIC CONTROL PLAN IS TO BE SUBMITTED TO COUNCIL'S PROJECT MANAGER FOR APPROVAL PRIOR TO WORKS.
4. SOIL AND WATER MANAGEMENT PLAN IS TO BE SUBMITTED TO COUNCIL'S PROJECT MANAGER FOR A APPROVAL PRIOR TO WORKS.
5. ALL WORK IS TO BE CARRIED OUT TO BEST PRACTICE STANDARDS AND TO THE SATISFACTION OF COUNCIL'S PROJECT MANAGER.
6. THE WORK SITE IS TO BE PROTECTED USING APPROPRIATE SIGNAGE, FENCING, BARRICADING, AND PARA-WEBBING FOR DURATION OF PROJECT CONSTRUCTION.
7. DURING WORKS, CONTRACTOR TO INSTALL TEMPORARY SIGNS - IN ACCORDANCE WITH APPROVED TCP AND MAINTAIN FOR THE DURATION OF THE WORKS.
8. ALL RESIDENTS AFFECTED BY THE PROPOSED WORKS ARE TO BE NOTIFIED AT LEAST 3 WORKING DAYS BEFORE THE COMMENCEMENT OF ROADWORKS TO THE SATISFACTION OF COUNCIL'S SUPERINTENDENT.
9. SUITABLE VEHICULAR ACCESS SHALL BE MAINTAINED TO EACH DRIVEWAY OR ALTERNATIVE ARRANGEMENTS MADE WITH THE OWNERS.
10. WORK TO BE CARRIED OUT WITHIN THE APPROVED HOURS ONLY.

SERVICES

11. UTILITIES (IF SHOWN) ARE DIAGRAMMATIC ONLY AND HAVE BEEN PREPARED FROM THE INFORMATION PROVIDED BY THE RELEVANT SERVICE AUTHORITIES. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THE SERVICE AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.
12. AUSGRID REQUIRES THAT CONTRACTOR SHOULD CONTACT THEM IF WORKING WITHIN 5.0M FROM UNDERGROUND ELECTRICITY CONDUITS.
13. WHERE EXISTING SERVICE COVERS ARE NOMINATED TO BE ADJUSTED TO DESIGN LEVELS, CONTRACTOR IS TO CARRY OUT ALL WORKS IN ACCORDANCE WITH RELEVANT SERVICE AUTHORITY REQUIREMENTS.
14. NO SERVICE COVERS ARE TO BE COVERED.

SIGNS & LINEMARKING

15. ALL TRAFFIC SIGNS TO COMPLY WITH NATSPEC 1192 & RMS SPECIFICATION R143 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY.
16. ALL LINEMARKING IS TO COMPLY WITH NATSPEC 1191 & RMS SPECIFICATION R141 - "PAVEMENT MARKING".
17. LINEMARKING TO BE IN THERMOPLASTIC TYPE (UNLESS STATED OTHERWISE) AND INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATIONS 3357 AND 3353 RESPECTIVELY. ALL RRPMS TO COMPLY WITH RMS SPECIFICATION R142.
18. KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATION NO. 3353.
19. ALL LINEMARKING AND RRPMS REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS ARE TO BE REINSTATED UNLESS NOTED OTHERWISE.
20. ALL EXISTING SIGNS TO REMAIN UNLESS NOTED OTHERWISE.
21. LINEMARKING AND SIGNPOSTING TO BE INSTALLED AS SOON AS PRACTICABLE.
22. REDUNDANT LINEMARKING IS TO BE REMOVED BY GRINDING WHERE SHOWN ON PLANS OR WHERE NEW LINEMARKING IS PROVIDED.
23. ALL SIGNPOSTING ON SPLITTER, KERB OR PEDESTRIAN REFUGE ISLANDS TO BE ERECTED USING V-NOTCH INSERTS, UNLESS NOTED OTHERWISE.
24. UNLESS SHOWN ON PLANS, NO STATE SURVEY MARKS ARE TO BE REMOVED PRIOR TO CONSULTING WITH COUNCIL'S SUPERINTENDENT.
25. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS STATED OTHERWISE.



UTILITIES, IF SHOWN, ARE DIAGRAMMATIC ONLY. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THEM AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.

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

TELSTRA	: 132203
AGL (GAS)	: 131245
SYDNEY WATER	: 132090
AUSGRID	: 131388

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

IMPORTANT
REDUNDANT LINE MARKING MUST BE REMOVED BY GRINDING WHERE INDICATED ON PLANS.

CONCRETE

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
2. CONCRETE QUALITY.

ELEMENT	SLUMP	MAX AGGREGATE SIZE	CEMENT TYPE	CEMENT GRADE
ALL	80mm	20mm	GP	25MPa

NO ADMIXTURES SHALL BE USED WITHOUT THE APPROVAL OF COUNCIL'S SUPERINTENDENT.

3. CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS FOLLOWS UNLESS OTHERWISE SHOWN-

ELEMENT	SURFACE OF MEMBER IN INTERIOR ENVIRONMENT	SURFACE OF MEMBER IN ABOVE GROUND EXTERIOR ENVIRONMENT	SURFACE OF MEMBER IN CONTACT WITH GROUND (1)	SURFACE OF MEMBER IN WATER
ALL	35	45	55	75

NOTE:
1. COVER MAY BE REDUCED BY 10mm IF THE SURFACE IS PROTECTED BY A DAMP-PROOF MEMBRANE.
2. SLABS EXPOSED TO CORROSIVE VAPOURS, CORROSIVE GROUND WATER, SEA WATER, OR SPRAY ARE TO HAVE REINFORCEMENT COVER AS NOTED ON THE DRAWINGS.

4. SIZES OF CONCRETE ELEMENTS DO NOT INCLUDE THICKNESS OF APPLIED FINISHES.
5. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF COUNCIL'S SUPERINTENDENT.
6. NO HOLES OR CHASES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT THE PRIOR APPROVAL OF COUNCIL'S SUPERINTENDENT.
7. WELDING OF REINFORCEMENT WILL NOT BE PERMITTED UNLESS SHOWN ON THE STRUCTURAL DRAWINGS.
8. PIPES OR CONDUITS SHALL NOT BE PLACED WITHIN THE CONCRETE COVER TO REINFORCEMENT WITHOUT THE APPROVAL OF COUNCIL'S SUPERINTENDENT. THE CONCRETE COVER TO EMBEDDED PIPES OR CONDUITS SHALL BE A MINIMUM OF 20mm.
9. ALL REINFORCEMENT FABRIC SHALL COMPLY WITH AS 1303 AND AS 1304 AND SHALL BE SUPPLIED AS FLAT SHEETS.
10. ALL CONCRETE TO BE MECHANICALLY VIBRATED IN FORM TO GIVE MAXIMUM COMPACTION WITHOUT SEGREGATION OF CONCRETE.
11. PROVIDE 20mm CHAMFER TO ALL EXPOSED EDGES U.N.O.

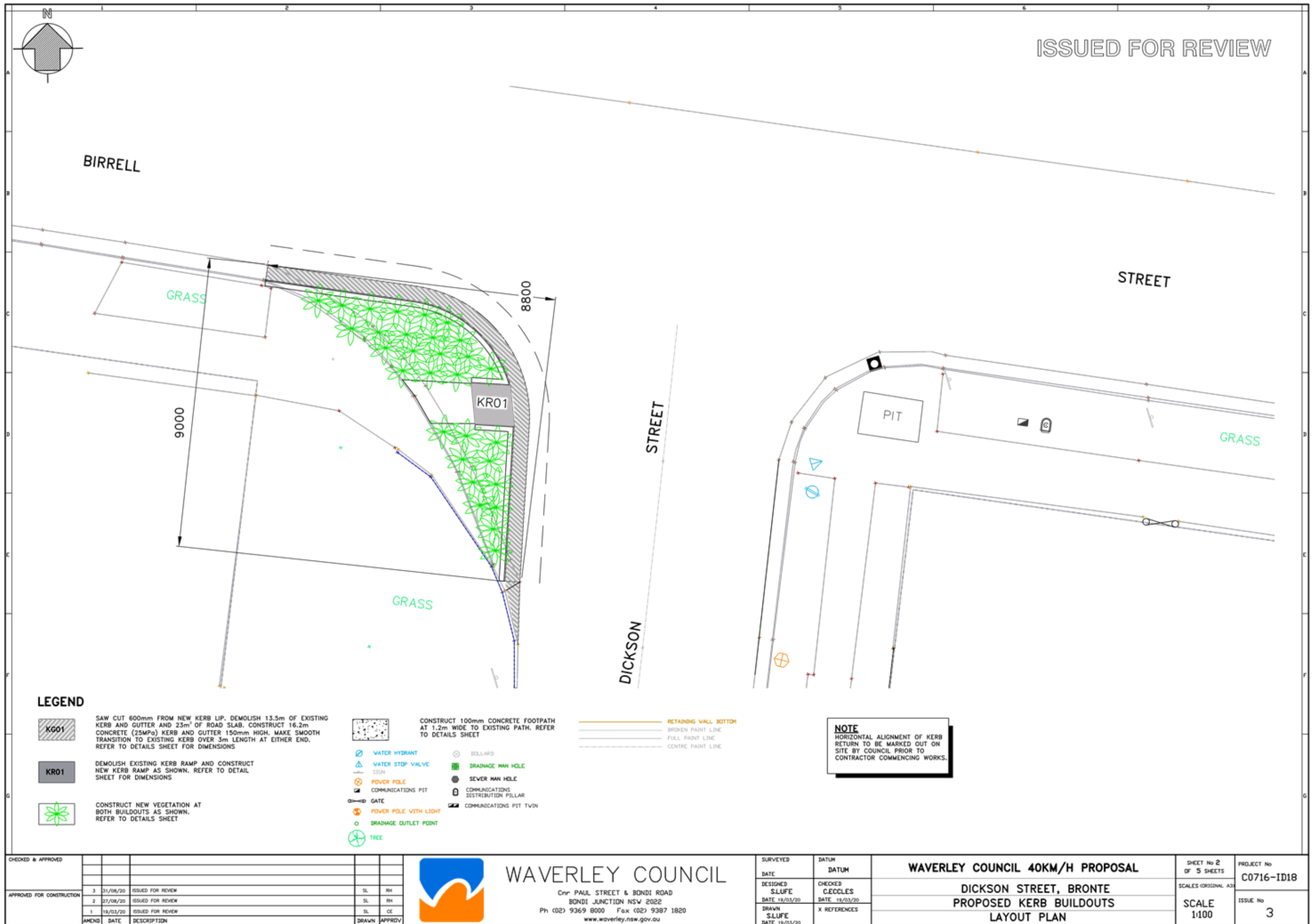
DRAWING SCHEDULE

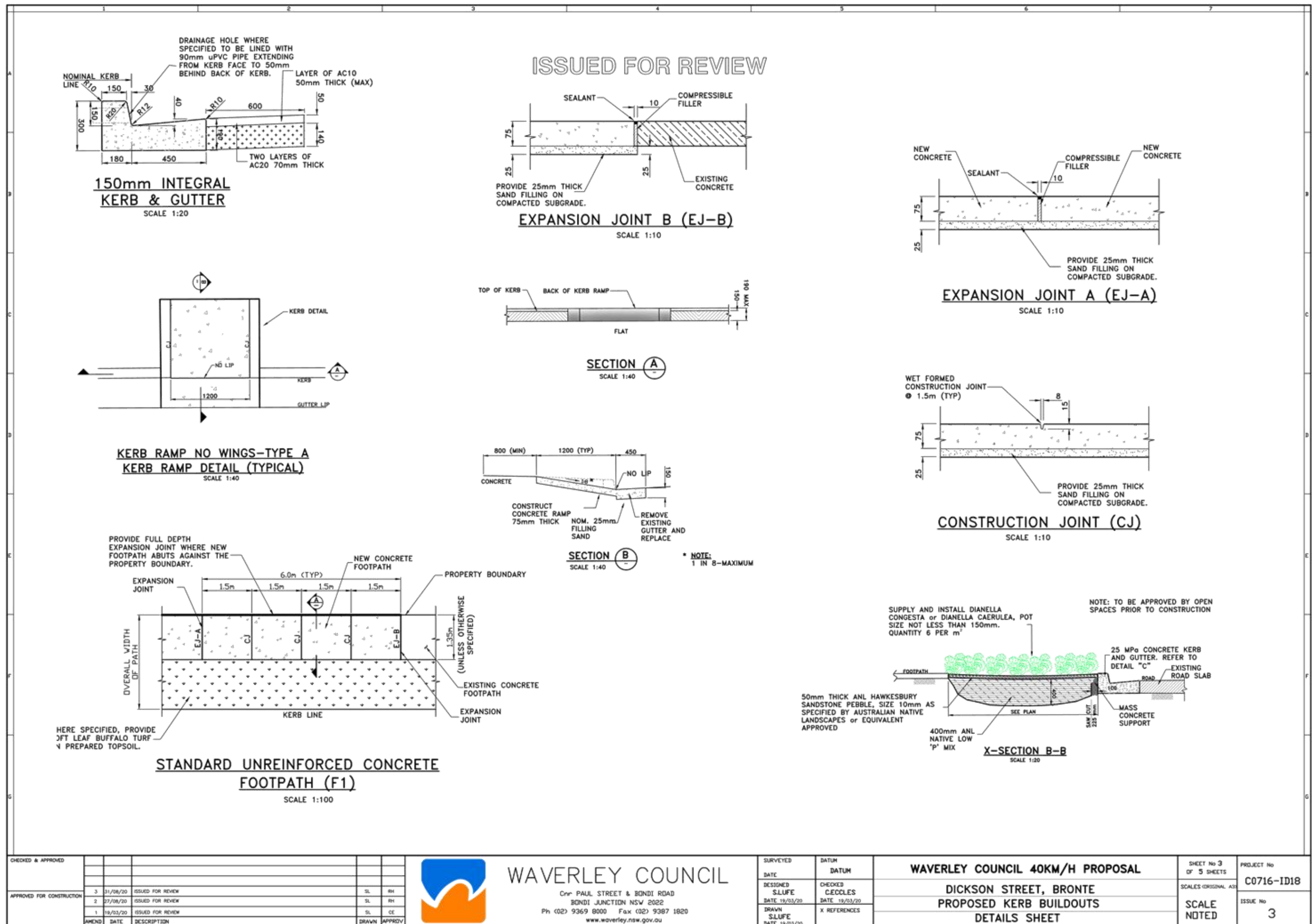
- 1/5 - NOTES AND SCHEDULES
- 2/5 - LAYOUT PLAN
- 3/5 - DETAILS SHEET
- 4/5 - SERVICES PLAN
- 5/5 - VEHICLE SWEEP PATHS

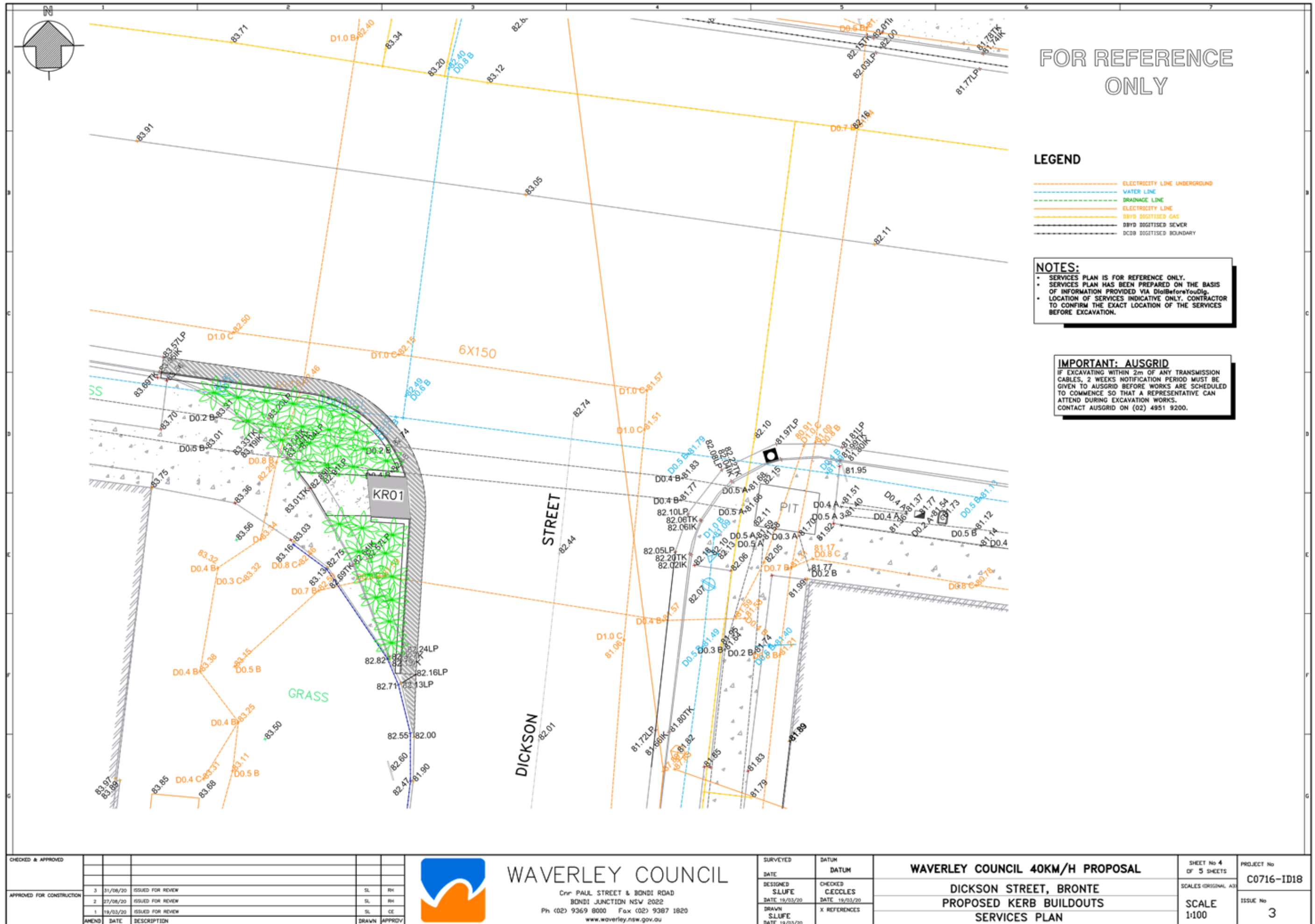


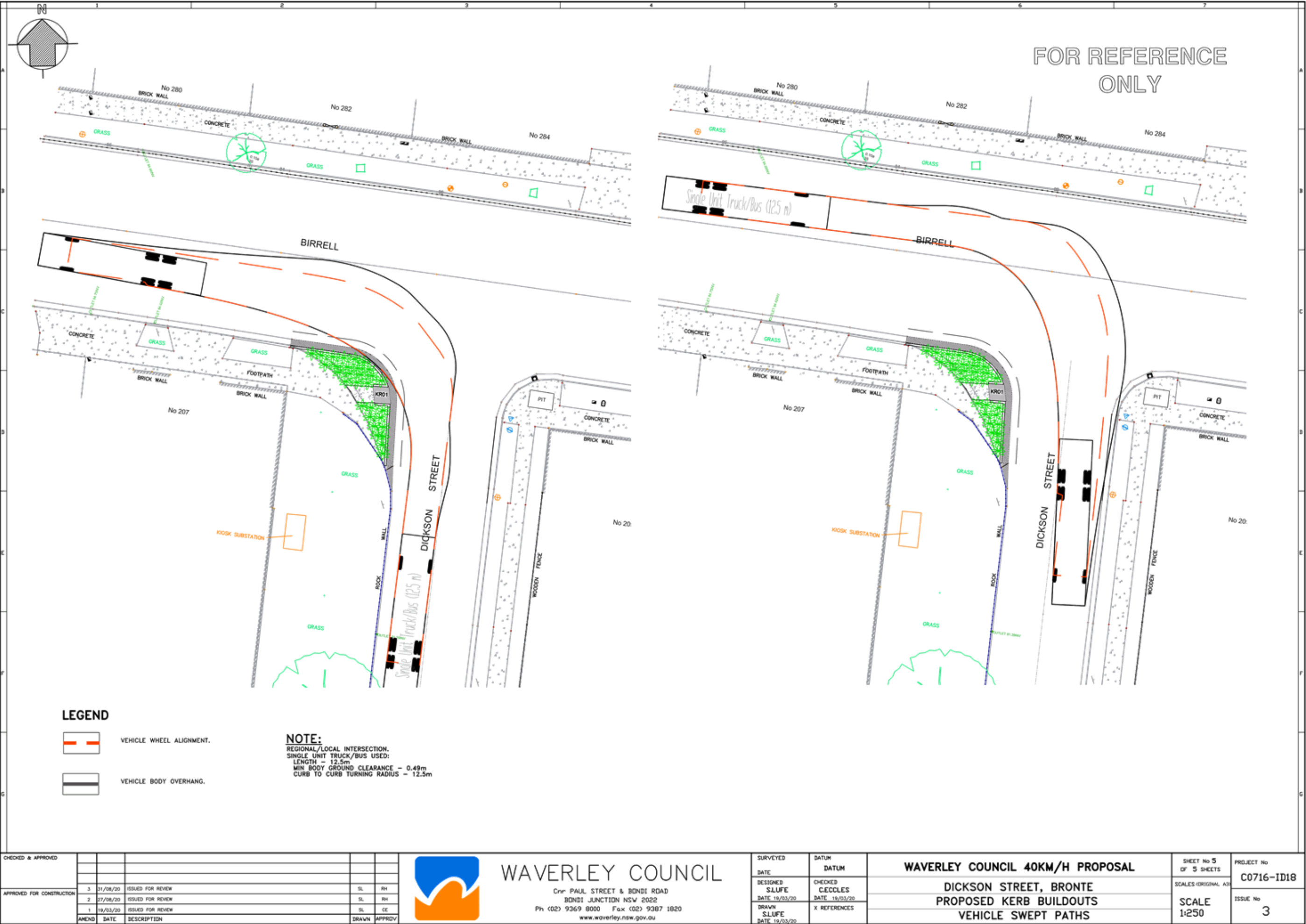
LOCALITY PLAN
(NTS)

CHECKED & APPROVED				WAVERLEY COUNCIL				SURVEYED		DATUM		WAVERLEY COUNCIL 40KM/H PROPOSAL		SHEET No 1 OF 5 SHEETS		PROJECT No	
APPROVED FOR CONSTRUCTION				Cnr PAUL STREET & BONDI ROAD BONDI JUNCTION NSW 2022 Ph (02) 9369 8000 Fax (02) 9387 1820 www.waverley.nsw.gov.au				DATE		CHECKED		DICKSON STREET, BRONTE PROPOSED KERB BUILDOUTS		SCALE		ISSUE No	
3 31/08/20 ISSUED FOR REVIEW								DESIGNED		DATE		NOTES AND SCHEDULES		NTS		3	
2 27/08/20 ISSUED FOR REVIEW								SLUFE		DATE							
1 19/03/20 ISSUED FOR REVIEW								DATE		X REFERENCES							
AMEND DATE DESCRIPTION				DRAWN APPROV													









ISSUED FOR REVIEW

PARK PARADE, BONDI AT BIRRELL STREET INTERSECTION PROPOSED KERB BUILDOUTS

GENERAL NOTES

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9. SUITABLE VEHICULAR ACCESS SHALL BE MAINTAINED TO EACH DRIVEWAY OR ALTERNATIVE ARRANGEMENTS MADE WITH THE OWNERS.
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14. NO SERVICE COVERS ARE TO BE COVERED.

SIGNS & LINEMARKING

15. ALL TRAFFIC SIGNS TO COMPLY WITH NATSPEC 1192 & RMS SPECIFICATION R143 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY.
16. ALL LINEMARKING IS TO COMPLY WITH NATSPEC 1191 & RMS SPECIFICATION R141 - "PAVEMENT MARKING".
17. LINEMARKING TO BE IN THERMOPLASTIC TYPE (UNLESS STATED OTHERWISE) AND INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATIONS 3357 AND 3353 RESPECTIVELY. ALL RRP'S TO COMPLY WITH RMS SPECIFICATION R142.
18. KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATION NO. 3353.
19. ALL LINEMARKING AND RRP'S REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS ARE TO BE REINSTATED UNLESS NOTED OTHERWISE.
20. ALL EXISTING SIGNS TO REMAIN UNLESS NOTED OTHERWISE.
21. LINEMARKING AND SIGNPOSTING TO BE INSTALLED AS SOON AS PRACTICABLE.
22. REDUNDANT LINEMARKING IS TO BE REMOVED BY GRINDING WHERE SHOWN ON PLANS OR WHERE NEW LINEMARKING IS PROVIDED.
23. ALL SIGNPOSTING ON SPLITTER, KERB OR PEDESTRIAN REFUGE ISLANDS TO BE ERECTED USING V-NOTCH INSERTS, UNLESS NOTED OTHERWISE.
24. UNLESS SHOWN ON PLANS, NO STATE SURVEY MARKS ARE TO BE REMOVED PRIOR TO CONSULTING WITH COUNCIL'S SUPERINTENDENT.
25. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS STATED OTHERWISE.

CONCRETE

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
2. CONCRETE QUALITY.

ELEMENT	SLUMP	MAX AGGREGATE SIZE	CEMENT TYPE	CEMENT GRADE
ALL	80mm	20mm	GP	25MPa

NO ADMIXTURES SHALL BE USED WITHOUT THE APPROVAL OF COUNCIL'S SUPERINTENDENT.

3. CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS FOLLOWS UNLESS OTHERWISE SHOWN-

ELEMENT	SURFACE OF MEMBER IN INTERIOR ENVIRONMENT	SURFACE OF MEMBER IN ABOVE GROUND EXTERIOR ENVIRONMENT	SURFACE OF MEMBER IN CONTACT WITH GROUND (1)	SURFACE OF MEMBER IN WATER
ALL	35	45	55	75

NOTE:
1. COVER MAY BE REDUCED BY 10mm IF THE SURFACE IS PROTECTED BY A DAMP-PROOF MEMBRANE.
2. SLABS EXPOSED TO CORROSIVE VAPOURS, CORROSIVE GROUND WATER, SEA WATER, OR SPRAY ARE TO HAVE REINFORCEMENT COVER AS NOTED ON THE DRAWINGS.

DRAWING SCHEDULE

- 1/5 - NOTES AND SCHEDULES
2/5 - LAYOUT PLAN
3/5 - DETAILS SHEET
4/5 - SERVICES PLAN
5/5 - SWEEP PATHS

4. SIZES OF CONCRETE ELEMENTS DO NOT INCLUDE THICKNESS OF APPLIED FINISHES.
5. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF COUNCIL'S SUPERINTENDENT.
6. NO HOLES OR CHASES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT THE PRIOR APPROVAL OF COUNCIL'S SUPERINTENDENT. WELDING OF REINFORCEMENT WILL NOT BE PERMITTED UNLESS SHOWN ON THE STRUCTURAL DRAWINGS.
8. PIPES OR CONDUITS SHALL NOT BE PLACED WITHIN THE CONCRETE COVER TO REINFORCEMENT WITHOUT THE APPROVAL OF COUNCIL'S SUPERINTENDENT. THE CONCRETE COVER TO EMBEDDED PIPES OR CONDUITS SHALL BE A MINIMUM OF 20mm.
9. ALL REINFORCEMENT FABRIC SHALL COMPLY WITH AS 1303 AND AS 1304 AND SHALL BE SUPPLIED AS FLAT SHEETS.
10. ALL CONCRETE TO BE MECHANICALLY VIBRATED IN FORM TO GIVE MAXIMUM COMPACTION WITHOUT SEGREGATION OF CONCRETE.
11. PROVIDE 20mm CHAMFER TO ALL EXPOSED EDGES U.N.O.

LOCATION OF WORKS



LOCALITY PLAN
(NTS)



UTILITIES, IF SHOWN, ARE DIAGRAMMATIC ONLY. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THEM AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.

IN CASE OF EMERGENCY, CONTACT THE FOLLOWING UTILITIES IF THEIR SERVICES ARE INVOLVED:
TELSTRA : 132203
AGL (GAS) : 131245
SYDNEY WATER : 132090
AUSGRID : 131388

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

IMPORTANT
REDUNDANT LINE MARKING MUST BE REMOVED BY GRINDING WHERE INDICATED ON PLANS.

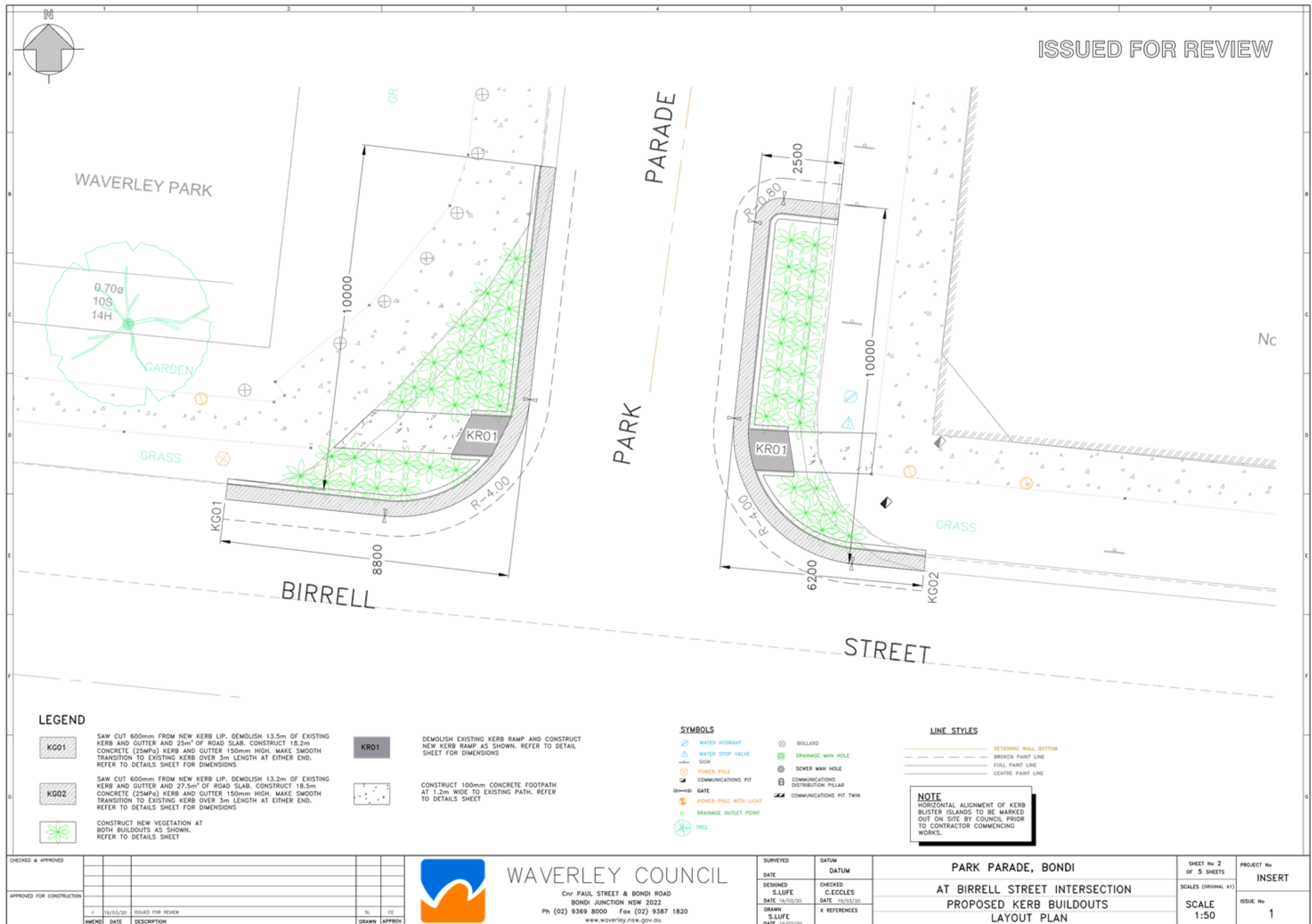
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APPROVED FOR CONSTRUCTION					
AMEND	DATE	DESCRIPTION	DRAWN	APPROV	
1	19/03/20	ISSUED FOR REVIEW	SL	CE	



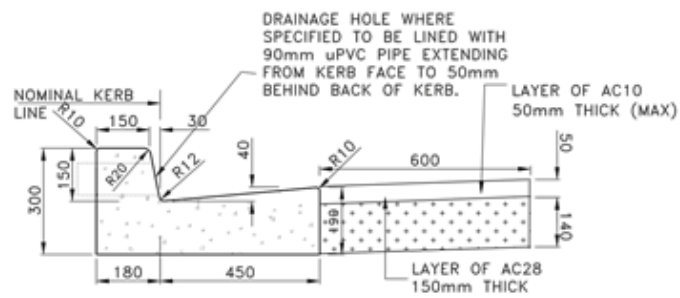
WAVERLEY COUNCIL

Cnr PAUL STREET & BONDI ROAD
BONDI JUNCTION NSW 2022
Ph (02) 9369 8000 Fax (02) 9387 1820
www.waverley.nsw.gov.au

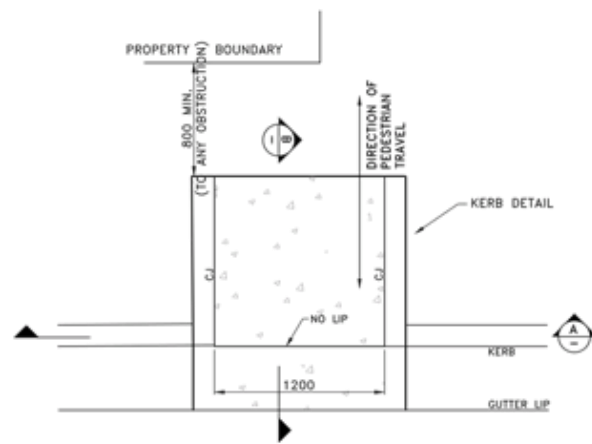
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DESIGNED S.LUFE DATE 19/03/20	CHECKED C.ECCLES DATE 19/03/20			
DRAWN S.LUFE DATE 19/03/20	X REFERENCES			



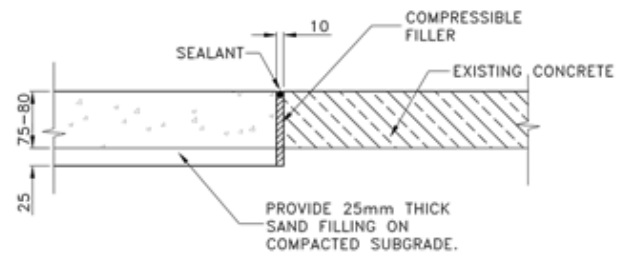
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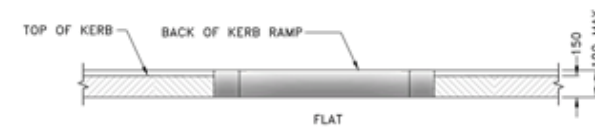
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KERB & GUTTER**
SCALE 1:10



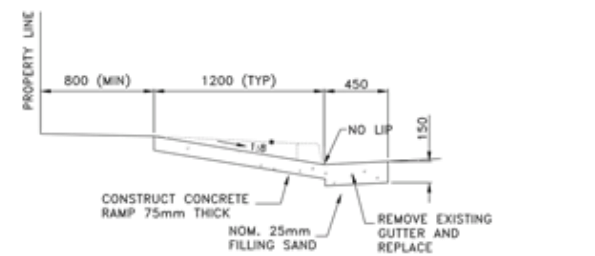
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KERB RAMP DETAIL (TYPICAL)**
SCALE 1:40



EXPANSION JOINT B (EJ-B)
SCALE 1:20

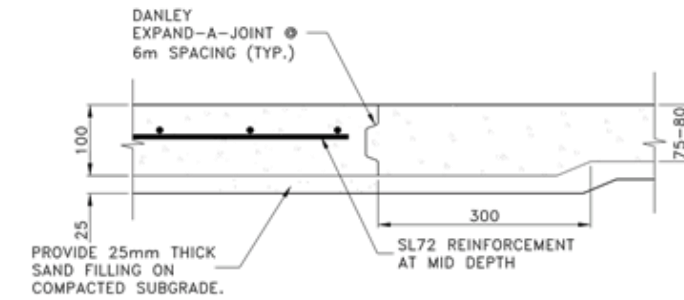


SECTION A
SCALE 1:40

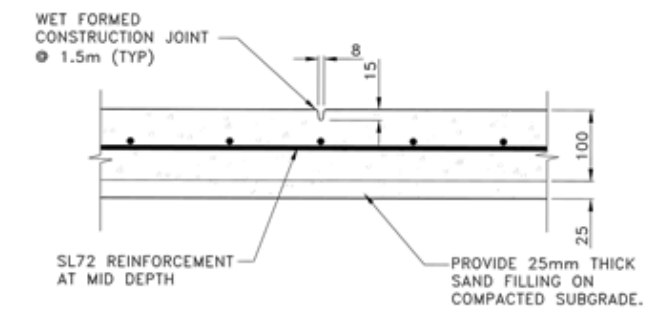


SECTION B
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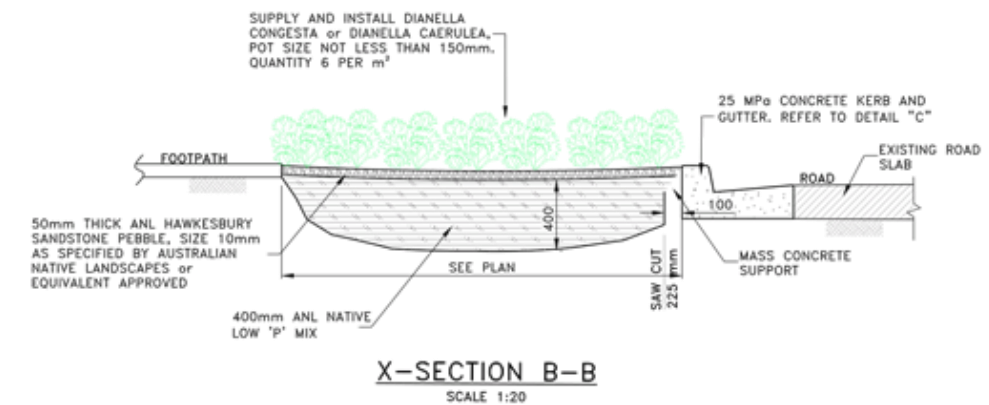
* NOTE:
1 IN 8-MAXIMUM



DANLEY EXPAND-A-JOINT (EJ-A)
SCALE 1:20



CONSTRUCTION JOINT (CJ)
SCALE 1:10



X-SECTION B-B
SCALE 1:20

CHECKED & APPROVED					
APPROVED FOR CONSTRUCTION					
1	19/03/20	ISSUED FOR REVIEW	SL	CE	
AMEND	DATE	DESCRIPTION	DRAWN	APPROV	



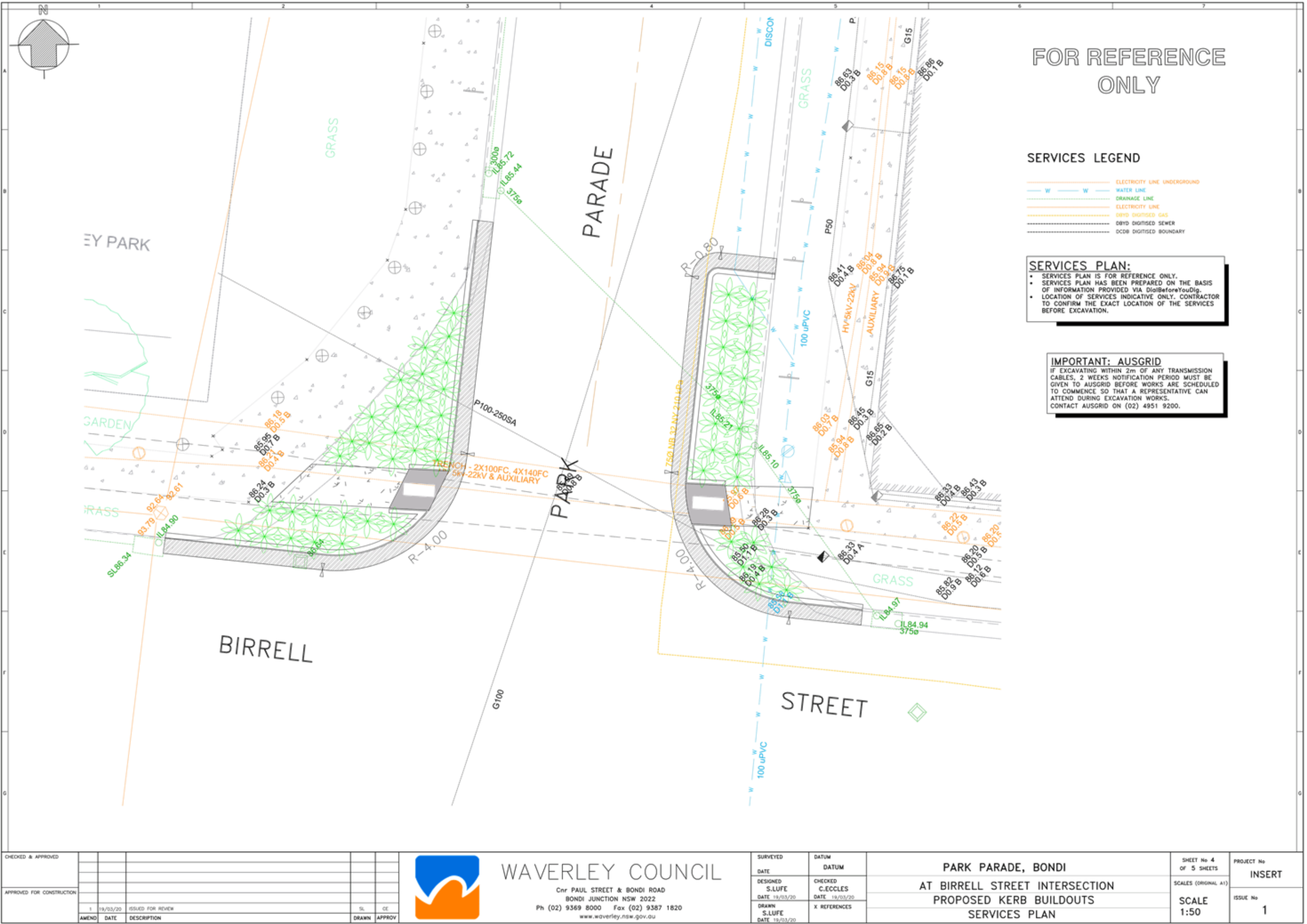
WAVERLEY COUNCIL

Cnr PAUL STREET & BONDI ROAD
BONDI JUNCTION NSW 2022
Ph (02) 9369 8000 Fax (02) 9387 1820
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SURVEYED	DATUM
DATE	DATUM
DESIGNED	CHECKED
S.LUFE	C.ECCLES
DATE 19/03/20	DATE 19/03/20
DRAWN	X REFERENCES
S.LUFE	
DATE 19/03/20	

PARK PARADE, BONDI
AT BIRRELL STREET INTERSECTION
PROPOSED KERB BUILDOUTS
DETAILS SHEET

SHEET No 3 OF 5 SHEETS	PROJECT No INSERT
SCALE NOTED	ISSUE No 1





REPORT
TC/C.02/20.11

Subject: 40 km/h Speed Limit Changes - Traffic Control Devices -
Tamarama Marine Drive

TRIM No: A03/0042-04

Author: Malik Almuhanha, Senior Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves the detailed design of the pedestrian crossing on Tamarama Marine Drive, Tamarama, attached to the report.

1. Executive Summary

A request has been made for consideration be given to the installation of a raised pedestrian crossing on Tamarama Marine Drive, Tamarama, in the vicinity of the existing pedestrian refuge island (see Figure 1).

The matter was presented to the February 2019 Waverley Traffic Committee meeting, Council Resolved the following at its March 2020 meeting:

That Council proceeds to the detailed design phase for the provision of a pedestrian crossing on Tamarama Marine Drive, Tamarama at Tamarama Park.

At its meeting in September 2020, the Traffic Committee recommended bringing forward the installation of the raised pedestrian crossing at a location deemed safe by Council officers. The intent was for the pedestrian crossing to replace a 75 mm high speed hump proposed on Tamarama Marine Drive 130 metres south of the existing pedestrian/median islands. The speed hump was included within the area covered by the 40 km/hr speed limit changes in the southern part of the Waverley local government area.

This report seeks Council's approval of the proposed location and design for the pedestrian crossing as shown in Figure 2 (detailed signs and line marking plans are contained in Attachment 1).

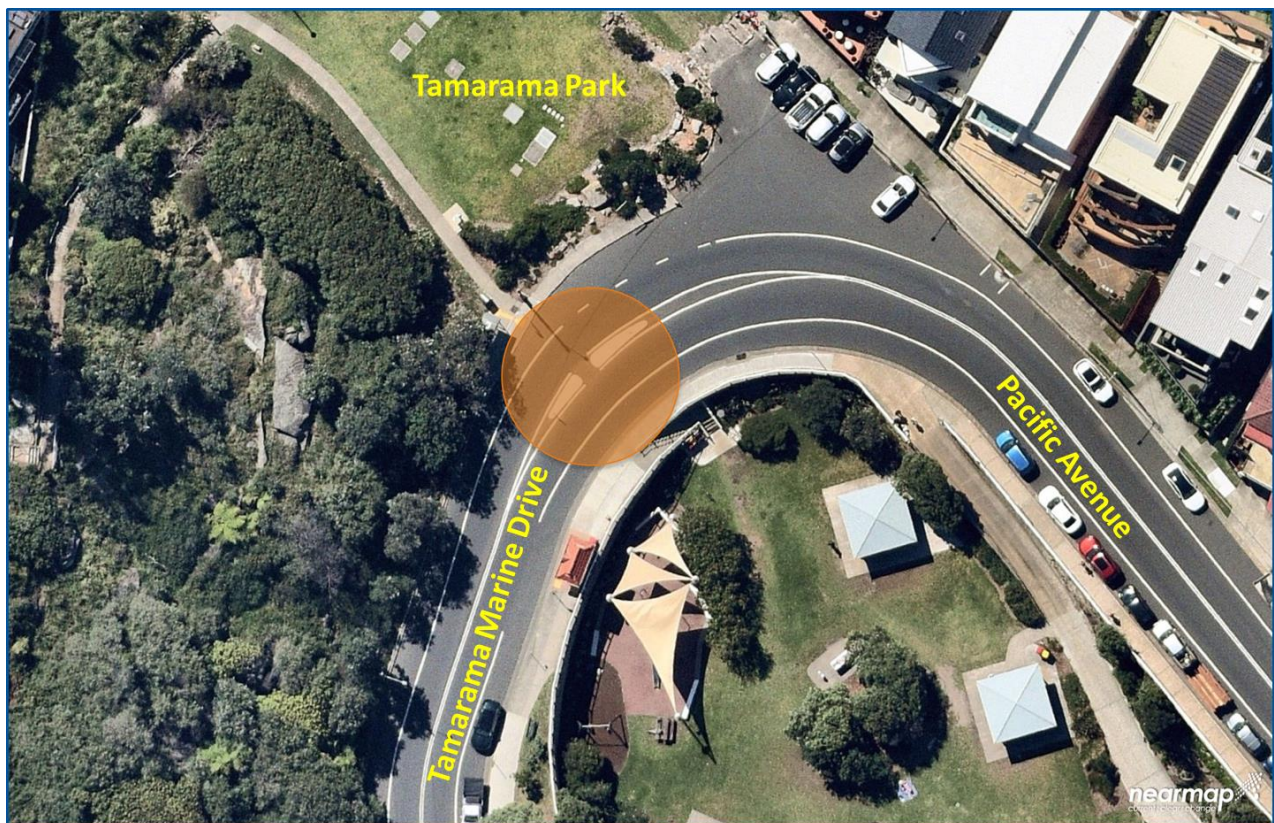


Figure 1. Aerial view of the existing refuge island at Tamarama Marine Drive.

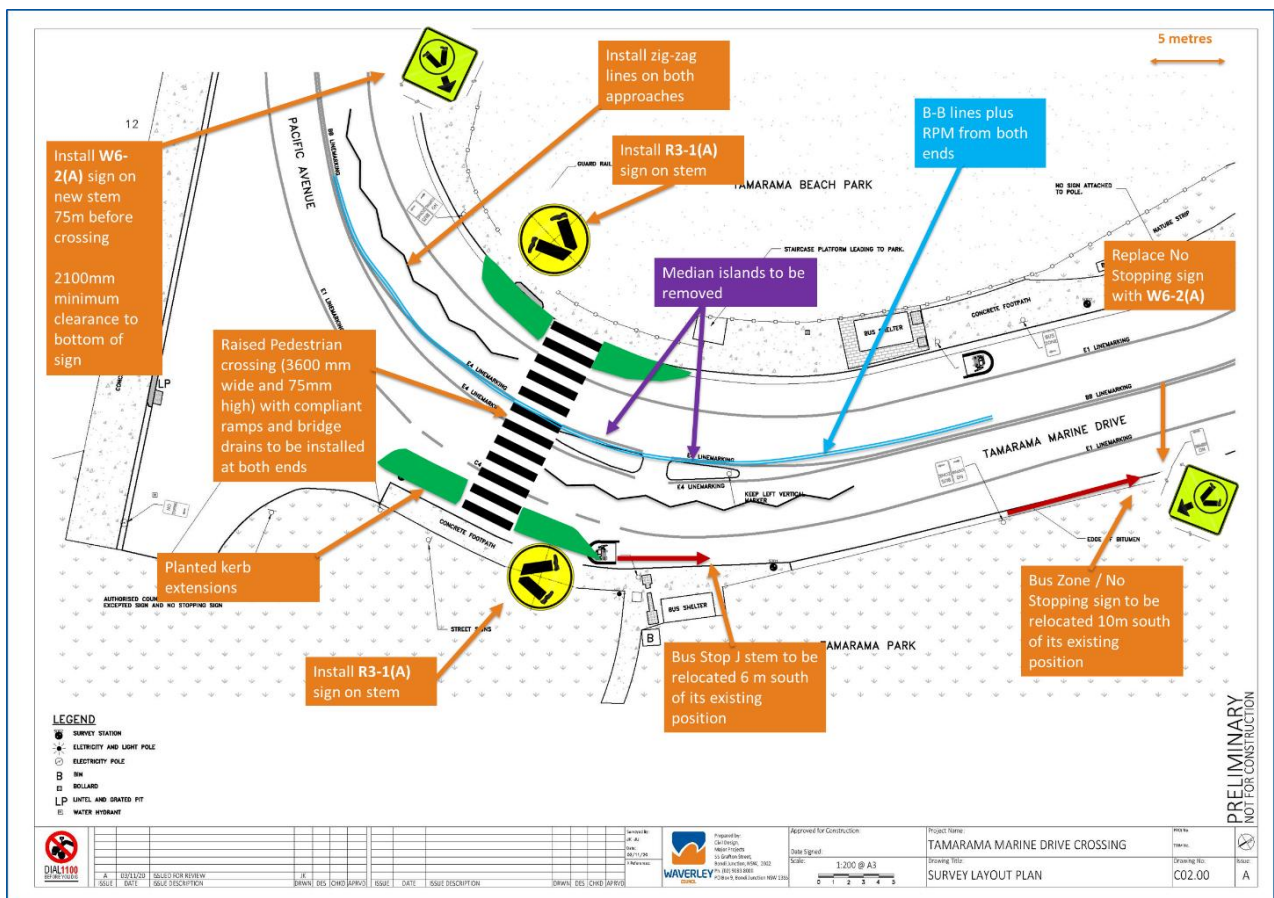


Figure 2. Concept of proposed pedestrian crossing design.

2. Introduction/Background

Council determined the need to install a pedestrian crossing on Tamarama Marine Drive outside Tamarama Park to replace the existing refuge island. The proposed pedestrian crossing minimises conflict between pedestrians crossing the road and vehicles travelling along the Tamarama Marine Drive by providing a time separating facility where priority is assigned to pedestrians under the NSW Road Rules 2014.

3. Technical Analysis

Bus stop location

The original concept envisaged relocating the existing bus stop on the western side of Tamarama Marine Drive 17 metres to the north (see Figure 3). This is not possible due to the presence of an established rock gardens with significant rocks and plants. Instead, it is proposed to relocate the bus stop from the northern side of the existing bus shelter to the southern side. This removes the need to relocate the bus shelter.

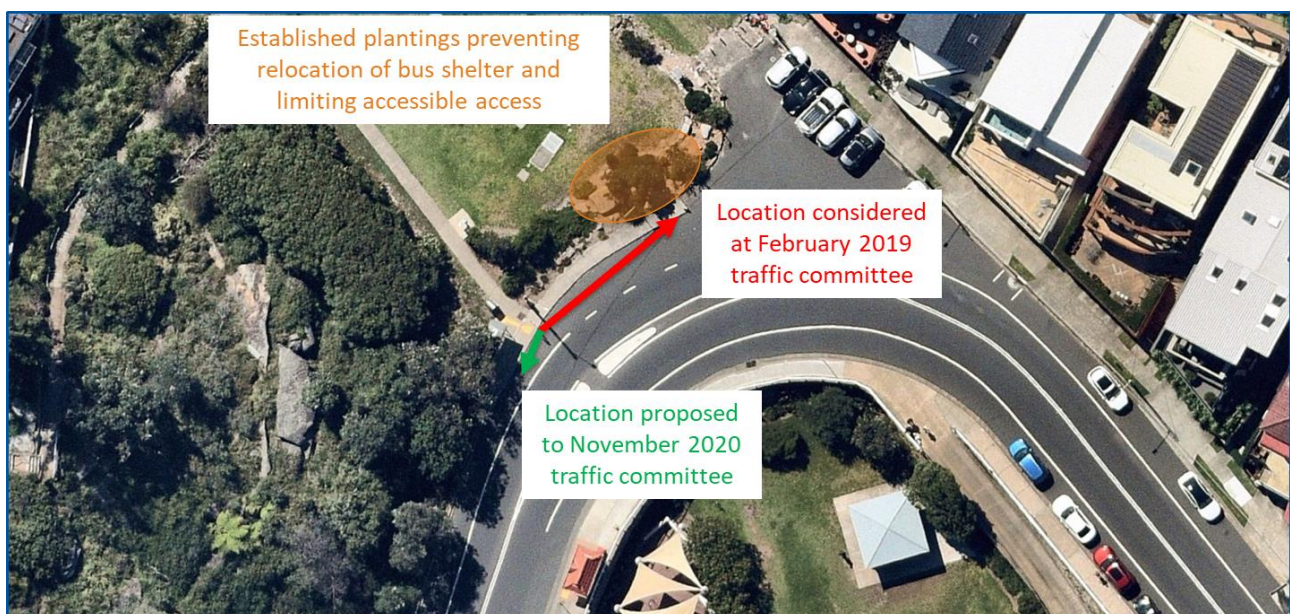


Figure 3. Proposed bus stop location.

A bus stop is usually provided downstream of a pedestrian crossing. This is mainly due to concerns about parked buses blocking drivers' views of pedestrians using the crossing. Drivers at this location travelling at 40 km/h would need around 34 metres of sight distance (called stopping sight distance) to see pedestrians and stop safely at the crossing.

The sight distance that could potentially be restricted by parked buses has been addressed by providing a kerb build-out between the bus stop and the pedestrian crossing. The bus stop has been relocated 6 metres south to further enhance sight distances. This enables the pedestrian crossing to be provided in the location shown in Figure 2. Additional kerb build-outs have been provided on the sides of the crossing to further enhance sight distances for traffic northbound and southbound. These measures address potential concerns about the location of the pedestrian crossing.

Requirement for bus shelter and accessible access

Retaining the bus shelter in its current location and moving the stop itself to the north has been assessed. The need to keep the bus shelter in the vicinity of the bus stop is demonstrated by the utilisation as shown in Figure 4. Significant boardings occur at this bus stop (22 people recorded on 11 January 2020). The shelter provides cover for these people, including those who require accessible access.

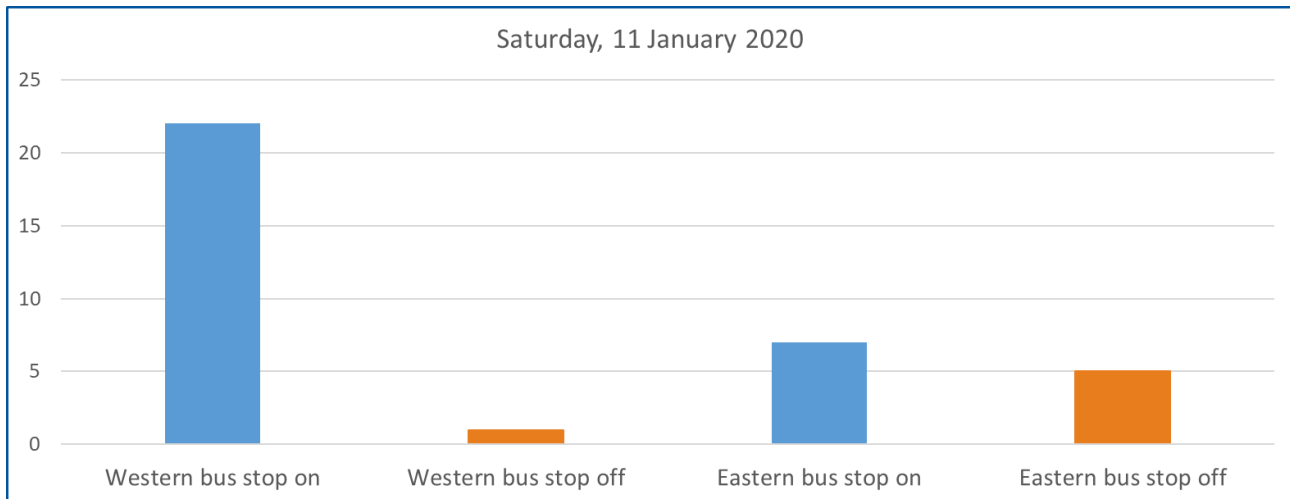


Figure 4. Boardings and alightings at bus stops adjacent to Tamarama Park.

Pedestrian crossing warrant

The proposed design utilises the existing pedestrian desire line between Tamarama Beach and Tamarama park. The crossing warrants have been met (see Table 1) as three separate pedestrian and vehicle volume counts were undertaken in Tamarama Marine Drive, on Friday, 19 October 2018.

Table 1. Results of pedestrian and vehicle volume counts.

Period			P	V	P × V
11.50am	to	12.50pm	209	501	104,709
1.20pm	to	2.20pm	154	517	79,618
2.30pm	to	3.30pm	207	627	129,789

Australian Standard AS 1742.10:2009 *Manual of Uniform Traffic Control Devices – Part 10: Pedestrian Facilities* no longer recommends minimum warrants for the installation of pedestrian facilities. These are considered policy matters to be determined by each road authority. Since Tamarama Marine Drive is a non-classified (local) road, Council is the Roads Authority under the *Roads Act 1993*.

Transport for NSW (TfNSW) provides a set of warrants for pedestrian crossings in its *Austrorads Guide Supplement Austrorads Guide to Traffic Management Part 6 – Intersections, Interchanges and Crossings*. This supplement provides guidance for local councils to observe, which recommends that a pedestrian crossing is warranted in the following circumstances:

If in each of three separate 1-hour periods in a typical day:

- $P \geq 30$ ped/h, and
- $V \geq 500$ veh/h, and
- $P \times V \geq 60,000$.

The pedestrian and vehicle volumes satisfy the warrant for installation of the marked pedestrian crossing.

Australian Standard AS 1742.10:2009 *Manual of Uniform Traffic Control Devices – Part 10: Pedestrian Facilities* stipulates that the following site conditions are to be taken into consideration at pedestrian crossings:

- No more than one lane of moving traffic in any one direction to be encountered by a pedestrian using a crossing.
- Adequate sight distance to be provided, primarily achieved by means of parking restrictions and possibly kerb extensions.
- Approach speed limit ≥ 50 km/h and 85th percentile speed ≥ 60 km/h.
- Crossings are not be used on arterial roads.

The proposed design meets the appropriate site distance criteria, as specified by the TfNSW's Technical Direction TDT 2002/12c *Stopping and Parking Restrictions at Intersections and Crossings*.

4. Financial Information for Council's Consideration

Council will fund the cost of installing the crossing and associated bus stop shelter relocations.

5. Attachments

1. Tamarama Marine Drive pedestrian crossing design [↓](#)

WAVERLEY COUNCIL 40KM/H PROPOSAL TAMARAMA MARINE DRIVE, BRONTE PROPOSED RAISED PEDESTRIAN CROSSING

GENERAL NOTES

1. THE DESIGN DRAWINGS SHOULD BE READ IN CONJUNCTION WITH WAVERLEY COUNCIL'S STANDARD DRAWINGS.
2. DURING CONSTRUCTION THE WORK IS TO BE SIGNPOSTED AND MARKED TO THE REQUIREMENTS OF AS1742.2-2009 AND AS1742.3-2009 "TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS".
3. A TRAFFIC CONTROL PLAN IS TO BE SUBMITTED TO COUNCIL'S PROJECT MANAGER FOR APPROVAL PRIOR TO WORKS.
4. SOIL AND WATER MANAGEMENT PLAN IS TO BE SUBMITTED TO COUNCIL'S PROJECT MANAGER FOR A APPROVAL PRIOR TO WORKS.
5. ALL WORK IS TO BE CARRIED OUT TO BEST PRACTICE STANDARDS AND TO THE SATISFACTION OF COUNCIL'S PROJECT MANAGER.
6. THE WORK SITE IS TO BE PROTECTED USING APPROPRIATE SIGNAGE, FENCING, BARRICADING, AND PARA-WEBBING FOR DURATION OF PROJECT CONSTRUCTION.
7. DURING WORKS, CONTRACTOR TO INSTALL TEMPORARY SIGNS - IN ACCORDANCE WITH APPROVED TCP AND MAINTAIN FOR THE DURATION OF THE WORKS.
8. ALL RESIDENTS AFFECTED BY THE PROPOSED WORKS ARE TO BE NOTIFIED AT LEAST 3 WORKING DAYS BEFORE THE COMMENCEMENT OF ROADWORKS TO THE SATISFACTION OF COUNCIL'S SUPERINTENDENT.
9. SUITABLE VEHICULAR ACCESS SHALL BE MAINTAINED TO EACH DRIVEWAY OR ALTERNATIVE ARRANGEMENTS MADE WITH THE OWNERS.
10. WORK TO BE CARRIED OUT WITHIN THE APPROVED HOURS ONLY.

SERVICES

11. UTILITIES (IF SHOWN) ARE DIAGRAMMATIC ONLY AND HAVE BEEN PREPARED FROM THE INFORMATION PROVIDED BY THE RELEVANT SERVICE AUTHORITIES. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THE SERVICE AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.
12. AUSGRID REQUIRES THAT CONTRACTOR SHOULD CONTACT THEM IF WORKING WITHIN 5.0M FROM UNDERGROUND ELECTRICITY CONDUITS.
13. WHERE EXISTING SERVICE COVERS ARE NOMINATED TO BE ADJUSTED TO DESIGN LEVELS, CONTRACTOR IS TO CARRY OUT ALL WORKS IN ACCORDANCE WITH RELEVANT SERVICE AUTHORITY REQUIREMENTS.
14. NO SERVICE COVERS ARE TO BE COVERED.

SIGNS & LINEMARKING

15. ALL TRAFFIC SIGNS TO COMPLY WITH NATSPEC 1192 & RMS SPECIFICATION R143 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY.
16. ALL LINEMARKING IS TO COMPLY WITH NATSPEC 1191 & RMS SPECIFICATION R141 - "PAVEMENT MARKING".
17. LINEMARKING TO BE IN THERMOPLASTIC TYPE (UNLESS STATED OTHERWISE) AND INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATIONS 3357 AND 3353 RESPECTIVELY. ALL RRPMS TO COMPLY WITH RMS SPECIFICATION R142.
18. KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATION NO. 3353.
19. ALL LINEMARKING AND RRPMS REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS ARE TO BE REINSTATED UNLESS NOTED OTHERWISE.
20. ALL EXISTING SIGNS TO REMAIN UNLESS NOTED OTHERWISE.
21. LINEMARKING AND SIGNPOSTING TO BE INSTALLED AS SOON AS PRACTICABLE.
22. REDUNDANT LINEMARKING IS TO BE REMOVED BY GRINDING WHERE SHOWN ON PLANS OR WHERE NEW LINEMARKING IS PROVIDED.
23. ALL SIGNPOSTING ON SPLITTER, KERB OR PEDESTRIAN REFUGE ISLANDS TO BE ERECTED USING V-NOTCH INSERTS, UNLESS NOTED OTHERWISE.
24. UNLESS SHOWN ON PLANS, NO STATE SURVEY MARKS ARE TO BE REMOVED PRIOR TO CONSULTING WITH COUNCIL'S SUPERINTENDENT.
25. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS STATED OTHERWISE.



UTILITIES, IF SHOWN, ARE DIAGRAMMATIC ONLY. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THEM AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.

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

TELSTRA	: 132203
AGL (GAS)	: 131245
SYDNEY WATER	: 132090
AUSGRID	: 131588

LINEMARKING
ALL NEW LINEMARKING TO BE IN THERMOPLASTIC UNLESS NOTED OTHERWISE.

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

IMPORTANT
REDUNDANT LINE MARKING MUST BE REMOVED BY GRINDING WHERE INDICATED ON PLANS.

CONCRETE

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
2. CONCRETE QUALITY.

ELEMENT	SLUMP	MAX AGGREGATE SIZE	CEMENT TYPE	CEMENT GRADE
ALL	80mm	20mm	GP	25MPa

NO ADMIXTURES SHALL BE USED WITHOUT THE APPROVAL OF COUNCIL'S SUPERINTENDENT.

3. CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS FOLLOWS UNLESS OTHERWISE SHOWN-

ELEMENT	SURFACE OF MEMBER IN INTERIOR ENVIRONMENT	SURFACE OF MEMBER IN ABOVE GROUND EXTERIOR ENVIRONMENT	SURFACE OF MEMBER IN CONTACT WITH GROUND (1)	SURFACE OF MEMBER IN WATER
ALL	35	45	55	75

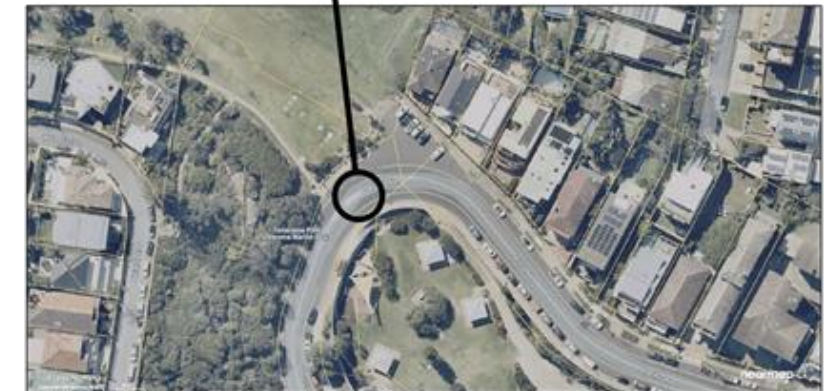
NOTE:
1. COVER MAY BE REDUCED BY 10mm IF THE SURFACE IS PROTECTED BY A DAMP-PROOF MEMBRANE.
2. SLABS EXPOSED TO CORROSIVE VAPOURS, CORROSIVE GROUND WATER, SEA WATER, OR SPRAY ARE TO HAVE REINFORCEMENT COVER AS NOTED ON THE DRAWINGS.

DRAWING SCHEDULE

C01.00 - NOTES AND SCHEDULES
C02.00 - LAYOUT PLAN
C03.00 - SIGNAGE AND LINEMARKING PLAN

4. SIZES OF CONCRETE ELEMENTS DO NOT INCLUDE THICKNESS OF APPLIED FINISHES.
5. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF COUNCIL'S SUPERINTENDENT.
6. NO HOLES OR CHASES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT THE PRIOR APPROVAL OF COUNCIL'S SUPERINTENDENT. WELDING OF REINFORCEMENT WILL NOT BE PERMITTED UNLESS SHOWN ON THE STRUCTURAL DRAWINGS.
8. PIPES OR CONDUITS SHALL NOT BE PLACED WITHIN THE CONCRETE COVER TO REINFORCEMENT WITHOUT THE APPROVAL OF COUNCIL'S SUPERINTENDENT. THE CONCRETE COVER TO EMBEDDED PIPES OR CONDUITS SHALL BE A MINIMUM OF 20mm.
9. ALL REINFORCEMENT FABRIC SHALL COMPLY WITH AS 1303 AND AS 1304 AND SHALL BE SUPPLIED AS FLAT SHEETS.
10. ALL CONCRETE TO BE MECHANICALLY VIBRATED IN FORM TO GIVE MAXIMUM COMPACTION WITHOUT SEGREGATION OF CONCRETE.
11. PROVIDE 20mm CHAMFER TO ALL EXPOSED EDGES U.N.O.

LOCATION OF WORKS



LOCALITY PLAN
(NTS)

PRELIMINARY
NOT FOR CONSTRUCTION



ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APPRVD	ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APPRVD
A	17/11/20	ISSUED FOR REVIEW	SL	SL	CH	CH							

Surveyed By:
JK JU
Date:
02/11/20
X-Reference:



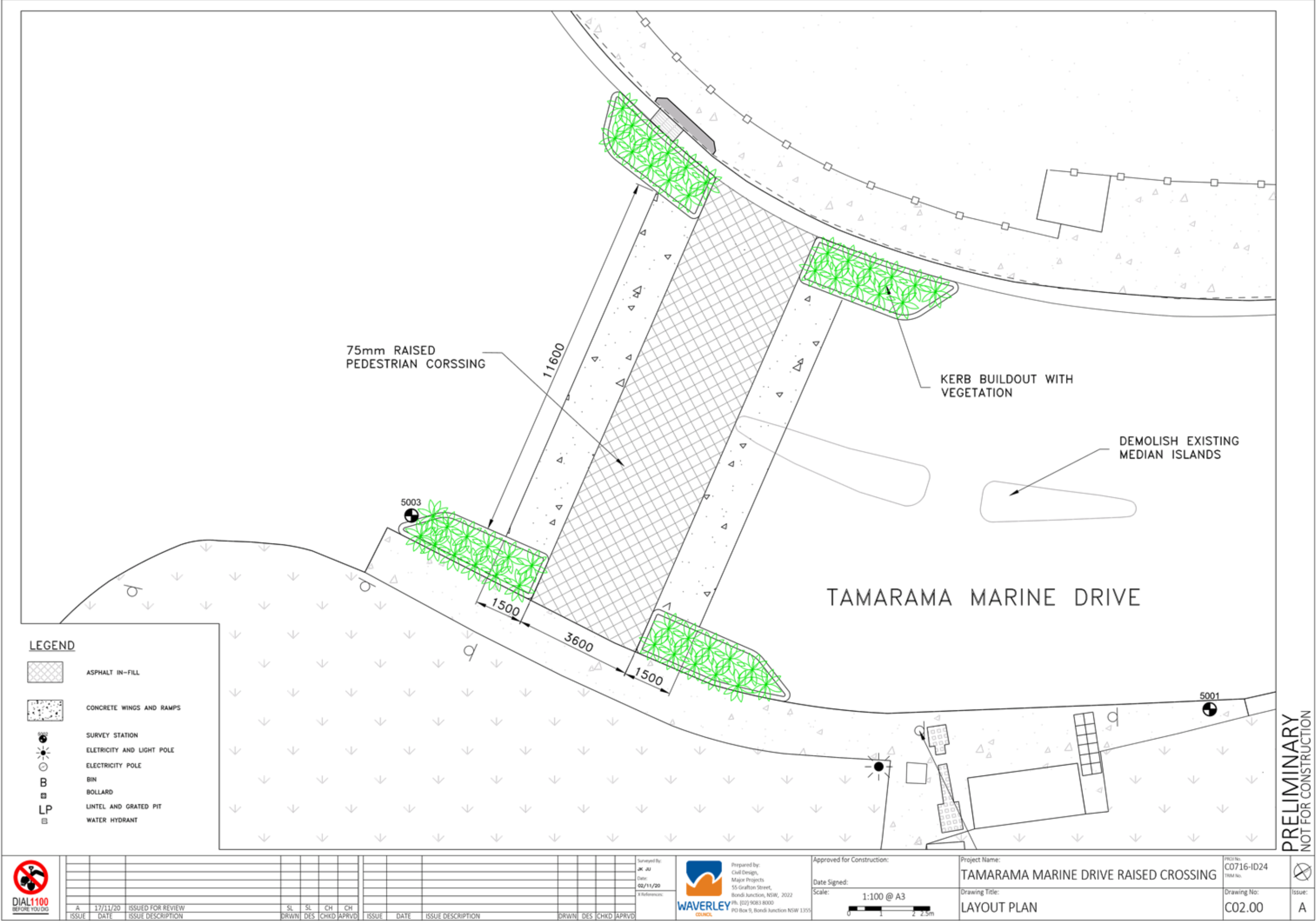
Prepared by:
Civil Design,
Major Projects
55 Grafton Street,
Bondi Junction, NSW, 2022
Ph: (02) 9083 8000
PO Box 9, Bondi Junction NSW 1535

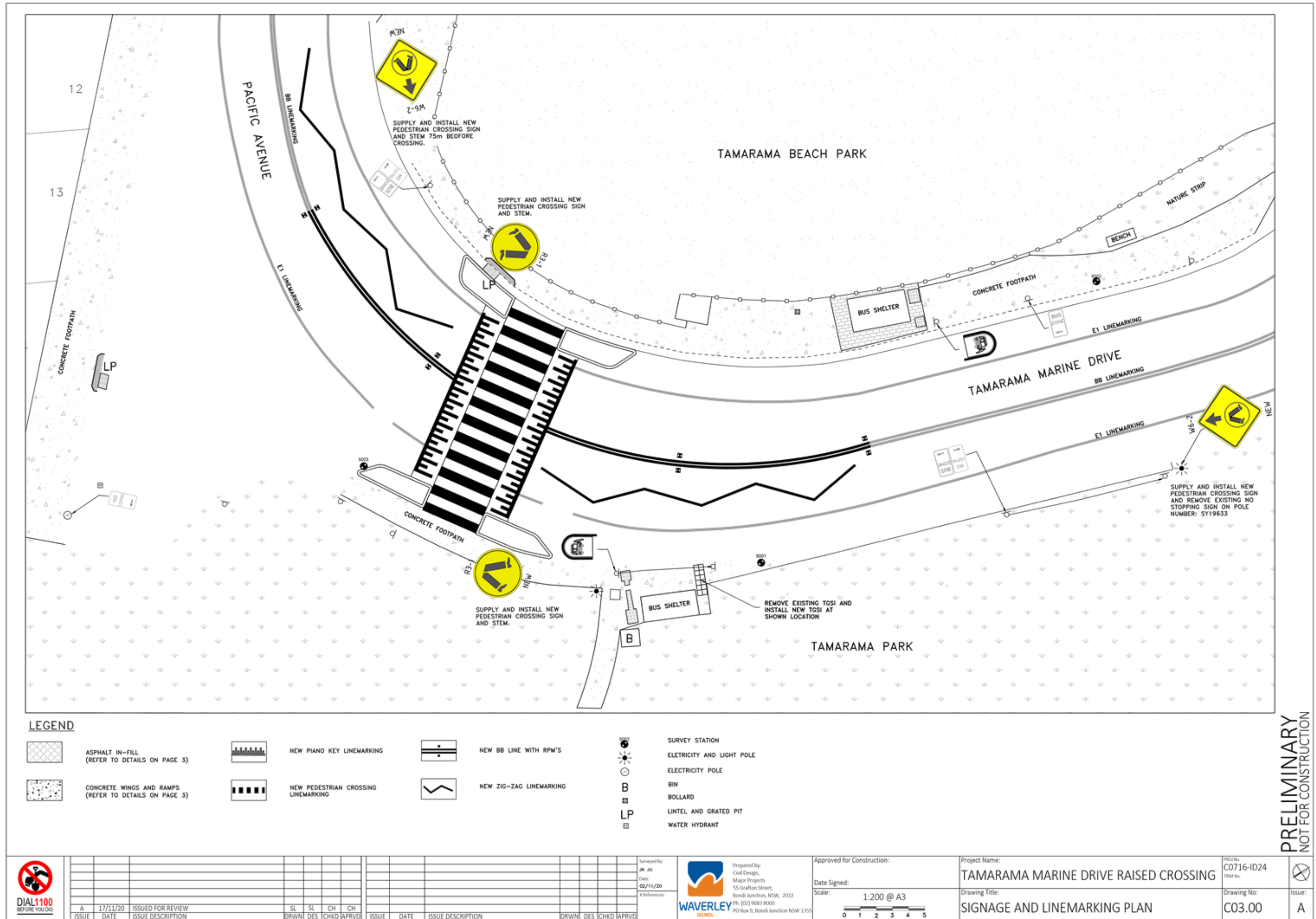
Approved for Construction:

Date Signed:
Scale: NOT TO SCALE
0 1 2 3 4 5

Project Name:
TAMARAMA MARINE DRIVE RAISED CROSSING
Drawing Title:
NOTES AND SCHEDULES

Project No:
C0716-1024
Drawing No:
C01.00
Issue:
A





REPORT
TC/C.03/20.11

Subject: Gardyne Street and Macpherson Street, Bronte - No Stopping Zones

TRIM No.: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 10-metre 'No Stopping' zone on the western side of Gardyne Street adjacent to 75 and 73 Gardyne Street.
2. Installs a 20-metre 'No Stopping' zone on the eastern side of Gardyne Street adjacent to 46 Gardyne Street and 144 Macpherson Street (Gardyne Street frontage).

1. Executive Summary

Council officers have received a representation from Council's waste collection team to review parking controls at the intersection of Gardyne Street and Macpherson Street (see Figure 1).

Council's waste team has advised that access into and out of Gardyne Street for waste vehicles is restricted at times due to parked cars.

Two measures are proposed for this location:

- Installation of a 10-metre 'No Stopping' zone on the western side of Gardyne Street adjacent to 75 Gardyne Street.
- Installation of a 20-metre 'No Stopping' on the eastern side of Gardyne Street adjacent to 46 Gardyne Street and 144 Macpherson Street (Gardyne Street frontage).

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



Figure 1. Site location.

2. Introduction/Background

The section of Gardyne Street referred to is a narrow 4.5-metre cul-de-sac off Macpherson Street (lower end) with unrestricted parking on the western side and one-hour parking on the eastern side.

Vehicles have been parked within the statutory No Stopping zone resulting in waste vehicles being unable to service Gardyne Street.

There is an existing 'No Stopping' sign on the northern side of (lower) Macpherson Street, as shown below in Figure 2.



Figure 2. Existing signage on Macpherson Street.

There is also an existing 'No Stopping' sign on the opposite side of Macpherson Street, as shown below in Figure 4.



Figure 3. Existing signage on Macpherson Street.

3. Technical Analysis

The proposed 10-metre 'No Stopping' zones will 'close-off' the No Stopping restriction around the bends shown in Figures 4, 5 and 6.

NSW Road Rule 332 requires signs at both ends of a parking restriction. In this case, it requires the signs to have arrows facing inward.



Figure 4. No Stopping sign proposed on the western side of Gardyne Street.

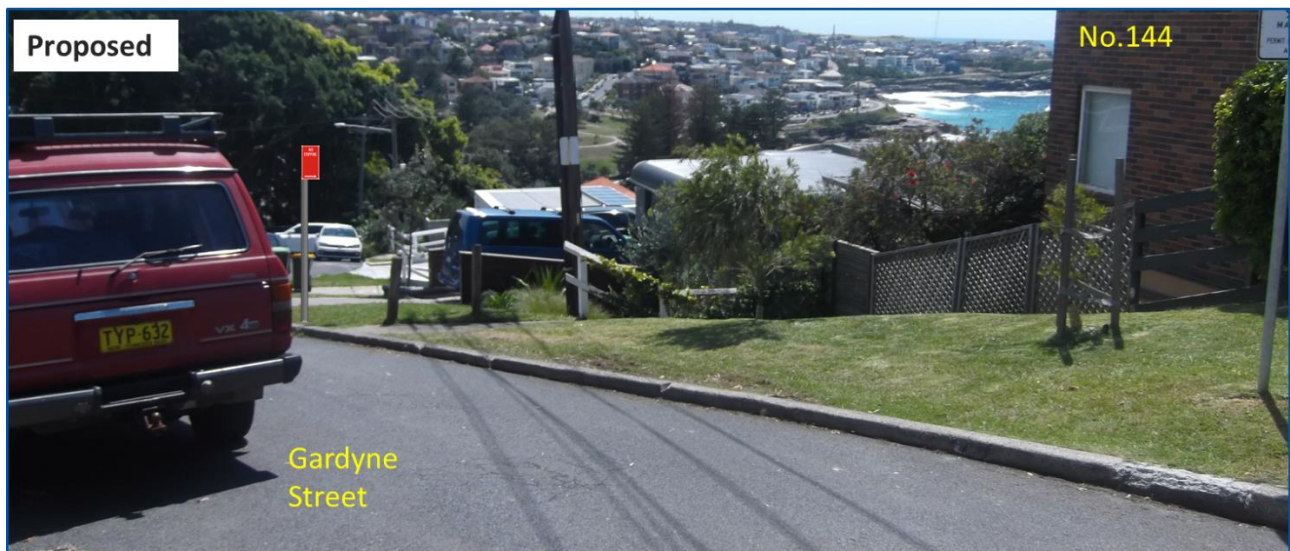


Figure 5. No Stopping sign proposed on the eastern side of Gardyne Street.

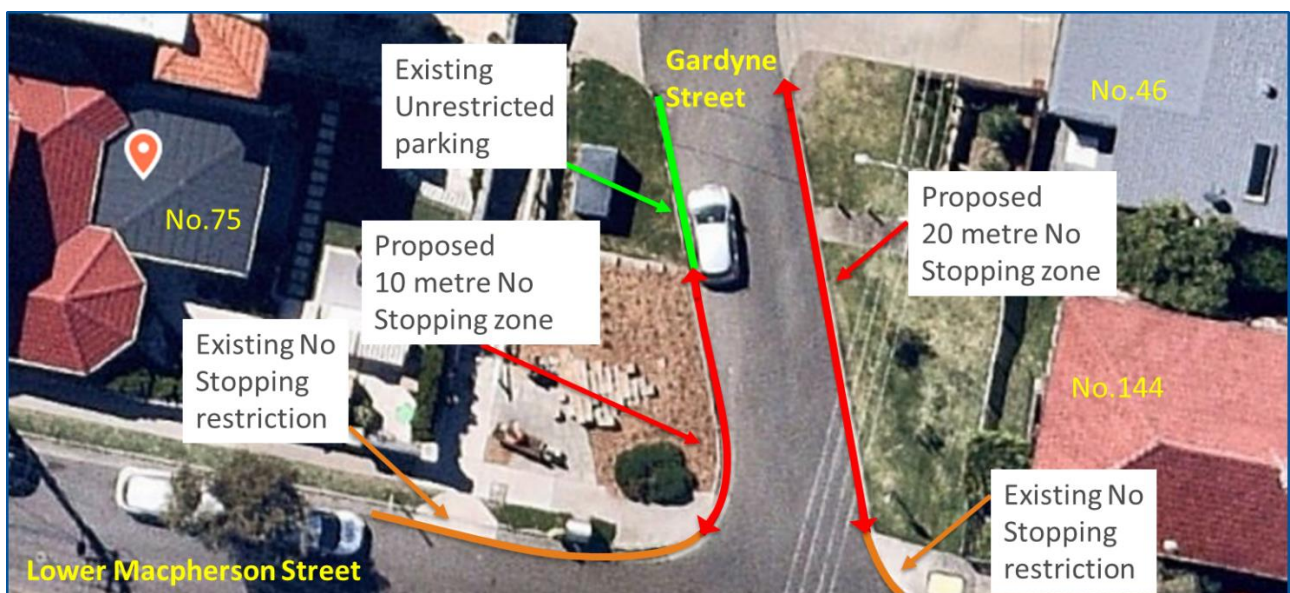


Figure 6. Parking arrangement visualisation.

The signage will also provide a passing opportunity for vehicles entering or exiting as parking on both sides of the street will block access.

4. Financial Information for Council's Consideration

Council will meet the cost of sign installation from existing budgets.

5. Attachments

Nil.

REPORT
TC/C.04/20.11

Subject: Kenneth Street and Marks Lane, Tamarama - Accessible Parking Spaces

TRIM No: SF20/5785

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Retains the accessible parking space in Marks Lane, Tamarama.
2. Replaces the 7.9 metres currently allocated for two 90-degree accessible parking spaces in Kenneth Street with 7.9 metres of '2P, 8 am–10 pm, Permit Holders Excepted, Area 11' parking restrictions.

1. Executive Summary

Council officers have completed a review of three accessible parking spaces installed in late 2019 in Marks Lane and Kenneth Street, Tamarama (see Figure 1). The review follows a recommendation of the Traffic Committee at its meeting on 28 November 2019.

The use of the accessible spaces by eligible drivers has been low, with only one accessible car space being observed to be occupied at any one time between September 2019 and September 2020.

It is recommended that:

- The accessible space in Marks Lane is retained as it provides direct access to Marks Park (Figure 2).
- The two accessible spaces in Kenneth Street are removed until demands warrant their installation at some time on the future (Figure 3).



Figure 1. Location of accessible parking spaces.



Figure 2. Single accessible parking space in Marks Lane.



Figure 3. Accessible parking spaces in Kenneth Street (two spaces plus one shared area in between, not currently line marked).

2. Introduction/Background

Council finished planned upgrade works in Marks Park in October 2019. The works included bringing the playground equipment up to date with the latest Australian Standards for safety. The project's objectives included:

- Providing a range of play experiences and to cater to a range of age groups through active, imaginative, creative, social, quiet and free play.
- Increase safety by incorporating barriers/fencing to busy roadways including more signage.
- Connecting the playground to the amenities building with a universally accessible path.
- Creating play spaces that are sensitive to the cultural values of the community and strengthen the sense of place.

Three accessible parking spaces were proposed by Council's consultant. They were:

- An accessible on-street parking space on the crest of the hill on Marks Lane, with an adjacent accessible park entrance.
- Two accessible parking spaces in Kenneth Street.

These accessible parking spaces have been installed.

The Traffic Committee, at its meeting on 28 November 2019, recommended that Council officers monitor the three accessible parking spaces over the summer period of 2019–20 to determine usage rates and appropriate locations, and prepare a further report for the Committee.

The relevant Traffic Committee recommendations and Council resolutions are set out in the table below.

Table 1. Previous recommendations and resolutions.

Meeting and date	Item No.	Recommendation/resolution
Council 10 December 2019	CM/5.2/19.12	That Part 1 of the minutes of the Waverley Traffic Committee Meeting held on 28 November 2019 be received and noted, and that the recommendations contained therein be adopted.
Traffic Committee 28 November 2019	TC/C.03/19.11	That Council: <ol style="list-style-type: none"> 1. Implements the following changes to parking restrictions in Marks Lane and Kenneth Street, Tamarama: <ol style="list-style-type: none"> (a) Removes the existing 'No Parking Council Vehicles Excepted' parking space and 7.5 metre 'No Stopping' zone immediately south in Marks Lane and replaces them with "2P 8AM-10PM Permit Holders Excepted". (b) Installs a 'No Stopping' zone from immediately north of the driveway to Marks Park to the eastern side of the driveway to No. 25 Kenneth Street. (c) Restricts the time limit of the three existing disabled parking spaces to 8am-6pm.

		<ol style="list-style-type: none"> Officers monitor the three existing disabled parking spaces over the summer period to determine usage rates and appropriate locations, and prepare a further report for the Committee.
Council 20 August 2019	CM/5.2/19.09	That Part 1 of the minutes of the Waverley Traffic Committee Meeting held on 22 August 2019 be received and noted, and that the recommendations contained therein be adopted.
Traffic Committee 22 August 2019	TC/CV.01/19.08	<p>That Council:</p> <ol style="list-style-type: none"> 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. 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. Installs 'No Stopping' yellow lines and signage to new 2x pram ramps along Marks Lane as shown on the attached plan. Removes the existing 'No Stopping' yellow lines to 2x removed pram ramps along Marks Lane as shown on the attached plan. 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

Satellite images from September 2019 to September 2020 of the accessible parking spaces are contained in Attachment 1. The maps are sourced from NearMap, an online aerial photo mapping service. Most of the aerial photos show the accessible parking spaces being vacant. There was one car parked in Kenneth Street on occasion. No cars were observed to be parked in the Marks Lane accessible space. This indicates that the current demand is less than the three spaces provided.

The aerial images do not provide a warrant for removing the accessible parking spaces altogether. Demands for up to three accessible spaces may occur at some time in the future. Provision of at least one space to address the requirement for accessible parking from time to time is reasonable. Provision of this space adjacent to Marks Park is the most logical location.

Converting the two spaces on Kenneth Street to three ordinary parking spaces until accessible parking demands increase over time is reasonable.

4. Financial Information for Council's Consideration

Council will fund the cost of signage removal from existing budgets.



5. Attachments

1. Aerial images of the utilisation of accessible parking spaces [↓](#)

Aerial Images of the utilisation of accessible parking spaces

Photograph snapshot date:	Existing 1x 9.6 metre accessible parking space Marks Lane (at crest)	
26 September 2020		
1 August 2020		
1 June 2020		

18 April 2020	
12 April 2020	
28 February 2020	

21 January 2020	
1 September 2019 (prior to installation of accessible parking space)	

Photograph snapshot date:	Existing 7.9 metre accessible parking space on Kenneth Street (2x car spaces)
26 September 2020	
1 August 2020	

1 June 2020



18 April 2020



12 April
2020



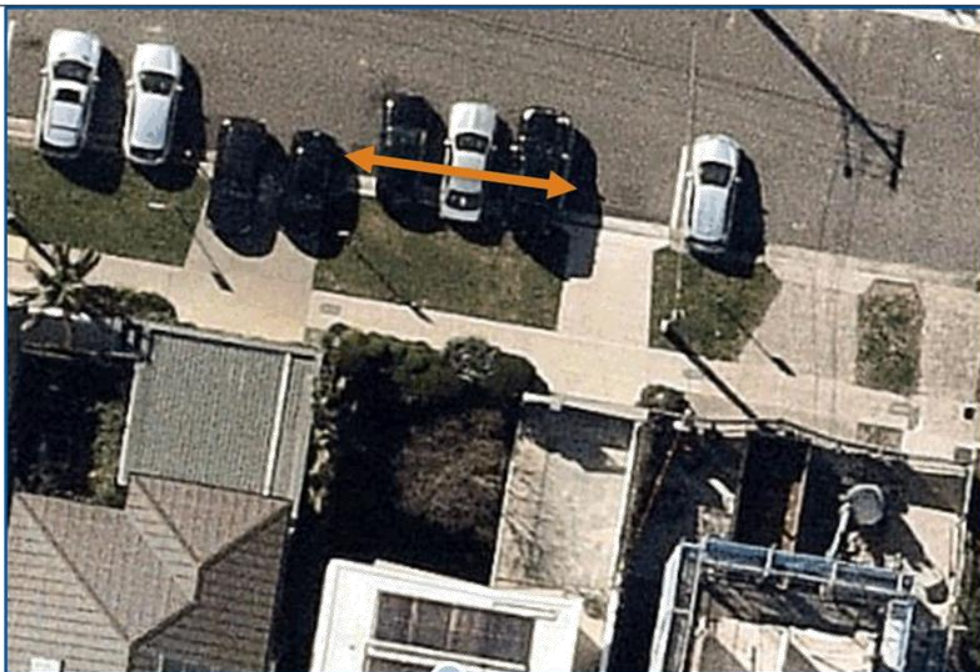
28 February
2020



<p>21 January 2020</p>	
<p>22 October 2020</p>	

1 September
2020

(prior to
installation
of
accessible
parking
spaces)



REPORT
TC/C.05/20.11

Subject: Ebley Street, Bondi Junction - Council Authorised Parking

TRIM No: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council converts 54 metres of '1/2P, Meter Registration, 8.00 am–6.00 pm, 3P 6.00 pm–9.00 pm' on the south side of Ebley Street between Lawson Street and Newland Street (adjacent to Clementson Park) to '1/2P, Meter Registration, 8.00 am–6.00 pm, 3P 6.00 pm–9.00 pm Council Authorised Vehicles Excepted'.

1. Executive Summary

Council's Compliance Team, consisting of Health and Rangers, Parking Patrol and Building Certification will be moving to the Eastgate Centre office in early 2021. Up to 10 Council vehicles cannot be accommodated inside Eastgate car park at any one time.

Exemptions for Council-authorized vehicles to pay the meter charges is proposed on the southern side of Ebley Street along the Clementson Park (see Figure 1). 54 metres of '1/2P, Meter Registration, 8.00 am–6.00 pm, 3P 6.00 pm–9.00 pm Council Authorised Vehicles' is proposed (see Figure 2).

The parking requirement for Council vehicles is intermittent, as most Council cars are on the road during business hours. The parking can still be used by others.

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



Figure 1. Site Location.



Figure 2. Existing and proposed parking changes.

2. Introduction/Background

Council's Compliance Team, consisting of 14 staff, will be moving to the Eastgate Centre office in early 2021. Eleven of the 14 staff will need access to parking facilities, as much of their role requires the use of their leaseback vehicle. It is not guaranteed that all individuals will be able to find a parking space within Eastgate car park.

54 metres of meter parking on the southern side of Ebley Street (adjacent to Clementson Park) has been chosen to cater for those vehicles parking requirements in excess of the Eastgate parking supply.

The parking requirement is intermittent, as most cars are on the road during business hours. The parking can still be used by others.

3. Technical Analysis

A street view of where the parking arrangements are proposed is shown in Figure 3 below.



Figure 3. Street view of proposed signage.

Signage

The proposed signage is shown below.

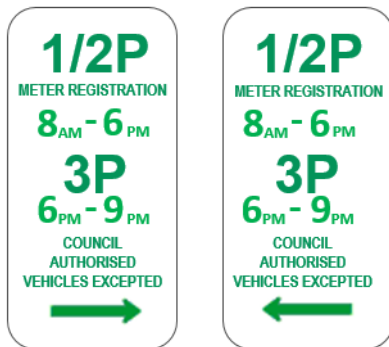


Figure 4. Proposed signage.

4. Financial Information for Council's Consideration

This section of Ebley Street has a kerbside length of 112 metres, catering for 20 paid meter parking spaces. The use of this section of parking by Council-authorised vehicles will reduce the revenue from 10 spaces.

Based on this year's (1 July 2020 to 11 November 2020) figures, the current revenue averages out to \$14 per space per day. Up to 10 Council-authorised vehicles would be accessing these spaces, but not throughout the day. If the 10 Council-authorised vehicles occupied an average of five spaces over the day, then the revenue loss would be around \$70 per day. The exact loss in revenue cannot be determined prior to implementation. An upper limit of \$70 per day is expected.

5. Attachments

Nil.

REPORT
TC/C.06/20.11

Subject: 139 Oxford Street, Bondi Junction - Construction Vehicle and Pedestrian Plan of Management and Oxford Street Mall Compound

TRIM No.: DA-548/2017

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the Construction Vehicle and Pedestrian Plan of Management (CVPPM) relating to 139 Oxford Street, Bondi Junction, attached to the report, subject to the following conditions:
 - (a) The application for a construction certificate shall be taken as accepting these conditions of approval.
 - (b) Occupants of neighbouring properties in the Oxford Street Mall shall be advised of the demolition, excavation and construction activities.
 - (c) Pedestrian access to neighbouring properties and businesses around the compound and work area shall be maintained at all times.
 - (d) No building materials shall be placed, dumped or left on any Council road or footpath area outside of the compound at any time.
 - (e) The footpaths at the Oxford Street Mall outside of the compound to remain in a safe condition for use by pedestrians at all times.
 - (f) All vehicles, plant and equipment shall be operated in accordance with the CVPPM attached to the report.
 - (g) Truck ingress to the site shall be via Oxford Street Mall entrance driveway in a forward direction into the compound.
 - (h) Truck egress out of the site shall be restricted to reversal of vehicles under the 'C-phase' of the traffic signals at the intersection into Oxford and Newland Street and forward leaving the area south along Newland Street.
 - (i) Truck servicing the site shall be limited in size to 8.8 metres in overall length. No approval is given for the use of articulated vehicles (semi-trailers and truck/trailer combinations).
 - (j) Trucks, on arriving at the site, shall enter the fenced offloading/unloading compound area at the front of the site immediately. Trucks not able to enter the fenced off area immediately

shall not wait on Oxford Street or Newland Street. The applicant shall, where necessary, co-ordinate truck movements with other nearby building activities.

- (k) There shall be no blockage to through traffic on Oxford Street or Newland Street other than for short periods of time when manoeuvring vehicles into and out of the approved fenced off loading/unloading compound.
 - (l) All traffic and pedestrian control shall be in accordance with the RMS's Traffic Control at Work Sites manual.
 - (m) Separate approval is required for:
 - (i) The use of any concrete pump.
 - (ii) Installation of a tower crane or other on-site crane.
 - (iii) The erection of any other hoarding other than that identified in clause 2 below.
2. Approves the installation of a 15 metre x 4 metre fenced-off compound area (A-class hoarding during stage 1 and 2 and B-class hoarding during stage 4 and 5) with access hours of '7 am–5 pm Mon-Fri 8 am–3 pm Sat' outside 139 Oxford Street, Bondi Junction, for a period of 52 weeks to allow the entering/exiting of trucks, as set out in the CVPPM attached to the report.
 3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the compound as needed.
 4. Delegates authority to the Executive Manager, Infrastructure Services, to authorise requests for access by trucks longer than 8.8 metres for specific activities.

1. Executive Summary

Council has received an application to occupy the public domain in the Oxford Street mall for the purposes of construction of an approved mixed-use hotel/motel consisting of 14 guest rooms plus retail and commercial on the ground mezzanine level. The application includes:

- A Construction Vehicle and Pedestrian Plan of Management (CVPPM) (Revision 04), prepared by PDC Consultants.
- An application for an informal 'construction works zone' compound within Oxford Street Mall.

The approval of the CVPPM and compound have been referred to Council's traffic committee as the two components are inter-related and involve traffic control at the Oxford Street/ Newland Street intersection.

It is recommended that the works are approved subject to conditions.

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

2. Introduction/Background

The site of 139 Oxford Street, Bondi Junction, has an 8-metre frontage on Oxford Street Mall. The site area is 154 square metres. Access is via the mall itself or a narrow right of way off Spring Street. The right of way off Spring Street cannot accommodate vehicles.

The site has been used to date for retail/commercial purposes. It is occupied by the restaurant Arthur's Pizza. The Oxford Street/Newland Street intersection is the closest road access point to the front of the building (see Figure 1).



Figure 1. Site location within Oxford Street Mall.

The site has development approval for the construction of a mixed-use hotel/motel consisting of 14 guest rooms plus retail and commercial on the ground mezzanine level (DA-548/2017).

Conditions 24, 32 and 55 of the development approval require the following conditions to be met:

24 CONSTRUCTION VEHICLE AND PEDESTRIAN PLAN OF MANAGEMENT

Prior to the issue of a Construction Certificate, the applicant shall submit a 'Construction Vehicle and Pedestrian Plan of Management' (CVPPM) for the approval of the Executive Manager, Creating Waverley

The CVPPM shall provide, but not be limited to, details of the following:

- (a) The proposed route to be taken by demolition/construction vehicles in the Council area when accessing and exiting the site.*
- (b) The type, size and number of demolition/construction vehicles for each of the separate phases of the development. Trucks with dog trailers and semi-trailers may not be approved for use if it is considered with the information provided that:*
 - *Such vehicles cannot adequately and safely gain access to and from the site or*
 - *Access into or out of the site may not be possible without the need to remove an unsatisfactory number of vehicles parked on the roadway adjacent to or opposite the site.*
- (c) The location of truck holding areas remote from the site should Council not give approval for demolition/construction vehicles to stand on the roadway in the vicinity of the site.*
- (d) Traffic control measures to be put in place when trucks, manoeuvring in the vicinity of the site, will interfere with the free flow of traffic.*
- (e) The location and materials of construction of temporary driveways providing access into and out of the site.*
- (f) The location and length of any proposed Works/Construction Zones. Note:*
 - *Works/Construction zones require the approval of the Waverley Traffic Committee and Council prior to installation.*
 - *It is illegal to:*
 - *Park a vehicle exceeding 4.5 tonnes on a roadway for more than one (1) hour unless signs are installed to the contrary*
 - *Barricade/reserve a section of roadway without the prior approval of Council*
- (g) The hours of operation of demolition/construction vehicles.*
- (h) The number of and where it is proposed to park light vehicles associated with staff/employees/contractors working on the site.*
- (i) How it is proposed to cater for the safe passage of pedestrians past the site. The details shall include:*
 - *The route required to be taken by pedestrians including signage and any other control measures that will need to be put in place to direct and keep pedestrians on the required route*
 - *Any obstructions such as street furniture, trees and bollards etc., that may interfere with the safe passage of pedestrians*
 - *The type(s) of material on which pedestrians will be required to walk*
 - *The width of the pathway on the route*
 - *The location and type of proposed hoardings*
 - *The location of existing street lighting*
- (j) Any bus zones, taxi zones etc., that may be affected/require temporary relocation as a result of development works.*

NOTE: PRIOR TO THE PREPARATION OF THE CVPPM, the applicant or his or her representative shall:

- *Make contact with Council's Senior Traffic Engineer to discuss information required at (a) to (j) above.*
- *Make contact with the operators of bus and taxi services whose zones may be affected/require temporary relocation as a result of development works*
- *Be aware that the full length of Oxford Street may not be approved as a route for trucks when travelling to or from the site*
- *Be aware swept wheel path drawings, prepared by a suitably qualified and experienced traffic engineering consultant, may need to be submitted to Council for all truck movements that are to take place within the Council area prior to an approval being issued for the CVPPM.*

Be aware of and take into account the cumulative effect that truck movement from the development site and other development sites in the vicinity that are either under construction or have development approval will have on roads leading to and from the site.

32. CONSTRUCTION SIGNS

Prior to commencement of any works on the site and during construction a sign shall be erected on the main frontage of the site detailing the name, address and contact details (including a telephone number) of the Principal Certifying Authority and principal contractor (the coordinator of the building works). The sign shall be clearly legible from the adjoining street/public areas and maintained throughout the building works.

55. CONSTRUCTION HOURS

Demolition and building work must only be undertaken between the hours of 7am and 5pm on Mondays to Fridays and 8am to 3pm on Saturdays with no work to be carried out on:

- (a) The Saturday (except minor renovation or refurbishment to a single dwelling construction) and Sunday which form part of public holiday weekends;*
- (b) Sundays and public holidays; and*
- (c) Excavation works involving the use of heavy earth movement equipment including rock breakers and the like must only be undertaken between the hours of 7am and 5pm on Mondays to Fridays with no such work to be carried out on Saturday, Sunday or a public holiday.*

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control) Regulation 2000.

3. Technical Analysis**Oxford Street Mall compound**

The Oxford Street Mall compound is programmed to be in place for around 52 weeks (one year).

Vehicle lengths will be restricted to a maximum of 8.8 metres generally. This is referred to as a medium rigid vehicle (MRV). Longer vehicles may be required for certain activities (crane lift etc). Consent for these longer vehicles to access the mall will be subject to a separate consent authorised by Executive Manager, Infrastructure Services.

Table 1. Construction staging and duration

STAGE	DESCRIPTION	APPROXIMATE START	DURATION
1	Demolition	December 2020	1 month
2	Excavation and Shoring	January 2021	1 month
3	Cranage	As required	
4-5	Structure	February 2021	7 months
6	Fit out and Finishes	September 2021	3 months
TOTAL DURATION			12 months

Note: the crane will be installed within the property.

Transport for NSW (TfNSW) has issued a Road Occupancy Licence (ROL) for access via the Oxford/Newland Street intersection from 9.00 am to 3.00 pm Monday to Friday and from 6.00 am to 10.00am on Saturdays.

Council's consent further restricts the access for construction activities to being from 7.00 am to 5.00 pm Monday to Friday and from 8.00 am to 3.00 pm on Saturdays.

Both the Council and TfNSW time restrictions must be adhered to.

TfNSW-certified traffic controllers will be employed to facilitate trucks entering and exiting the site.

4. Financial Information for Council's Consideration

The applicant is responsible for the costs associated with implementing all aspects of the Construction Vehicle and Pedestrian Plan of Management, including the compound on Oxford Street Mall.

5. Attachments

1. Construction Vehicle and Pedestrian Plan of Management [↓](#)



CONSTRUCTION VEHICLE & PEDESTRIAN PLAN OF MANAGEMENT

139 Oxford Street, Bondi

PREPARED FOR:
HBC Group Pty Ltd

REFERENCE:
0288r01v03

DATE:
14/10/2020



CONSTRUCTION VEHICLE & PEDESTRIAN PLAN OF MANAGEMENT

139 Oxford Street, Bondi

Prepared for: HBC Group Pty Ltd


ABN: 36 839 105 997

Reference: 0288r01v03

Date: 14/10/2020

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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	16/09/2020	Julius Boncato	Paul Corbett	Paul Corbett	Original Signed
02	17/09/2020	Julius Boncato	Paul Corbett	Paul Corbett	Original Signed
03	14/10/2020	Julius Boncato	Paul Corbett	Paul Corbett	

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Appendix B	Staging Plan, prepared by HBC Group
Appendix C	Swept Path Analysis Drawings
Appendix D	Pedestrian Movement Plans
Appendix E	Traffic Control Plans



1. Introduction

1.1. Overview

PDC Consultants has been commissioned by HBC Group Pty Ltd to prepare a Construction Vehicle & Pedestrian Plan of Management (the Plan) for construction works relating to the site at 139 Oxford Street, Bondi. The works will be undertaken in accordance with the Development Application (DA) 548 / 2017 (the Consent) that has been granted consent by the Land & Environment Court (LEC) (Appeal No 18 / 233148).

The DA involves the demolition of existing buildings and construction of a mixed-use development (hotel / motel and retail / commercial uses) consisting of 14 guest rooms, retail / commercial on ground level and mezzanine level, landscaping and associated works.

The purpose of this Plan is to detail the proposed traffic management arrangements that are to be implemented for the construction of the development which seeks to minimise the impact on public amenity and safety. This Plan has been prepared in accordance with Condition 24 of the Consent which has been reproduced in **Table 1** below. **Table 1** also references the relevant section in this Plan where each of the requirements of Condition 24 have been addressed.

Table 1: Relevant Conditions & Where Addressed in this Report

CONDITION NO.	DESCRIPTION	RELEVANT SECTION OF THIS PLAN
24	<p>Construction Vehicle and Pedestrian Plan of Management</p> <p>Prior to the issue of a Construction Certificate, the applicant shall submit a "Construction Vehicle and Pedestrian Plan of Management" (CVPPM) for the approval of the Executive Manager, Creating Waverley.</p> <p>The CVPPM shall provide, but not be limited to, details of the following:</p> <ul style="list-style-type: none"> (a) The proposed route to be taken by demolition / construction vehicles in the Council area when accessing and exiting the site. (b) The type, size and number of demolition / construction vehicles for each of the separate phases of the development. Trucks with dog trailers and semi-trailers may not be approved for use if it is considered with the information provided that: <ul style="list-style-type: none"> • Such vehicles cannot adequately gain access to and from the site or • Access into or out of the site may not be possible without the need to remove an unsatisfactory number of vehicles parked on the roadway adjacent to or opposite the site. (c) The location of truck holding areas remote from the site should Council not give approval for demolition / construction vehicles to stand on the roadway in the vicinity of the site. (d) Traffic control measures to be put in place when trucks, manoeuvring in the vicinity of the site, will interfere with the free flow of traffic (e) The location and materials of construction of temporary driveways providing access into and out of the site. 	<p>This Report</p> <p>Section 4.2</p> <p>Section 3.2 & 4.1</p> <p>Section 3.2 & 4.1</p> <p>Section 4.6 & Appendix E</p> <p>Section 4.1</p>



Table 1: Relevant Conditions & Where Addressed in this Report – Continued

CONDITION NO.	DESCRIPTION	RELEVANT SECTION OF THIS PLAN
24 (cont)	<p>(f) The location and length of any proposed Works / Construction Zones. Note:</p> <ul style="list-style-type: none"> Works / Construction zones require the approval of the Waverley Traffic Committee and Council prior to installation. It is illegal to: <ul style="list-style-type: none"> i. Park a vehicle exceeding 4.5 tonnes on a roadway for more than (1) hour unless signs are installed to the contrary ii. Barricade / reserve a section of roadway without the prior approval of Council <p>(g) The hours of operation of demolition / construction vehicles.</p> <p>(h) The number of and where it is proposed to park light vehicles associated with staff / employees / contractors working on the site.</p> <p>(i) How it is proposed to cater for the safe passage of pedestrians past the site. The details shall include:</p> <ul style="list-style-type: none"> The route required to be taken by pedestrians including signage and other control measures that will need to be put in place to direct and keep pedestrians on the route. Any obstructions such as street furniture, trees and bollards etc., that may interfere with the safe passage of pedestrians. The type(s) of material on which pedestrians will be required to walk. The width of the pathway on the route. The location and type of proposed hoardings. The location of existing street lighting. <p>(j) Any bus zones, taxi zones etc., that may be affected / require temporary relocation as a result of development works</p> <p>NOTE: PRIOR TO THE PREPARATION OF THE CVPPM, the applicant or his or her representative shall:</p> <ul style="list-style-type: none"> Make contact with Council's Senior Traffic Engineer to discuss information required at (a) to (j) above. Make contact with the operators of bus and taxi services whose zones may be affected / require temporary relocation as a result of development works. Be aware that the full length of Oxford Street may not be approved as a route for trucks when travelling to or from the site. Be aware that swept wheel path drawings, prepared by suitably qualified and experienced traffic engineering consultant, may need to be submitted to Council for all truck movements that are to take place within the Council area prior to an approval being issued for the CVPPM. Be aware of and take into account the cumulative effect that truck movement from the development site and other development sites in the vicinity that are either under construction or have development approval will have on roads leading to and from the site. 	<p>Section 3.2, Appendix C & Appendix E</p> <p>Section 3.1</p> <p>Section 5.1</p> <p>Section 4.3 & Appendix D</p> <p>Section 5.4</p> <p>Section 1.2</p> <p>Section 1.2</p> <p>Noted</p> <p>Appendix C</p> <p>Section 5.2</p>



1.2. Consultation

In accordance with Condition 24 of the Consent, consultation is required to be undertaken with Waverley Council (Council) in the preparation of this Plan. PDC Consultants has contacted Council and attended an on-site meeting on 11/09/2020 with Council's Service Manager, Traffic and Transport, to discuss the construction methodology proposed by HBC Group and requirements of the Plan.

Following the issue of the Plan (ref: 0288r01v02) dated 17/09/2020 to Council, a subsequent on-site meeting was undertaken with Council on 12/10/2020 to further discuss the methodology following comments received from Transport for New South Wales (TfNSW), NSW Police and Council. This Plan has been prepared taking into consideration Council's comments raised during both on-site meetings.

Any additional feedback received from the Waverley Traffic Committee would be incorporated into a revised version of this Plan, at which time the Plan would be reissued for further comment or approval.

1.3. Structure of this Report

This Plan is based upon information provided by HBC Group, and should be read in the context of other construction documentation submitted separately. The remainder of this Plan is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality;
- Section 3: Provides an overview of the construction program;
- Section 4: Discusses the proposed traffic management measures;
- Section 5: Discusses the expected impacts resulting from the construction activities;
- Section 6: Presents the overall study conclusions.

1.4. References

In preparing this Plan, reference has been made to the following guidelines / standards:

- Roads and Maritime Services (RMS) Traffic Control at Work Sites Manual, Version 5.0;
- Australian Standard AS 1742.3-2009, Part 3: Traffic Control for Works on Roads (AS 1742.3);
- Australian Standard AS 2890.2-2018, Part 2: Off-Street Commercial Vehicle Facilities (AS 2890.2).



2. Existing Conditions

2.1. Location and Site

The subject site is located at 139 Oxford Street, Bondi, being approximately 100 metres of Bondi Junction Railway Station and 4.0 kilometres south-east of the Sydney CBD. More specifically, the site is located on the southern side of Oxford Street Mall and south-east of the Oxford Street / Newland Street intersection.

The site is comprised of two (2) separate Lots identified as Lot 1, DP 175778 and Lot 1, DP 169732. The site is rectangular in configuration with a site area of 154.7m². The site has a single street frontage onto Oxford Street having a length of approximately 8 metres. The eastern, western and southern boundaries border neighbouring retail and commercial developments, having lengths of approximately 20 metres, 21 metres and 7 metres respectively.

The site is currently used for retail / commercial purposes for a restaurant known as Arthur's Pizza. **Figure 1** and **Figure 2** overleaf provide an appreciation of the site's location in both a broad and local context respectively.

2.2. Road Network

2.2.1. Key Roads

The road hierarchy in the vicinity of the site is shown by **Figure 1** overleaf, with the following roads considered noteworthy:

- **Syd Einfield Drive:** forms part of a TfNSW Main Road, MR 172. Syd Einfield Drive runs in an east-west direction between its intersection with Old South Head Road, Bondi Road and Oxford Street in the east and Oxford Street and Ocean Street in the west. It is generally subject to 80km/h speed zoning restrictions and accommodates three (3) lanes of traffic in each direction within a 23-metre-wide carriageway.
- **Oxford Street:** the classification of Oxford Street varies along its length and includes part of a TfNSW Main Road (MR 172), sub-arterial road, collector road and local road. Oxford Street is split into two (2) sections, with the eastern section running between Oxford Street Mall and Old South Head Road and the western section running between Oxford Street Mall and Moore Park Road. Near the site, it is subject to 50km/h speed zoning restrictions and accommodates two (2) lanes of traffic in each direction. Time restricted parking restrictions apply along both kerbsides.
- **Oxford Street Mall:** runs in an east-west direction between the Oxford Street / Grosvenor Street intersection in the east and the Oxford Street / Newland Street intersection in the west. Oxford Street Mall is a shared zone operating under 10km/h speed zoning restrictions and accommodates one-directional traffic flow in an eastbound direction. Vehicle access through Oxford Street Mall is only permitted between the hours of 6am to 9am, Monday to Sunday.

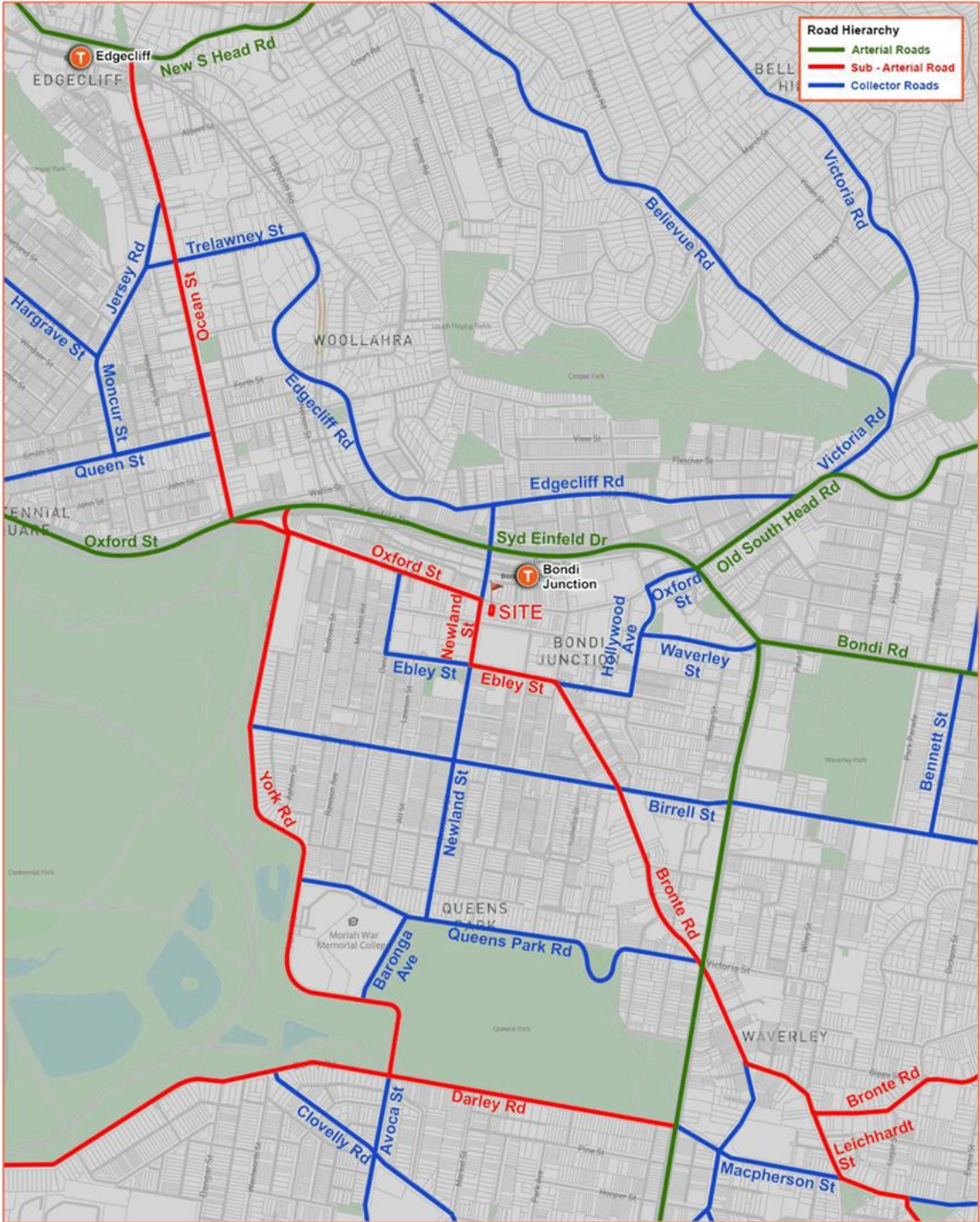


Figure 1: Location & Road Hierarchy Plan

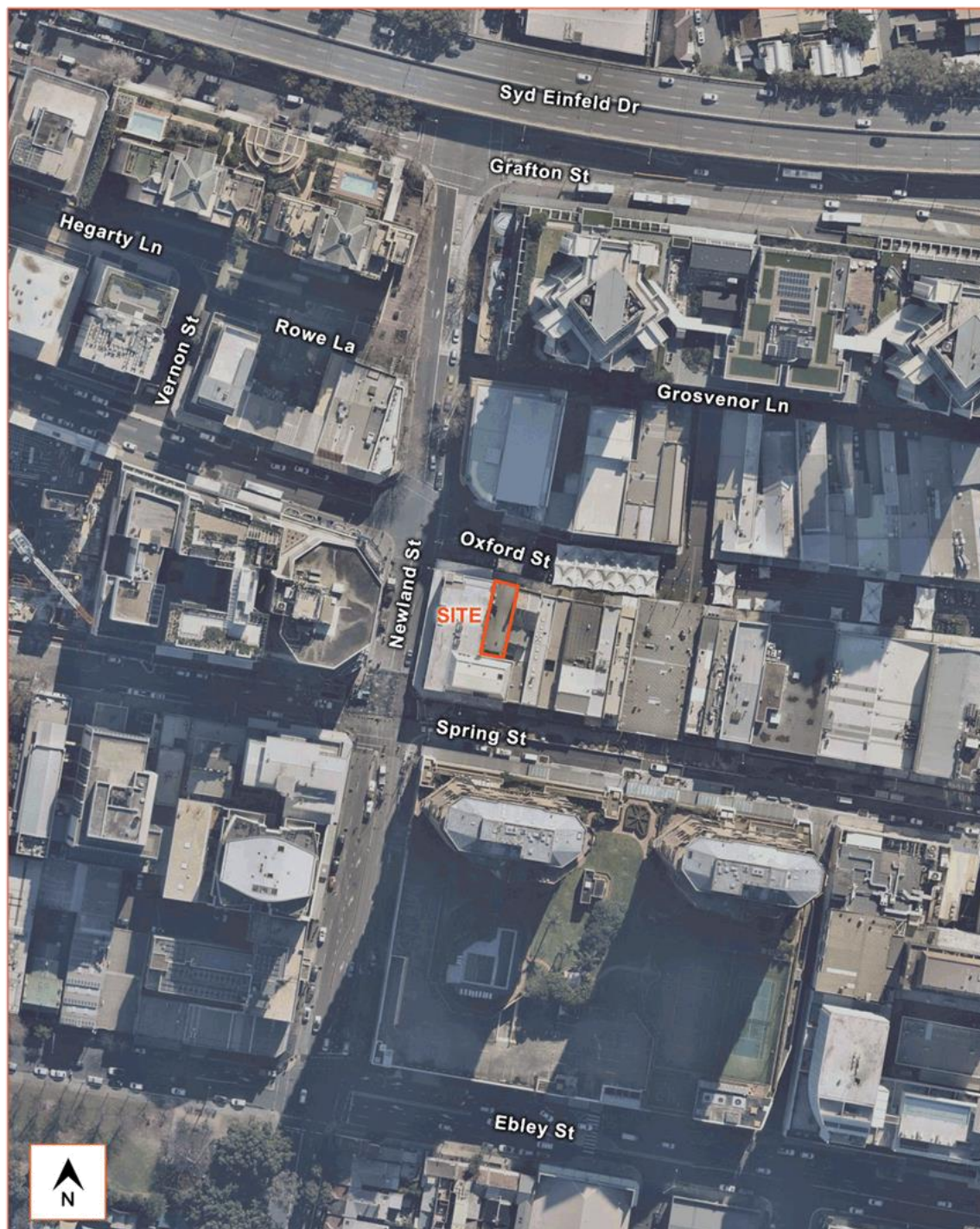


Figure 2: Site Plan



2.2.2. Oxford Street / Newland Street Intersection

The key Oxford Street / Newland Street intersection adjacent to the site is shown by **Figure 3** and provides an appreciation of the existing road geometry and alignment.



Figure 3: Oxford Street / Newland Street Intersection

It can be seen from **Figure 3** that Oxford Street and Newland Street form a signalised T-junction, near the north-western corner of the site. The Signal Layout Plan of the subject intersection was obtained from TfNSW and is provided as **Appendix A** for reference. The Signal Layout Plan shows the general arrangement and phasing of permitted turn movements at the subject intersection.



2.3. Public & Active Transport

2.3.1. Rail Services

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, states that the walking catchment for metropolitan railway stations includes all areas within an 800-metre radius of a station. It can be seen from **Figure 4** that Bondi Junction Railway Station is located approximately 100 metres of the site and hence, falls well within the typical walking catchment area. Accordingly, workers would have convenient access to Bondi Junction Railway Station and the Sydney rail network, as shown by **Figure 5**.

Bondi Junction Railway Station is serviced by a single railway line, being the T4 Eastern Suburbs and Illawarra Line, which generally runs in a north-south direction between Bondi Junction and Cronulla / Illawarra. **Table 2** below shows the notable town centres that are accessible along T3 Bankstown Line and the average service headways during peak and off-peak periods.

Table 2: Rail Services

RAILWAY LINE	NOTABLE TOWN CENTRES ALONG LINE	AVERAGE HEADWAYS
T4 Eastern Suburbs & Illawarra Line	Helensburgh, Waterfall, Cronulla, Sutherland, Hurstville, Wolli Creek, Redfern, Sydney CBD & Bondi Junction	Weekdays: 20 minutes peak / 30 minutes off peak Weekends: 30 minutes

2.3.2. Bus Services

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, states that the walking catchment for metropolitan bus services includes all areas within a 400 metre radius of a bus stop. It is evident from **Figure 3**, there are an extensive number of bus services that operate within the vicinity of the site from the Bondi Junction Bus Interchange which are accessible within a 100 metre radius of the site. The Interchange accommodates in the order of 40 bus services and accordingly, the site has excellent access to the Sydney bus network.

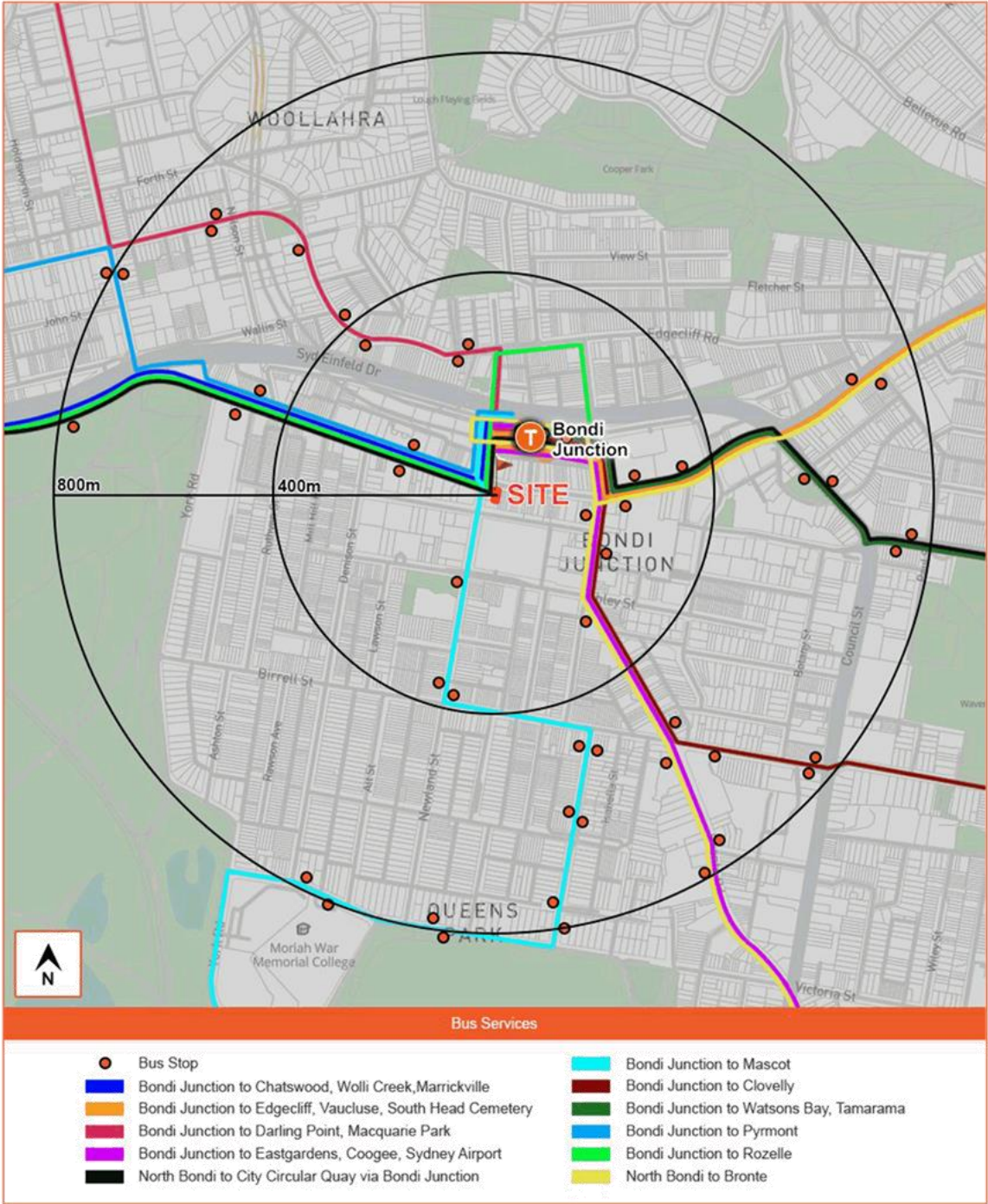


Figure 4: Active & Public Transport Services

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CONSTRUCTION VEHICLE & PEDESTRIAN PLAN OF MANAGEMENT | 139 Oxford Street, Bondi



3. Overview of Construction Program

3.1. Hours of Work

The hours of work will be in accordance with Condition 55 of the Consent, which have been summarised below for reference:

55. Construction Hours

Demolition and building work must only be undertaken between the hours of 7am and 5pm on Mondays to Fridays and 8am to 3pm on Saturdays with no work to be carried out on:

- (a) *The Saturday (except minor renovation or refurbishment to a single dwelling construction) and Sunday which form part of public holiday weekends;*
- (b) *Sundays and public holidays; and*
- (c) *Excavation works involving the use of heavy earth movement equipment including rock breakers and the like must only be undertaken between the hours of 7am and 5pm on Mondays to Fridays with no such work to be carried out on Saturday, Sunday or a public holiday.*

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control) Regulation 2000.

3.2. Staging and Duration of Works

3.2.1. Construction Program

With reference to the Staging Plan prepared by HBC Group included as **Appendix B**, **Table 3** shows the construction works will be broken into six (6) construction stages.

Table 3: Construction Staging & Duration

STAGE	DESCRIPTION	APPROXIMATE COMMENCEMENT DATE	DURATION
1	Demolition	December 2020	1 month
2	Excavation & Shoring	January 2021	1 month
3 ¹	Cranage	-	-
4-5 ²	Structure	February 2021	7 months
6	Fitout & Finishes	September 2021	3 months
TOTAL DURATION:			12 months

Notes ¹: A separate application for cranage requirements will be prepared and issued to Council for approval.

²: Structure stage will comprise of Stage 4: Formwork, Reinforcements, and Concrete Pour and Stage 5: Precast Panel Installation (refer to **Appendix B**) which will occur concurrently.



3.2.2. Stages 1 & 2 – Demolition and Excavation & Shoring

Stage 1 works will require approximately one (1) month to complete and will require in the order of 10-15 on-site workers. Construction works during this stage will consist of the installation of A-Class hoarding along the Oxford Street Mall frontage and demolition of the existing building.

Stage 2 works will also require approximately one (1) month to complete and will require in the order of 5-10 on-site workers. Construction works during this stage will primarily consist of site establishment and excavation of the single basement level.

As was discussed during the on-site meeting on 11/09/2020 with Council's Service Manager, Traffic and Transport, it is not possible, from a safety perspective, for vehicle loading to occur within Spring Street to the south of the site (i.e. via a Works Zone) as this would require construction machinery to operate within the Right of Way that is located to the south of the site, and that is used by a number of properties/businesses for loading of service vehicles and transport of goods.

Figure 6 illustrates the proposed work (and vehicle loading) area that will be provided within the Mall along the site frontage, which will be maintained for the duration of Stages 1 and 2. The work area will be 15 metres in length, 4.5 metres in width and will be connected to the construction site as indicated by Figure 6. The work area will be enclosed by A-Class hoarding on all sides, ensuring that the construction activities are separated from the pedestrian and vehicle movements along the Mall.

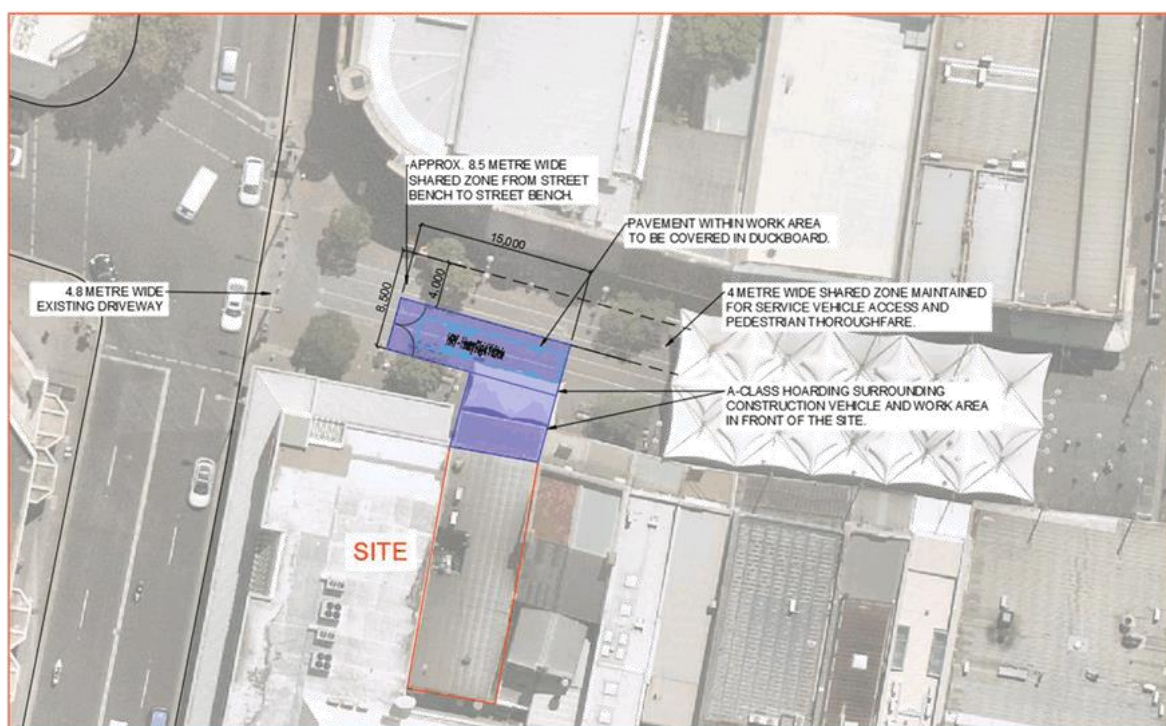


Figure 6: Stage 1 & 2 Loading & Hoarding Arrangements



The work area will be located on the southern side of the Mall, leaving a width of 4.0 metres available for service vehicle circulation movements to occur along the Mall as is permitted between the hours of 6am to 9am, Monday to Sunday. This arrangement will ensure that the work area can remain in place at all times during Stages 1 and 2, without impacting the ability of service vehicles being able to circulate through the Mall.

As is discussed in further detail in Section 4.3, pedestrian access along the Mall will be maintained at all times apart from the area that is to be occupied by the work area.

During Stages 1 & 2, the largest truck to be utilised will be a 12.5-metre-long Heavy Rigid Vehicle (HRV) with all loading and unloading to be undertaken within the work area. It is noted that the use of HRVs will be minimal and will primarily be required to float construction vehicles (excavators, drill rigs etc.) to / from site, with 8.5-metre-long trucks to account for the majority of truck movements. Trucks will arrive from the west of Oxford Street and enter the Mall and work area in a forward direction. To exit the work area, trucks will be required to reverse out onto the Oxford Street / Newland Street intersection, before travelling southbound along Newland Street. Details of vehicle access to the work area is discussed in Section 4.1.

3.2.3. Stage 3 – Cranage

Stage 3 will comprise of the erection of the on-site tower crane prior to the commencement of construction of the building and dismantlement at or near completion all works. A separate application for the cranage requirements will be prepared and issued to Council for approval.

3.2.4. Stages 4 & 5 – Structure

Stages 4 and 5 will require approximately seven (7) months complete and will involve a workforce of approximately 20-30 on-site workers. These stages will consist of modifying the hoarding arrangements to partially convert the A-Class hoarding to B-Class hoarding to facilitate the lifting of materials to and from the work area and the site, delivery of building materials, steel and pre-cast concrete panels, concrete pouring and construction of the building. The construction of each storey of the development will require Stages 4 and 5 to occur concurrently.

Figure 7 illustrates the proposed work area arrangements for the duration of Stages 4-6. Aside from the partial modification of A-Class hoarding immediately fronting the site to B-Class hoarding, there would be no change to the loading and vehicle access arrangements previously discussed in Section 3.2.2. Trucks will continue to enter the work area in a forward direction, and reverse out onto the Oxford Street/ Newland Street intersection.

In consultation with Council, it has been advised that a 15-metre-long Works Zone will be permitted along Newland Street between the Oxford Street / Newland Street and Spring Street / Newland Street intersections. This Works Zone will be in operation at the completion of Stage 2 and prior to the commencement of Stage 4 and 5. The use of this Works Zone will primarily accommodate 'light' deliveries which will be manually handled (i.e. carted) between the Works Zone and site by workers. Trucks will be able to enter and exit the Works Zone in a forward direction.

The largest truck to be utilised during Stages 4 and 5 will be a 12.5-metre-long HRV primarily for the delivery of pre-cast concrete panels. At all other times, an 8.8-metre-long Medium Rigid Vehicles (MRVs). All loading and unloading will either be undertaken within the work area along Oxford Street Mall or along the Newland Street Works Zone, if the use of the tower crane is not required.

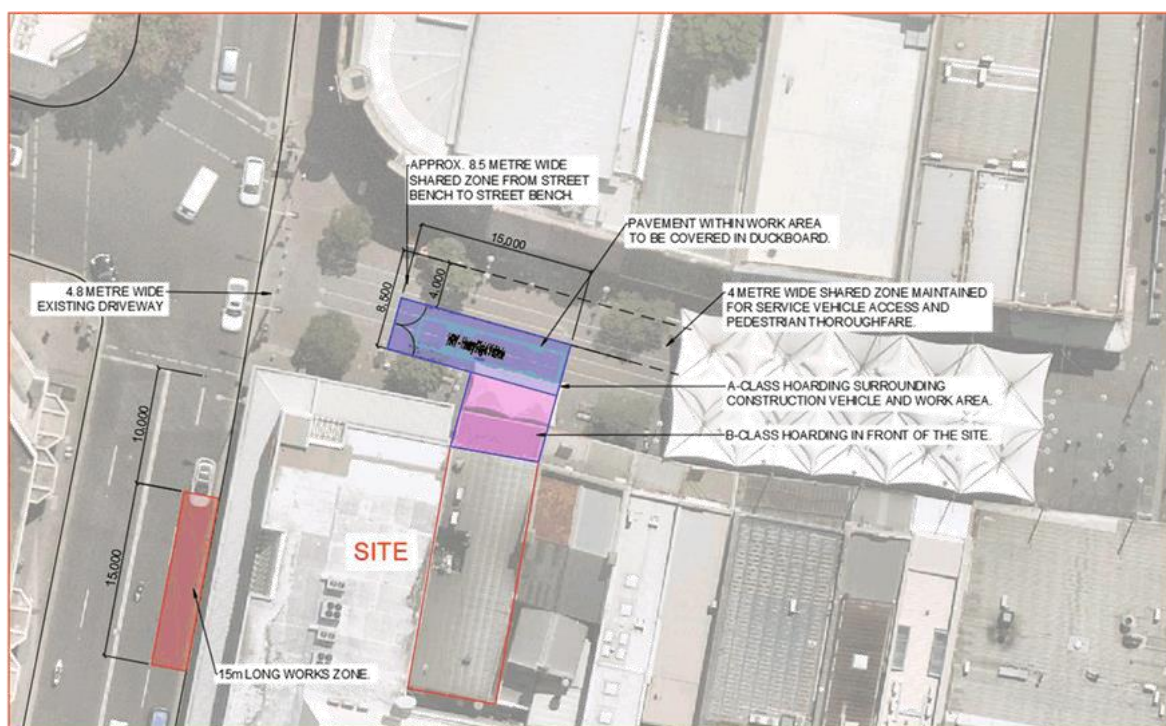


Figure 7: Stage 4-6 Loading & Hoarding Arrangements

3.2.5. Stage 6 –Fitout & Finishes

Stage 6 will require approximately three (3) months to complete and will also require in the order of 20-30 on-site workers. Construction works associated with this stage include installation of services and internal fitout and refurbishment.

The loading, hoarding and work area arrangements including the use of the Oxford Street Mall work area and Newland Street Works Zone will continue to be relied upon during Stage 6. The largest truck to be utilised during Stage 6 will be an 8.8-metre-long MRV. All loading and unloading will either be undertaken within the work area along Oxford Street Mall or along the Newland Street Works Zone, if the use of the tower crane is not required.

Entry movements to Oxford Street Mall work area will continue to occur in a forward direction, and reverse out onto the Oxford Street/ Newland Street intersection to exit. Entry and exit movements to and from the Newland Street Works Zone will continue to occur in a forward direction.



4. Construction Traffic Management

4.1. Vehicular Access

All entry and exit vehicle access movements to the work area will occur to / from the Mall driveway onto the Oxford Street / Newland Street intersection. As previously mentioned, construction vehicles will enter the Mall and the work area in a forward direction. To exit, construction vehicles will reverse out of the work area and onto the Oxford Street / Newland Street intersection.

To enable vehicle access to the Oxford Street Mall work area, it is proposed for the Oxford Street / Newland Street intersection to operate under a 'flashing amber' phase for a 7am-4pm time block, Monday to Friday, and 8am-3pm time block on Saturdays, under consultation and coordination with Traffic Management Centre. SafeWork NSW certified traffic controllers will manage the traffic movement through the subject intersection as is further discussed in Section 4.6.

Swept path analysis was undertaken of the abovementioned access arrangements in accordance with AS 2890.2-2018 which demonstrates that the existing width of the Oxford Street Mall driveway is sufficient to accommodate the entry / exit movements by construction vehicles up to a 12.5 metre HRV. The results of the analysis which have been included as **Appendix C**, confirm that the existing driveway width is sufficient to accommodate all trucks up to a 12.5 metre HRV under the abovementioned access arrangements. A detailed description of the traffic management of the access arrangements to the Oxford Street Mall work area is discussed in Section 0.

Vehicle access to the Newland Street Works Zone will occur in a forward direction, with all inbound movements arriving from the north and outbound movements departing towards the south. The Works Zone will accommodate vehicles up to and including an 8.8-metre-long MRV.

Having regard for the above, it is emphasised that both the entry and exit movements from both the Oxford Street Mall work area and Newland Street Works Zone would occur under the supervision and management of SafeWork NSW certified traffic controllers ensuring that these movements occur safely.

4.2. Truck Routes

4.2.1. Truck Routes to / from the Oxford Street Mall Work Area

The proposed truck routes to / from the Oxford Street Mall Work Area are illustrated by **Figure 8** overleaf and can be summarised as follows:

4.2.2. Inbound

- From the North: Cross City Tunnel, Bayswater Road, New South Head Road, Ocean Street, Syd Enfield Drive, Oxford Street & Oxford Street Mall (in a forward direction).
- From the South: Southern Cross Drive, South Dowling Street, Dacey Avenue, Anzac Parade, Moore Park Road, Oxford Street, Syd Enfield Drive, Oxford Street & Oxford Street Mall (in a forward direction).



4.2.3. Outbound

- To the North: Oxford Street Mall then reverse out onto the Oxford Street / Newland Street intersection, Newland Street, Birrell Street, York Road, Syd Enfield Drive, Ocean Street, New South Head Road & Cross City Tunnel.
- To the South: Oxford Street Mall then reverse out onto the Oxford Street / Newland Street intersection, Newland Street, Birrell Street, York Road, Oxford Street, Moore Park Road, Fitzroy Street, South Dowling Street and Southern Cross Drive.

4.2.4. Truck Routes to / from the Newland Street Works Zone

The proposed truck routes to / from Newland Street Works Zone are illustrated by **Figure 8** overleaf and can be summarised as follows:

4.2.5. Inbound

- From the North: Cross City Tunnel, Bayswater Road, New South Head Road, Ocean Street, Syd Enfield Drive, Oxford Street & Newland Street.
- From the South: Southern Cross Drive, South Dowling Street, Dacey Avenue, Anzac Parade, Moore Park Road, Oxford Street, Syd Enfield Drive, Oxford Street & Newland Street.

4.2.6. Outbound

- To the North: Newland Street, Birrell Street, York Road, Syd Enfield Drive, Ocean Street, New South Head Road & Cross City Tunnel.
- To the South: Newland Street, Birrell Street, York Road, Oxford Street, Moore Park Road, Fitzroy Street, South Dowling Street and Southern Cross Drive.

Truck drivers will be notified of the above truck routes to / from the site to ensure construction traffic on local streets is minimised. Additionally, it is noted that a copy of the above routes and **Figure 9** is required to be provided to all drivers prior to attending the site.

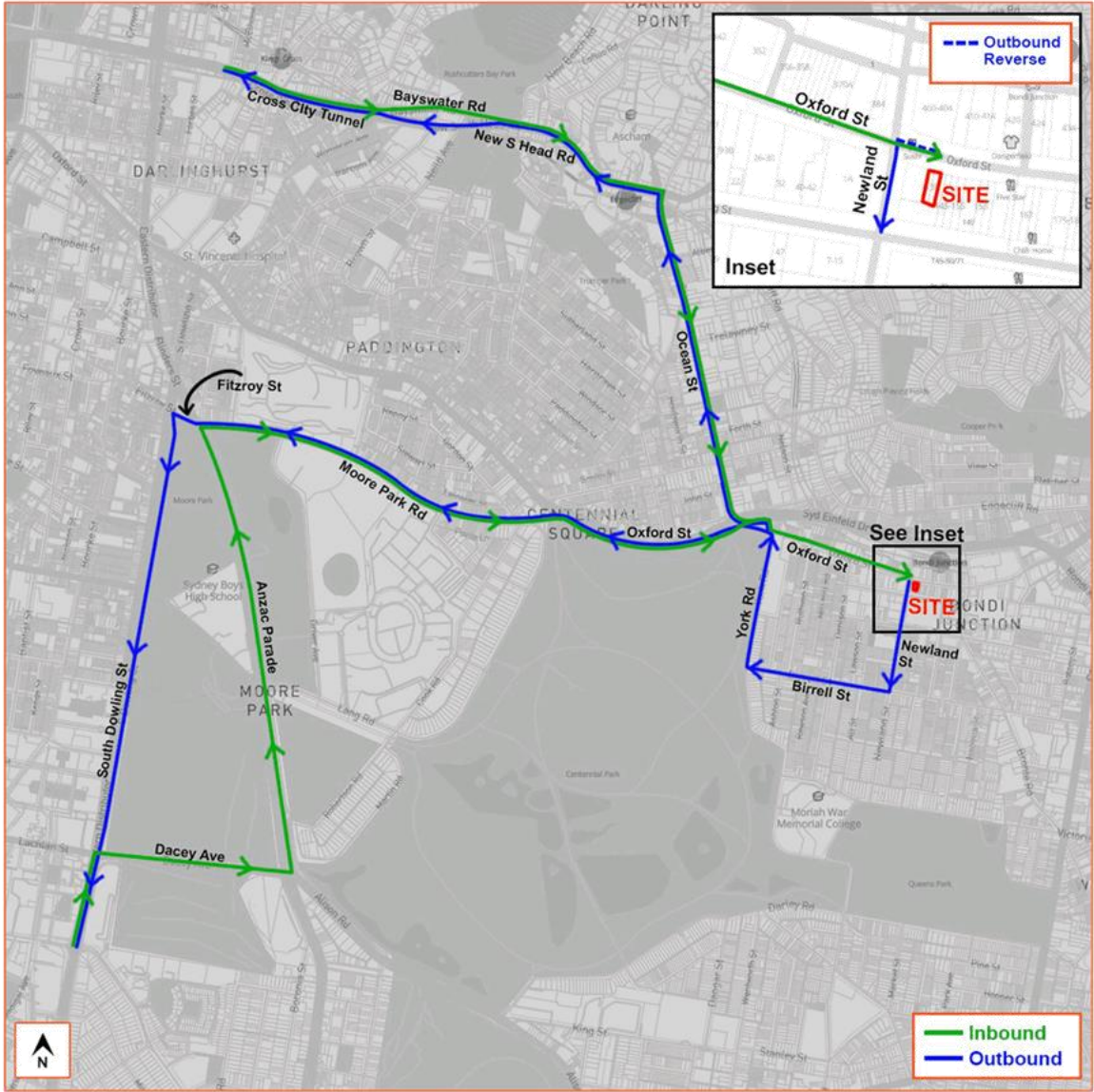


Figure 8: Truck Routes To / From Oxford Street Mall Work Area

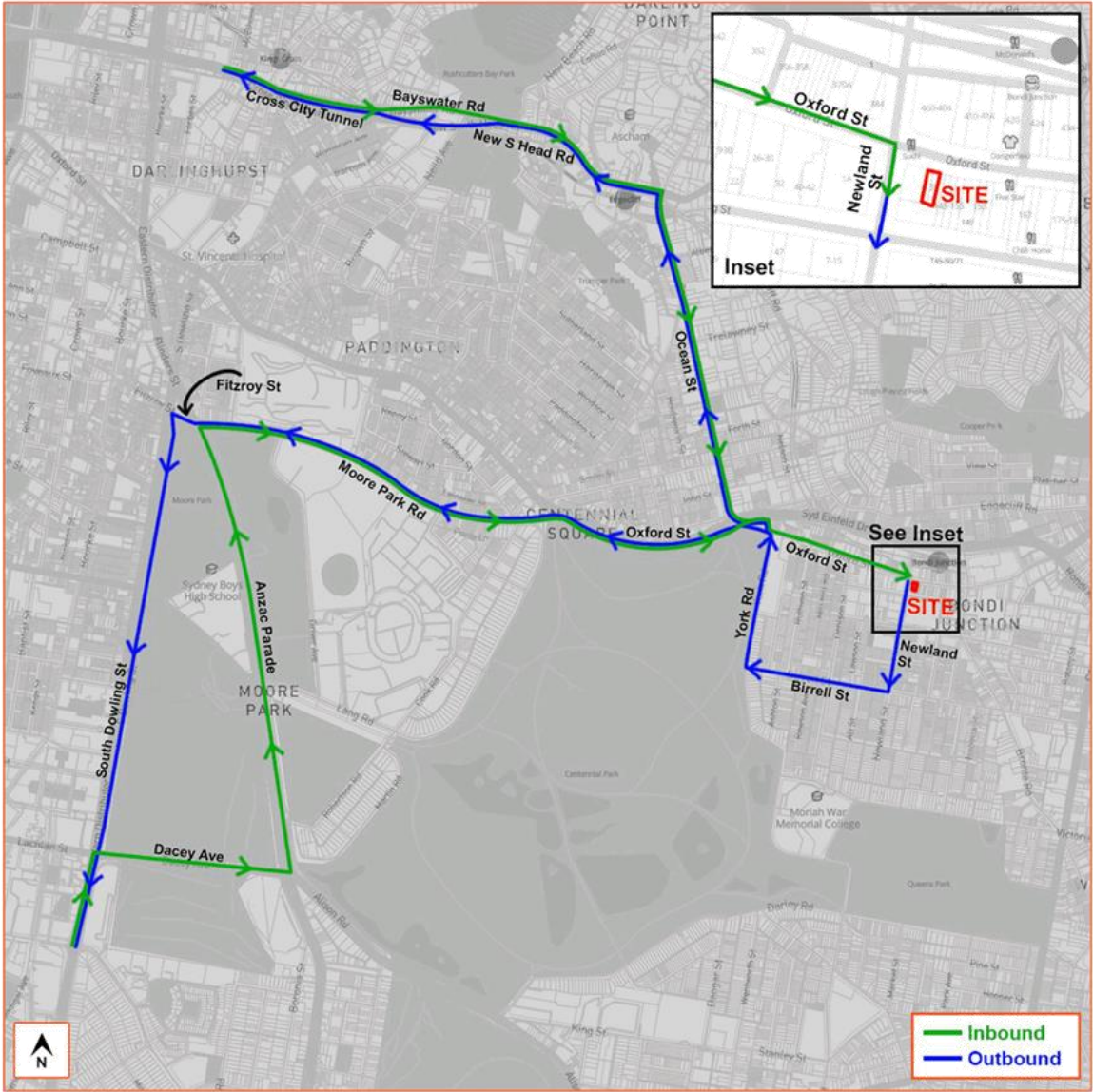


Figure 9: Truck Routes To / From Newland Street Works Zone



4.3. Pedestrian Access & Protection

4.3.1. Stage 1 & 2

During Stage 1 & 2, A-Class hoarding will be erected around the work area as illustrated in **Figure 6**. The hoarding arrangements will be installed prior to the commencement of works and will be maintained until completion of Stage 2 (hoarding arrangements will be partially modified for Stage 4-6 works).

Whenever a truck is entering the work area, a minimum of one (1) SafeWork NSW certified traffic controller will be required to supervise the ingress and egress vehicle movements and to manage pedestrians on either side of the Oxford Street Mall driveway.

Pedestrian access along the Mall will be maintained at all times apart from the area that is to be occupied by the work area. The Pedestrian Movement Plans included as **Appendix D** illustrate how the existing pedestrian access arrangements would be impacted during Stages 1 and 2.

4.3.2. Stage 4-6

Oxford Street Mall Work Area

To facilitate the construction works for Stage 4-6, the hoarding arrangements under Stage 1 & 2 will be partially modified to provide B-Class hoarding along the site frontage to the Mall. The installation of B-Class hoarding will enable materials to be hoisted to and from the work area and the site, whilst also allowing pedestrians to travel under the hoarding for improved pedestrian access and safety. The proposed Stage 4-6 hoarding arrangements are shown by **Figure 7**.

Pedestrian access along the Mall will be maintained at all times apart from the area that is to be occupied by the Stage 4-6 work area. The Pedestrian Movement Plans included as **Appendix D** illustrate how the existing pedestrian access arrangements would be impacted during Stages 4-6. There will be no change to the proposed traffic management arrangements when trucks enter and exit the work area which will continue to operate as proposed under Stages 1 and 2.

Newland Street Works Zone

During Stages 4-6, SafeWork NSW certified traffic controllers will manage vehicle access to the Works Zone and contractor vehicles will be advised that entering and exiting Works Zone must occur in a forward direction. In this regard, exiting vehicles are to wait for a suitable gap in both pedestrian (i.e. crossing the road) and vehicular traffic before proceeding, ensuring that impacts on both vehicle and pedestrian traffic flow are minimised.

The above measures are considered acceptable and will ensure that unauthorised pedestrian access will be prevented throughout the construction works, whilst maintaining safe and adequate pedestrian access for the general public along the Mall.



4.4. Crane Requirements

No craneage will be required during Stage 1 and 2, aside from the possible use of a mobile crane for the removal of the existing awning at the front of the site. The mobile crane will be able to operate within the confines of the Stage 1 and 2 work area.

During Stage 4-6, an on-site tower crane will be erected to hoist materials and pre-cast concrete panels to and from the work area and the site. Materials will be lifted above the B-Class hoarding to ensure pedestrian safety is maintained.

As previously mentioned, a separate application for the craneage requirements will be prepared and issued to Council for approval.

4.5. Pavement Protection

For all construction stages, duckboard will be utilised to within the Oxford Street Mall work area to prevent potential damage to existing pavements from construction vehicle movements, as indicated on **Figure 6** for Stages 1 and 2, and **Figure 7** for Stages 4-6.

4.6. Traffic Control Plans

A total of two (2) site-specific Traffic Control Plans (TCPs) have been prepared for the site and are included as **Appendix E**. These TCPs demonstrate the proposed signage and traffic management measures that are required to be implemented for the following stages:

- TCP 1 – Stages 1-2;
- TCP 2 – Stages 4-6.

The TCPs will ensure that vehicular, pedestrian and cyclist movements are managed safely and efficiently. The TCPs have been designed in accordance with the requirement of the RMS Traffic Control at Works Site Manual and AS 1742.3, and are recommended for adoption.



5. Construction Impacts

5.1. Contractor Parking Demand & Impacts

As illustrated by **Figure 4** the site has excellent access to public transport services. The use of public transport and car-pooling will be actively encouraged by the builder and all sub-contractors to reduce the reliance on private vehicles and minimise parking demands.

Having regard for Stage 4 & 6, which is expected to require a maximum workforce of 20-30 persons, the following is noted:

- Approximately 75% of workers are expected to utilise alternative modes of transport for journeys to / from the site including public and/or active transport;
- An average car occupancy of 1.5 persons / car is expected for workers travelling to / from the site in a private vehicle.

It is evident from the above that the expected car parking demand will be in the order of 5 car spaces throughout all stages of construction. Workers will be advised to utilise the numerous public car parks available within the vicinity of the site including the Meriton Bondi Junction Car Park, Wilson Parking on Grosvenor Street and Adelaide Street.

Accordingly, all contractor parking demands will be readily accommodated off-street, with no reliance on on-street parking and will have minimal impact on the availability of car parking within nearby public car parks.

5.2. Traffic Generation & Impacts

The traffic generated by the construction activities will vary across the construction stages. **Table 4** an estimate of the maximum number of truck and contractor vehicle trips per day that will be generated by the construction activities.

Table 4: Trip Generation of Trucks & Contractor Vehicles

TYPE	STAGE 1	STAGE 2	STAGE 4-5	STAGE 6
DAILY HEAVY VEHICLE (TRUCK) TRIPS	2-10	4-10	4-24	4-10
DAILY LIGHT VEHICLE (WORKER) TRIPS ¹	10	10	10	10

Note: Stage 3: Craneage not included as this will be assessed as part of a separate application that will be issued to Council for approval.



5.2.1. Stage 1

Stage 1 will generate in the order of 2-10 heavy vehicle (truck) movements (1-5 in / 1-5 out) per day which will be spread across a typical 9-hour work day. On a typical day, only 2 truck movements (1 in / 1 out) per day will be generated for the general removal of construction debris. Towards the end of the demolition stage, for a period of up to 1 week, up to 10 truck movements (5 in / 5 out) per day will be generated for the bulk removal of debris. It is noted that whilst the above represents an accurate estimate of truck movements based on truck capacity and volume of material to haul, daily actual truck movements may differ (and may increase) due to latent conditions of the site which could not be taken into consideration as part of this assessment.

Stage 1 will also generate in the order of 10 light vehicle (worker) movements (5 in / 5 out) per day, which will comprise of 5 inbound trips during the morning peak period and 5 outbound trips during the evening peak period.

5.2.2. Stage 2

Stage 1 will generate in the order of 4-10 truck movements (2-5 in / 2-5 out) per day which will be spread across a typical 9-hour work day. On average, 4 truck movements (2 in / 2 out) per day will be generated however, at the commencement of Stage 2, for a period of up to 1.5 weeks (approximately 8 days), up to 10 truck movements (5 in / 5 out) will be generated to facilitate the bulk removal of excavated material. Whilst the above represents an accurate estimate of truck movements based on truck capacity and volume of material to haul, daily actual truck movements may differ (and may increase) due to latent conditions of the site which could not be taken into consideration as part of this assessment.

Stage 2 will also generate in the order of 10 light vehicle (worker) movements (5 in / 5 out) per day, which will comprise of 5 inbound trips during the morning peak period and 5 outbound trips during the evening peak period.

5.2.3. Stage 4-5

Stages 4 and 5 will generate in the order of 4-24 truck movements (2-12 in / 2-12 out) per day which will be spread across a typical 10-hour work day. Characteristics of Stage 4 and 5 truck movements are expected to occur as follows:

- On average, there will be 4 truck movements (2 in / 2 out) per day.
- There will be three (3) 'moderate - high truck volume' days per week for a period of 2-3 months as is necessary to construct the multiple levels of the building and will comprise of:
 - One (1) day of concrete pour: 24 truck movements (12 in / 12 out); followed by,
 - Two (2) days of pre-cast concrete panel delivery and installation: truck movements (6 in / 6 out);

Having regard for the above, on all other days when there is no concrete pouring or delivery and installation of pre-cast concrete panels, the number of truck movements will be substantially less and in the order of 4 truck movements per day.

Stage 4-5 will also generate in the order of 10 light vehicle (worker) movements (5 in / 5 out) per day, which will comprise of 5 inbound trips during the morning peak period and 5 outbound trips during the evening peak period.



5.2.4. Stage 6

Stage 6 will generate in the order of 4-10 heavy vehicle (truck) movements (2-5 in / 2-5 out) per day which will be spread across a typical 10-hour work day.

Stage 6 will also generate in the order of 10 light vehicle (worker) movements (5 in / 5 out) per day, which will comprise of 5 inbound trips during the morning peak period and 5 outbound trips during the evening peak period.

In summary, the above level of traffic generation is considered minimal particularly when considering that this would be distributed over a typical 10-hour work day. Accordingly, the traffic impacts of the proposed construction activities are therefore considered acceptable, as well as being necessary to construct the development.

5.3. Pedestrian & Cyclist Access

The pedestrian management measures throughout the construction period has been discussed in Section 4.3 and will ensure that there will be minimal impact to pedestrians and cyclists.

SafeWork NSW certified traffic controllers will be on-site to manage vehicle access to and from the work area and manage pedestrian movements at the Oxford Street Mall driveway.

5.4. Public Transport

The construction activities will have no impact on the existing public transport services including bus and taxi zones within the vicinity of the site. It is noted that minor delay would be experienced during the exit movements of construction vehicles from the Works Zone however, this is considered to be minimal and would only occur 5-10 times a day which would be spread throughout a typical 10-hour work day.

5.5. Emergency Vehicle Access

The construction activities will have no impact on emergency vehicle access to the site (and along Oxford Street Mall) and accordingly, emergency vehicle access will be available at all times. Should there be a need for emergency vehicle access, on-site workers are to assist as necessary.



6. Conclusions

In summary, this Plan has been prepared to address the construction activities associated with construction of the development at 139 Oxford Street, Bondi, in accordance with Condition 24 of the Consent.

The proposed traffic management arrangements recommended in this Plan satisfy the requirements of the RMS Traffic Control at Worksites Manual, AS 1742.3 and AS 2890.2, and seek to minimise the impact of the construction activities on the surrounding community, in terms of both vehicle traffic and pedestrian amenity. Any minor variation to these standards would be considered acceptable having regard to the constraints inherent by the site and proposed development.

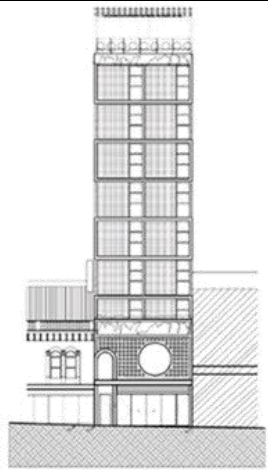


Appendix A



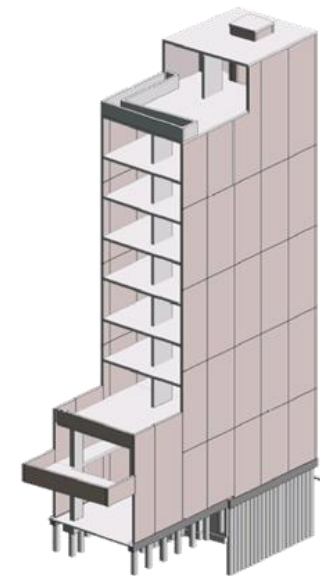


Appendix B



WAVERLEY
COUNCIL

139 OXFORD ST, BONDI JUNCTION
Visual Presentation – Vehicles required for construction







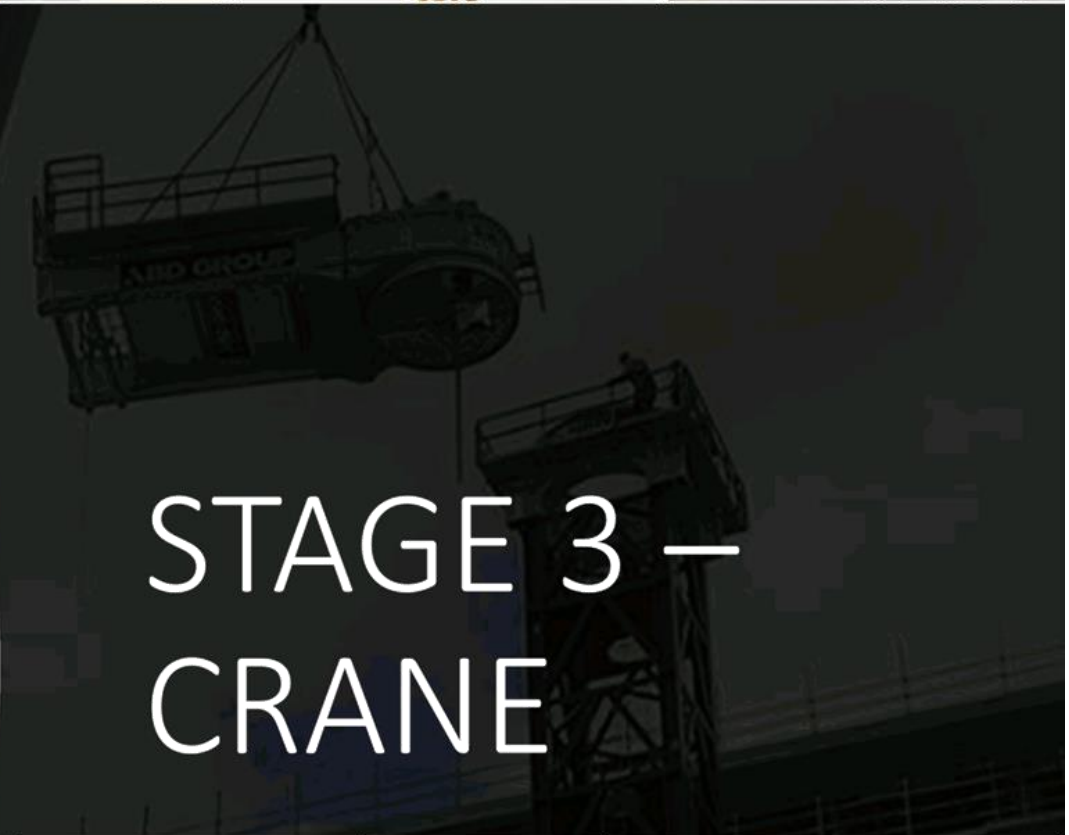
STAGE 1 – DEMOLITION

VEHICLE SIZE	QUANTITY PER DAY	DAYS REQUIRED
Float 14t Excavator – HR (12.5m)	1	2 (float in & float out)
Tipper Truck – under 8.5m	5	5



STAGE 2 – EXCAVATION + SHORING

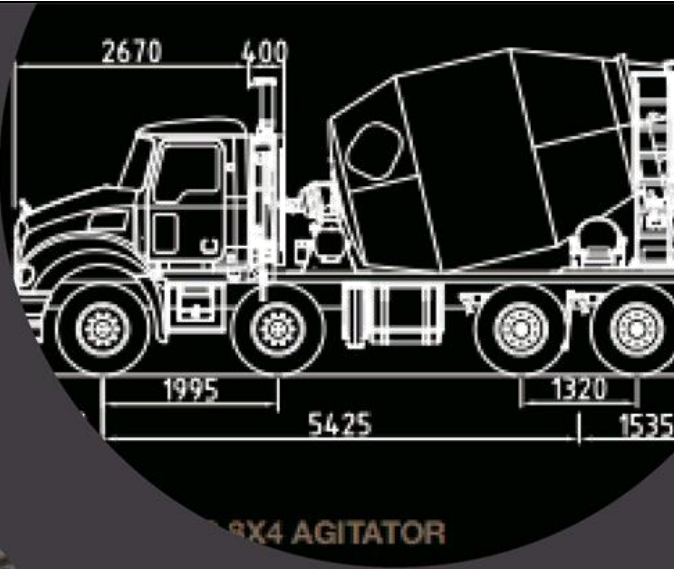
VEHICLE SIZE	QUANTITY PER DAY	DAYS REQUIRED
Float 14t Drill Rig – HR	1	2 (float in & float out)
Float 14t Excavator – HR Possible Rock Saw	1	2 (float in & float out)
Tipper Truck – under 8.5m	5 @ 8m ³ = 40m ³ per day	8 days @ 40m ³ = 320m ³



VEHICLE SIZE	QTY	STAGE
LIEBHERR 290HC	2	Erection/Dismantle
MOBILE CRANE	2	Erection/Dismantle

STAGE 4 – FORMWORK – REO - POUR

VEHICLE SIZE	QTY PER DAY	DAYS REQUIRED
Formwork Delivery	3 per day per stage	12 stages (levels)
Concrete Pour	8 per day per stage	12 stages
Line Pump	1 per day	12 stages





STAGE 5 – PRECAST PANEL INSTALLATION

VEHICLE SIZE	QUANTITY PER DAY	DAYS PER STAGE	STAGES
HR – Delivery Truck	5	2	12
Franna Mini	1	2	12



STAGE 6 – FIT-OUT

VEHICLE SIZE	QTY PER DAY	DAY
Under 8.5m – various sizes	5	Scattered over fit-out period
WORK ZONE	We will also utilise Work Zone on Newland St	Small deliveries – that don’t need the crane

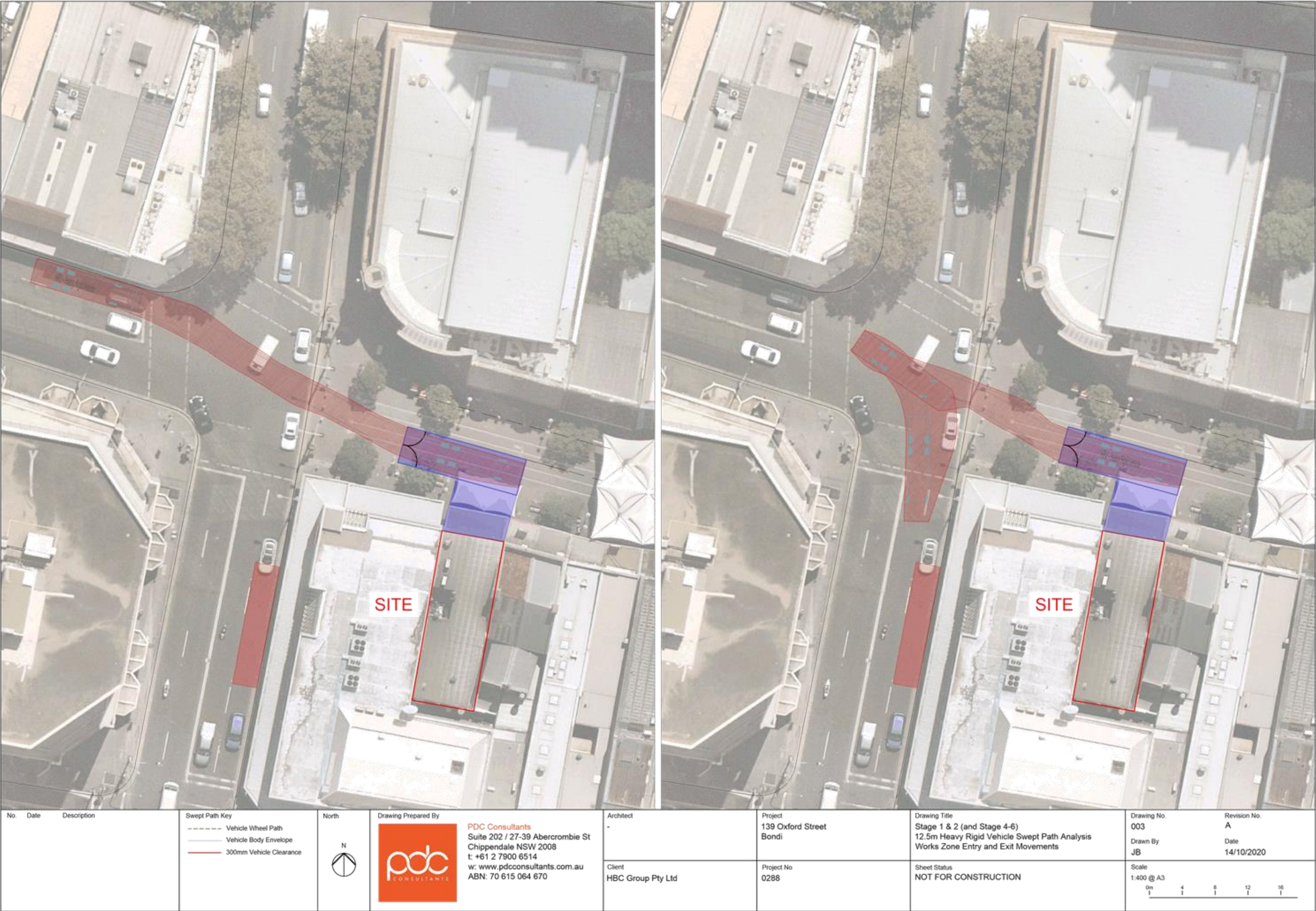


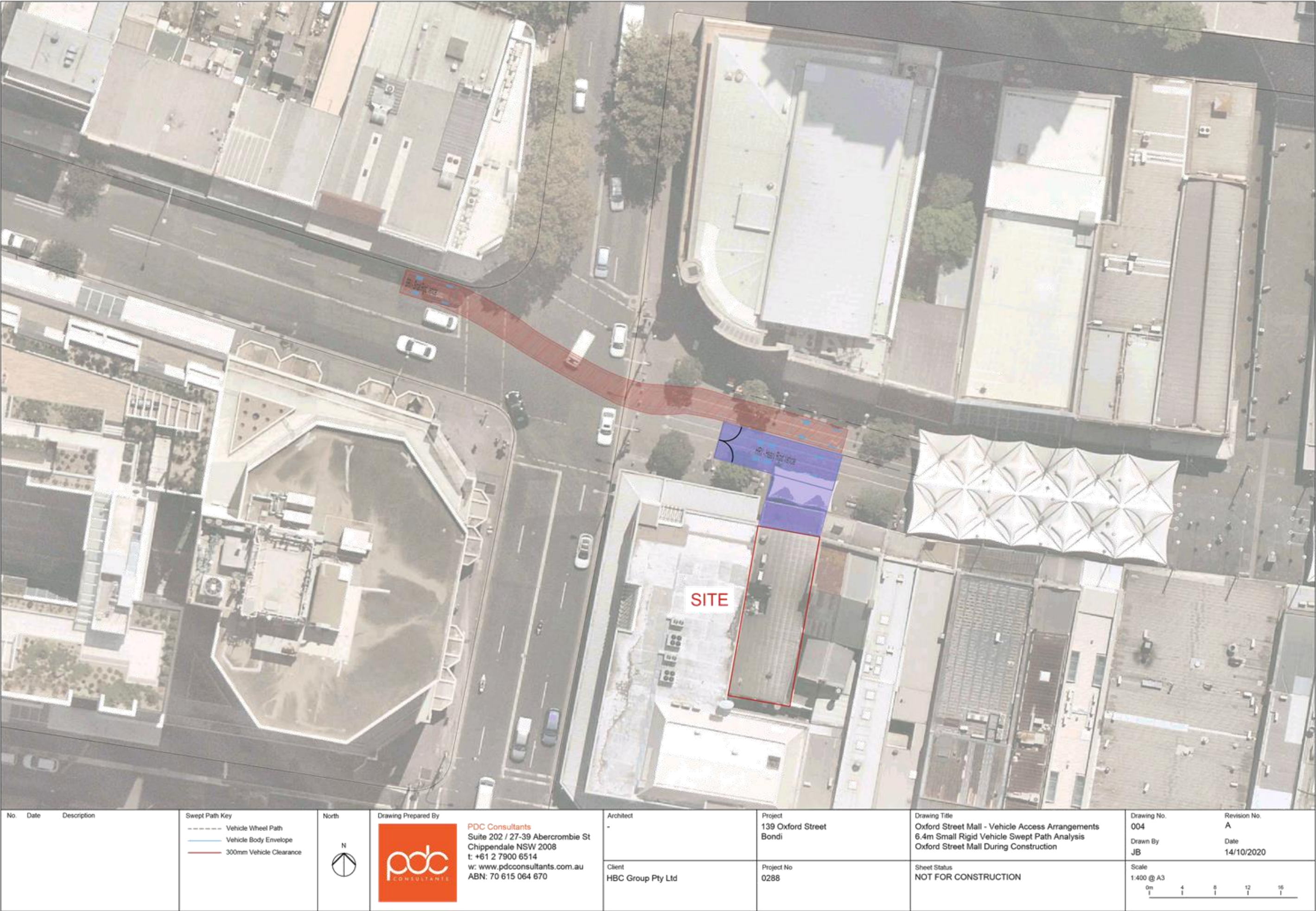
Appendix C



No.	Date	Description	Sweep Path Key	North	Drawing Prepared By	Architect	Project	Drawing Title	Drawing No.	Revision No.
			A-Class Hoarding	N	PDC Consultants	-	139 Oxford Street	Stage 1 & 2	001	A
			B-Class Hoarding		Suite 202 / 27-39 Abercrombie St		Bondi	General Loading & Hoarding Arrangements		
			Work Area		Chippendale NSW 2008				Drawn By	Date
			Works Zone		t: +61 2 7900 6514				JB	14/10/2020
					w: www.pdcconsultants.com.au	Client	Project No	Sheet Status	Scale	
					ABN: 70 615 064 670	HBC Group Pty Ltd	0288	NOT FOR CONSTRUCTION	1:250 @ A3	
									0m 2 4 6 8	



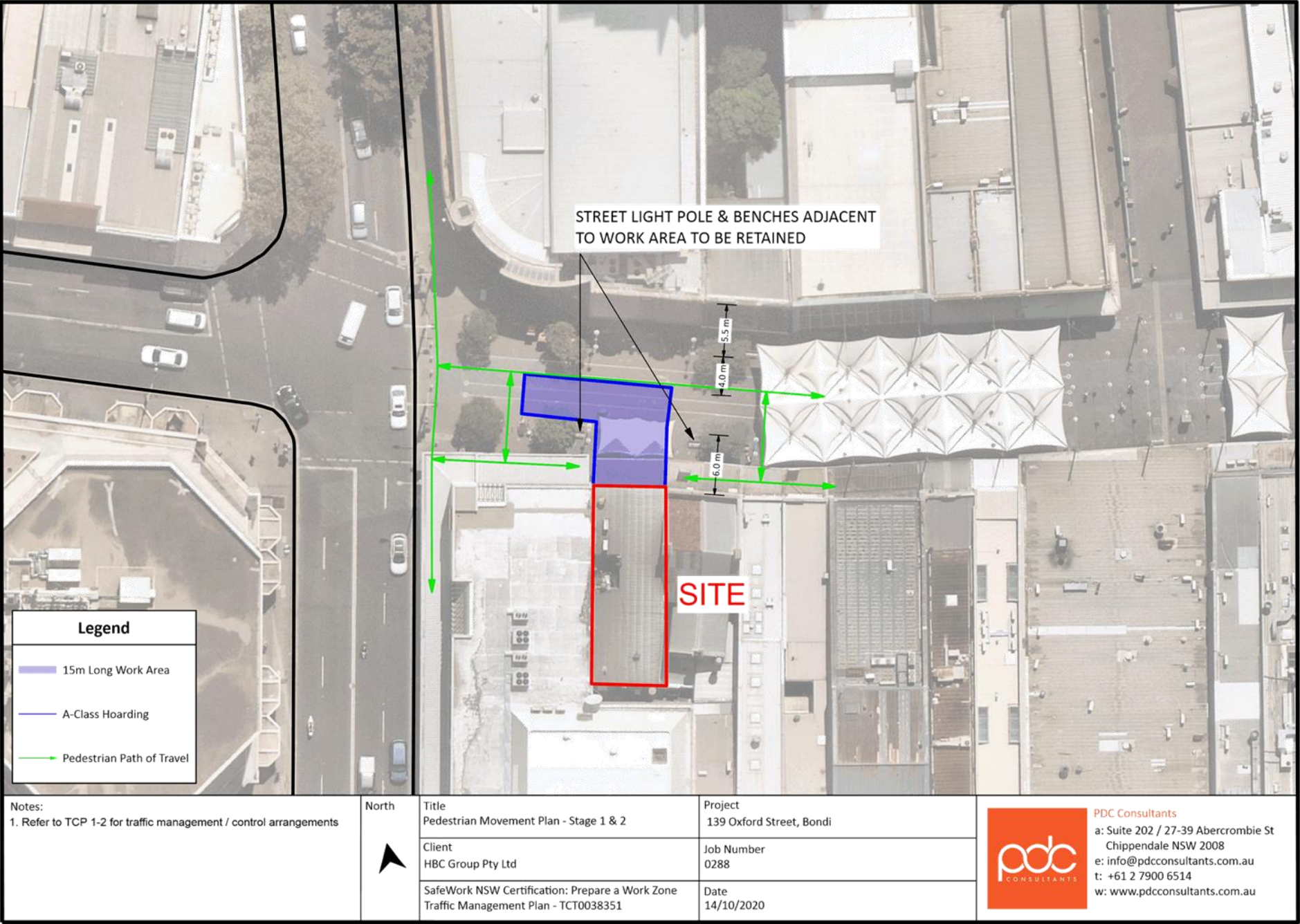


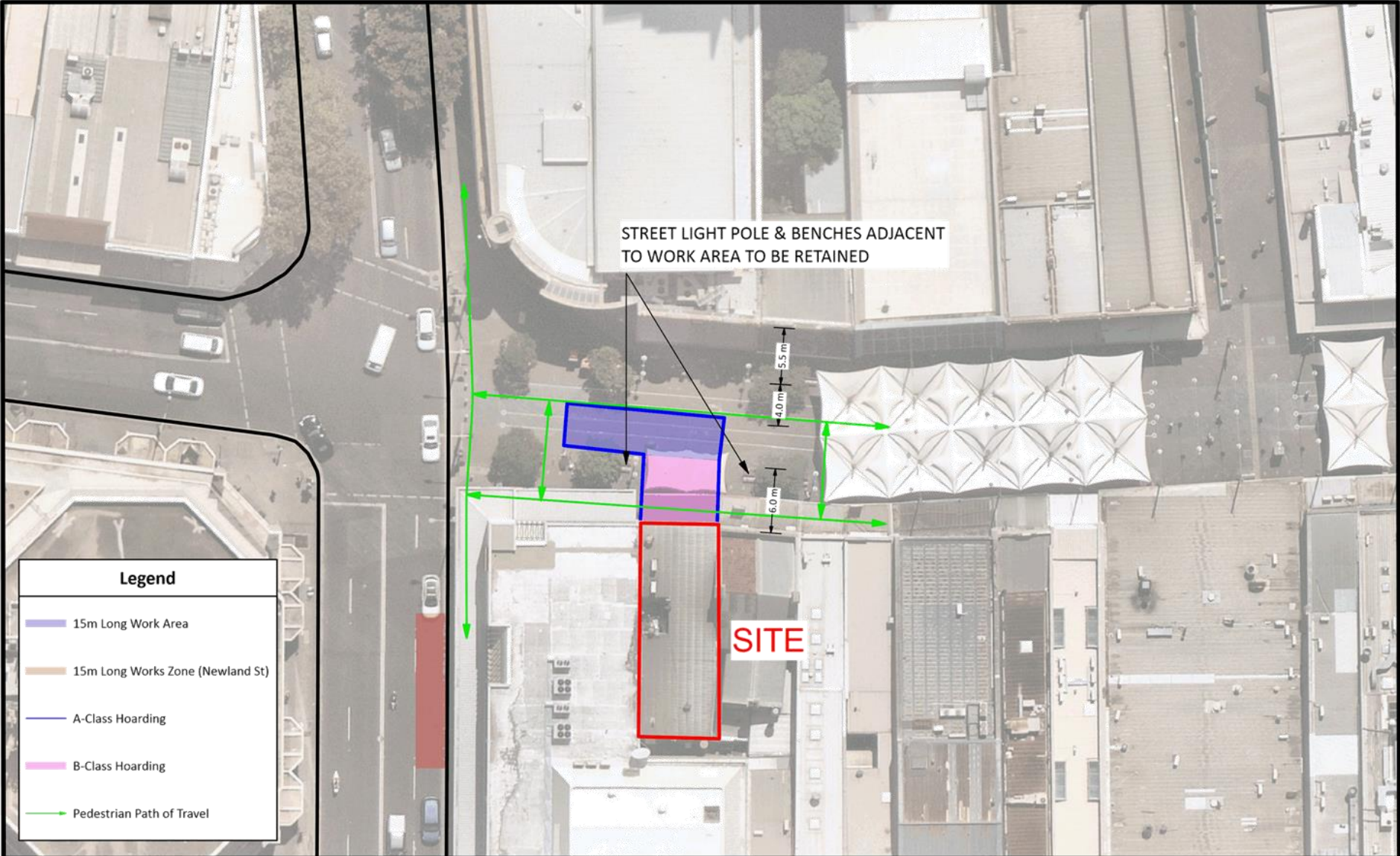






Appendix D

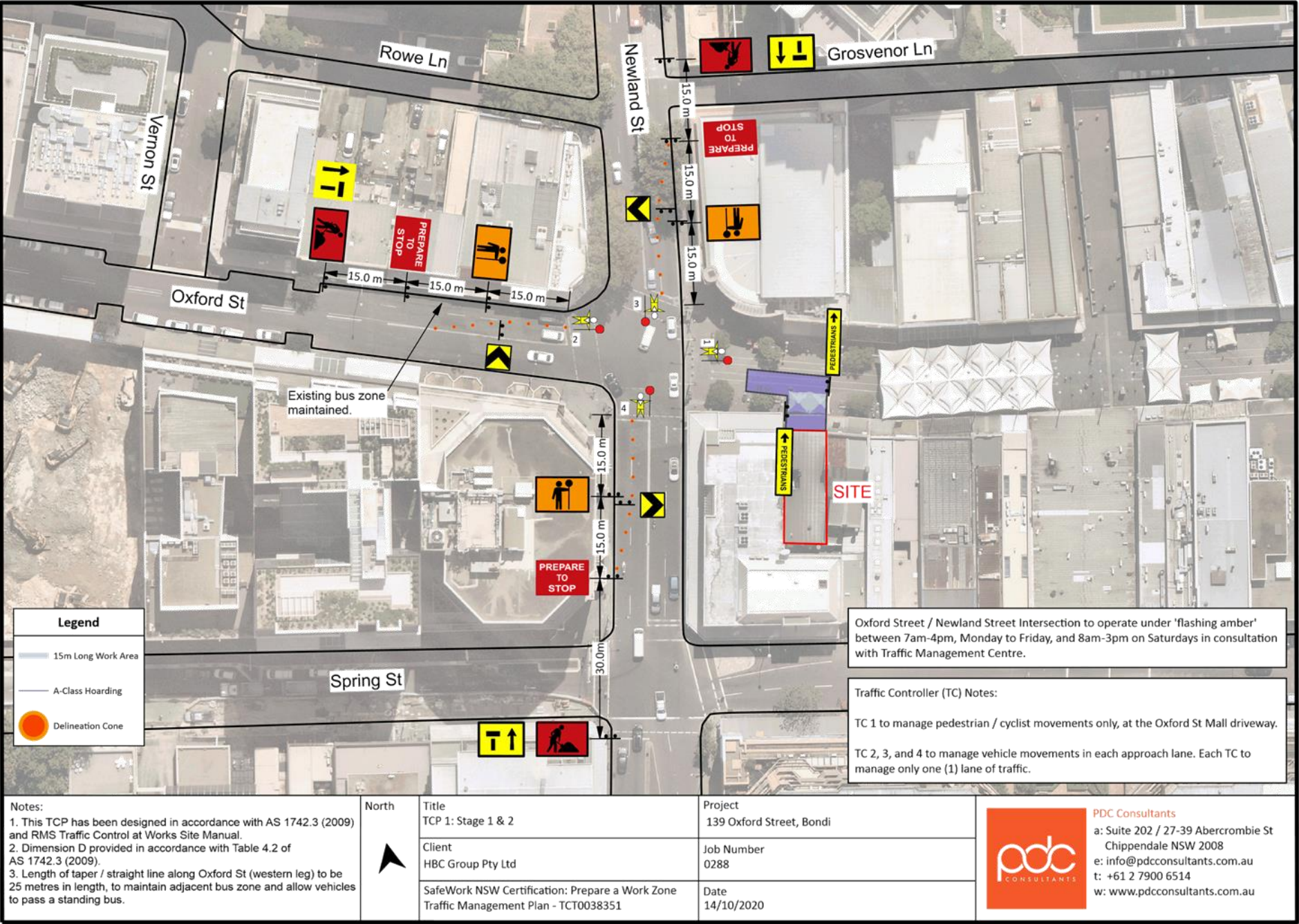


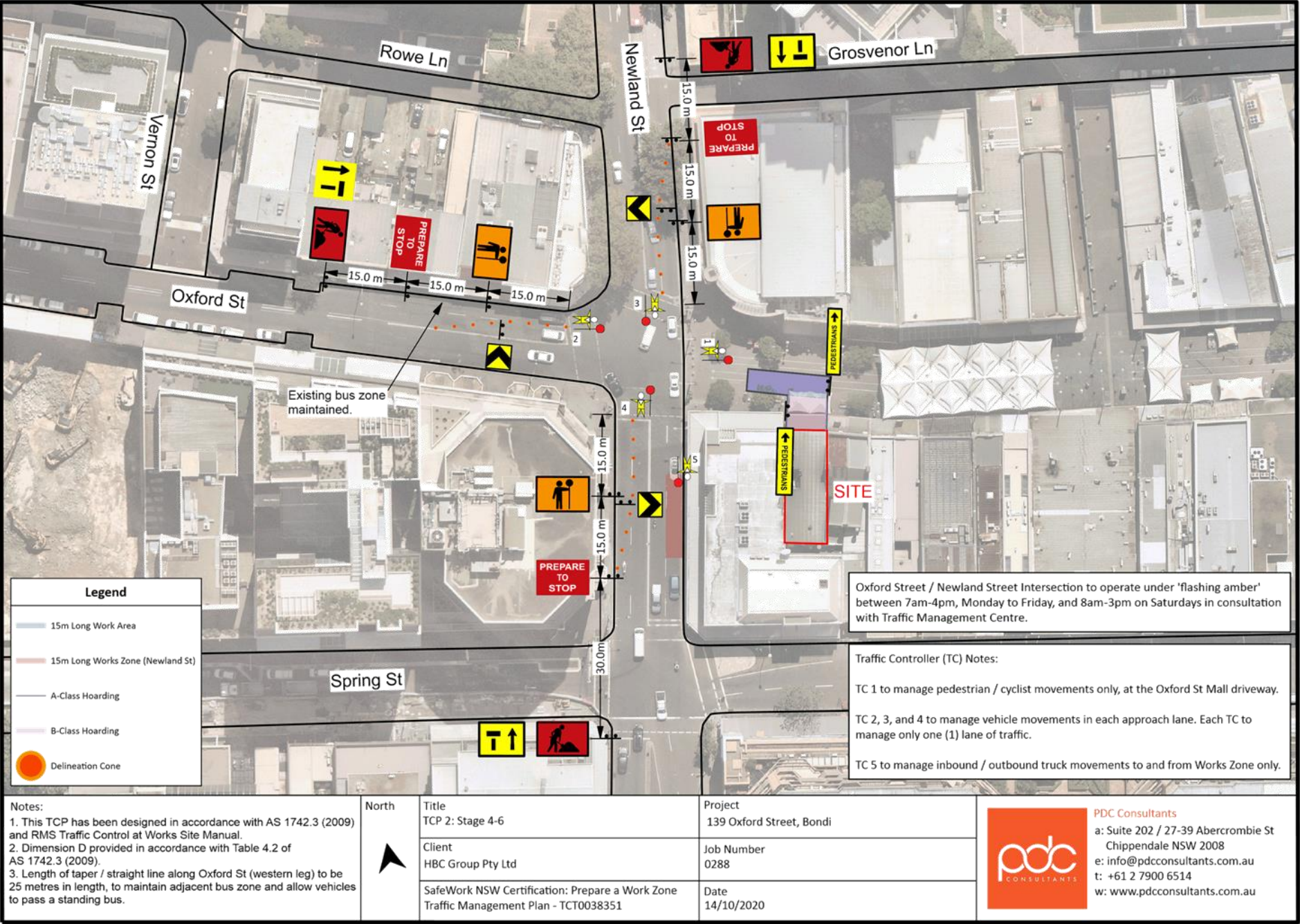


<div>Notes: 1. Refer to TCP 1-2 for traffic management / control arrangements</div>	<div>North </div>	<div>Title Pedestrian Movement Plan - Stage 4-6</div>	<div>Project 139 Oxford Street, Bondi</div>	<div><div>PDC Consultants a: Suite 202 / 27-39 Abercrombie St Chippendale NSW 2008 e: info@pdcconsultants.com.au t: +61 2 7900 6514 w: www.pdcconsultants.com.au</div></div>
		<div>Client HBC Group Pty Ltd</div>	<div>Job Number 0288</div>	
		<div>SafeWork NSW Certification: Prepare a Work Zone Traffic Management Plan - TCT0038351</div>	<div>Date 14/10/2020</div>	



Appendix E





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REPORT
TC/C.07/20.11

Subject: 9 Scott Street, Bronte - Temporary Road Closures for Modular Housing Delivery

TRIM No: DA-171/2019

Author: Malik Almuhanha, Senior Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the temporary closure of Scott Street between Marroo Street and Pacific Lane, and Marroo Street between Boundary Street and Chesterfield Parade, Bronte, over two days during a working week (7.00 am on day 1 to 11.30 pm on day 2) on dates to be agreed with Council, in accordance with the Construction Traffic and People Plan of Management attached to the report, subject to the applicant:
 - (a) Notifying NSW Police and Transport for NSW and obtaining relevant approvals.
 - (b) Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue.
 - (c) Notifying affected residents and businesses at least 5 working days prior to the event, with a follow-up notification on the day prior to day 1 of the closure.
 - (d) Obtaining relevant approvals from the National Heavy Vehicle Regulator (NHVR).
 - (e) Abiding by the attached conditioned approval from Randwick City Council to occupy parking spaces on roads within the Randwick local government area.
 - (f) Obtaining approval of any tree pruning from Council's tree management team.
 - (g) Ensuring access to affected residents and liaising with other residents, schools and businesses during the duration of the temporary closure.
 - (h) Using Transport-for-NSW-accredited traffic controllers.
 - (i) Covering all costs associated with closing the road, including traffic control.
 - (j) Completing all works by 11.30 pm on day 2 when full access to Scott Street and Marroo Street will be restored.
2. Delegates authority to the Executive Manager, Infrastructure Services, to approve the dates that the operation will occur.
3. Requires a Council compliance officer to be on-site during the day of the modular housing crane lift

at the applicant's expense.

1. Executive Summary

Council has received an application from Modscape Modular Builders requesting a temporary road closure in:

- Scott Street between Marroo Street and Pacific Lane.
- Marroo Street between Boundary Street and Chesterfield Parade, Bronte.

The proposed closure is to facilitate the delivery and installation of a modular home at 9 Scott Street, Bronte.

A copy of the Install Management Plan submitted by the applicant for the proposed road closures, and other aspects of the construction, is attached.

The installation of the modules involves three stages:

- Stage 1 – Pre-installation works.
- Stage 2 – Installation works (road closure).
- Stage 3 – Post-installation works.

The proposed closures will occur during the stage 2 installation works. It will affect Scott Street and Marroo Street over two days. The road closures will start from 7.00 am on day 1 until 11.30 pm on day 2.

The applicant has nominated a Wednesday and a Thursday for the operation. Actual days and dates may vary and are to be approved by Executive Manager, Infrastructure Services.

A National Heavy Vehicle Regulator (NHVR) permit will be obtained for the approach and departure routes for a crane and 10 oversize trucks as part of stage 2. Council approval will be required for the use of local roads including Scott Street, Boundary Street, Marroo Street, and Chesterfield Parade.

Truck routes for stage 1 and stage 3 do not require NHVR approval or Traffic Committee review, as the truck lengths will comply with current restrictions for general access. Council will need to exercise its delegated functions to approve the proposal.

Parking restrictions will be in place during the works on roads within the Waverley and Randwick Local government areas (LGAs). Affected roads where on-street parking will be removed for one-and-a-half to two days are:

- Streets within the Waverley LGA:
 - Scott Street – between Pacific Lane and Marroo Street.
 - Marroo Street – between Boundary Street and Chesterfield Parade.
 - Arden Street – between Boundary Street and MacPherson Street.
- Streets within the Randwick LGA:
 - Boundary Street – between Arden Street and Marroo Street.
 - Winchester Road – between Winchester Lane and Boundary Street.

The parking restrictions will have significant negative impacts on residents. The works are planned during school holidays to minimise impact on Clovelly Public School.

Randwick Council has expressed concerns about the implementation of the parking restrictions and liaison with residents. A separate conditional approval from Randwick Council in relation to implementation of parking restrictions on Randwick Council roads was granted and is attached to the report.



Figure 1. Site location.

2. Introduction/Background

The development

The development at 9 Scott Street involves the demolition of existing structures and construction of a new two-storey dwelling with an integrated garage and a swimming pool at the rear (DA-171/2019).

Resident consultation and notification

Subject to approval, the applicant will notify residents of the proposed road closure at least five working days prior to day 1 of the closure, with a follow-up notification on the day prior to day 1 of the closure.

A contact person will be available throughout the duration of the works.

The consultation area specified by Council is shown in Figure 2. A copy of the consultation letter to be delivered by the applicant to affected residents is contained in the attached Construction Vehicle and Pedestrian Plan of Management (CVPPM).

Modscape initially consulted residents on 14 and 15 October 2020, as shown in Figure 3.

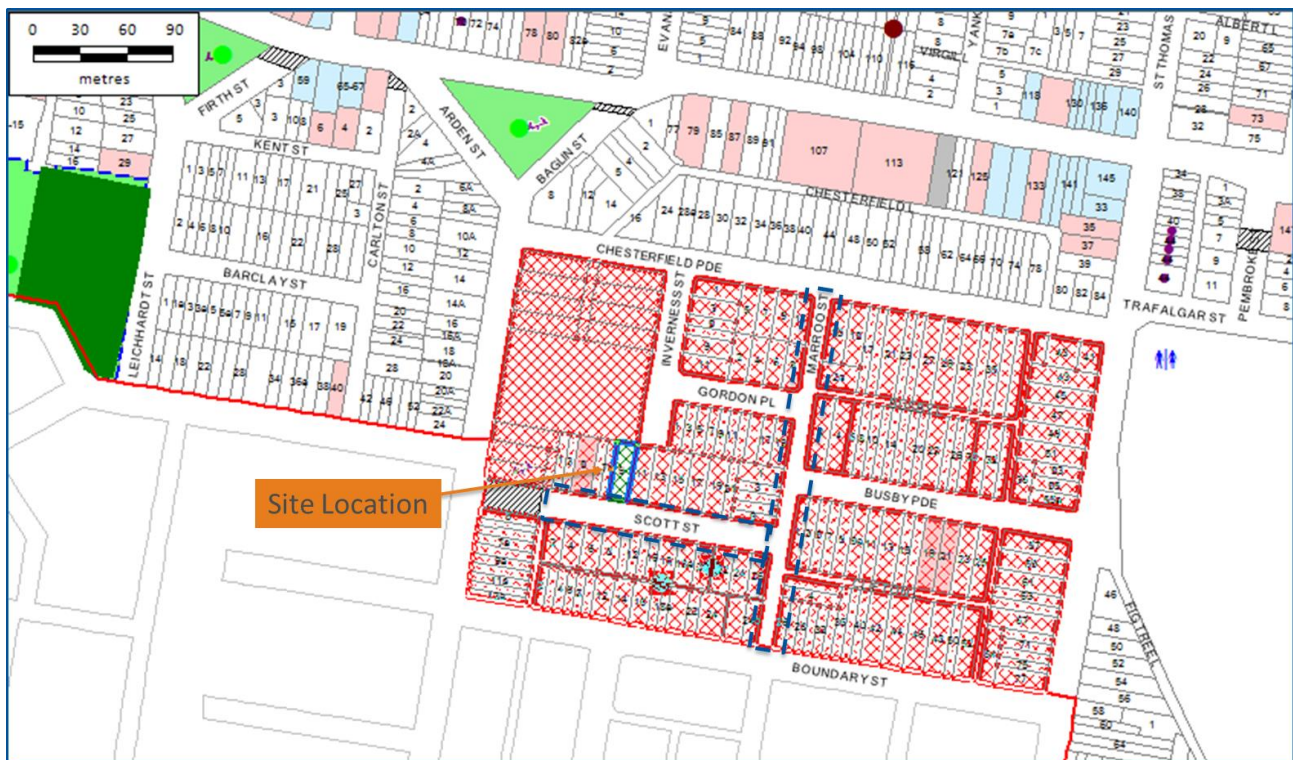


Figure 2. Consultation area within Waverly LGA.

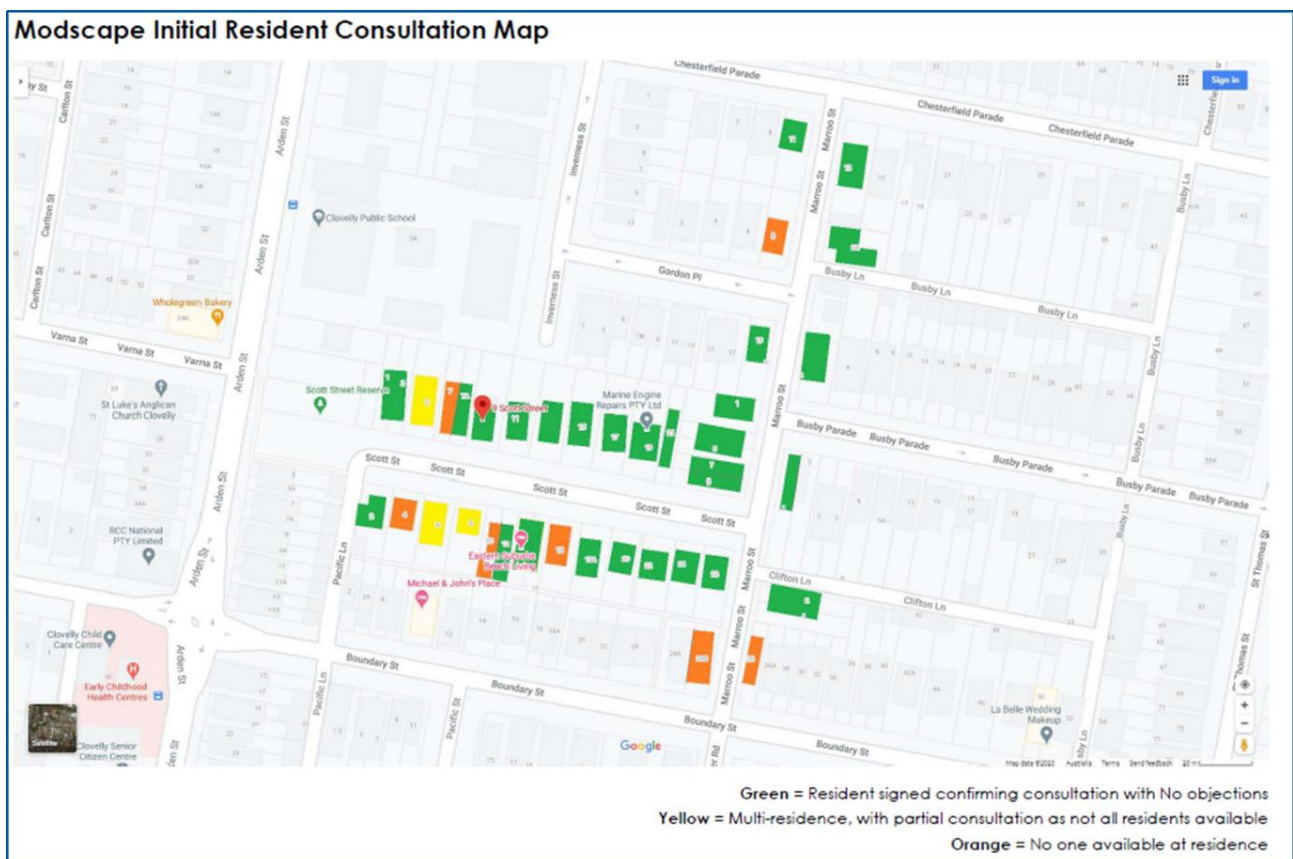


Figure 3. Initial consultation by Modscape.

3. Technical Analysis

Schedule of operations

Traffic control plans for the proposed operations are contained in the attached CVPPM. Ten trucks will access the site during the delivery as per the delivery schedule detailed in Table 1.

Inbound trucks are subject to over-size restrictions limiting to operation within the Sydney metropolitan area to night-time operations. These trucks must be at the delivery point (Scott Street) by 6.00 am.

Outbound trucks are not subject to time restrictions after modules are unloaded.

Table 1. Schedule of trucks delivering housing modules.

Truck size including Module Load					
Truck / Lift Seq.	Module	Width (mm)	Length (mm)	Height (mm)	Total Weight (t)
Truck 1	Module E	3085	17407	3510	31
Truck 2	Module D	4209	17407	4510	31
Truck 3	Module C	4500	17407	4510	31
Truck 4	Module B	4500	17407	4510	31
Truck 5	Module A	3258	17407	4510	31
Truck 6	Module J	3450	17321	4575	31
Truck 7	Module I	3260	17321	4575	31
Truck 8	Module H	3900	17321	4575	31
Truck 9	Module G	4500	17321	4575	31
Truck 10	Module F	4480	17321	4575	31

Key activities during the operation are:

- Day 1:
 - 7.00 am – Commencement of traffic management to restrict parking.
 - 11.30 pm – Commencement of closure outside Scott Street.
 - 12.00 pm to 6.00 pm day 1 – Delivery of crane components and setup of crane.
- Day 2:
 - 10.00 pm day 1 to 3.00 am day 2 – Module delivery; arrival of 10 oversized truck containing modules by 6.00 am to meet NHVR time restrictions. Trucks are parked in a nominated sequence outlined in the attached CVPPM.
 - 7.00 am to 6.00 pm – Modules are transferred to the building site.
 - 6.00 pm to 11.30 pm – Crane is demobilised and removed from Scott Street. Scott Street and Marroo Street are to be fully opened to general traffic by 11.30 pm.

The applicant has nominated a Wednesday and a Thursday for the operation. Actual days and dates are to be approved by Executive Manager, Infrastructure Services.

Pedestrians and driveway access

The applicant will have on-site traffic controllers to ensure safe passage of pedestrians and cars to and from individual houses.

Implications for on-street parking

On-street parking on Scott Street and Marroo Street as well as parts of Boundary Street will not be available from midday in day 1 to 11.30 pm on day 2 of the operation, which will have a major impact on residents during this time.

Figure 4 shows the parking restrictions proposed by the applicant to complete the installation of the housing modules. The restrictions are marked as:

- **Stage 1P Waverley LGA** → Parking to be removed as cars depart from the street from 7.00 am day 1 and restored after 11.30 pm day 2.
- **Stage 2P Waverley LGA** → Parking to be removed as cars depart from the street from 6.00 pm day 1 and restored after 11.30 pm day 2.
- **Stage 2P Randwick LGA** → Parking to be removed as cars depart from the street from 6.00pm day 1 and restored after 11.30 pm day 2.



Figure 4. Approximate number of affected parking spaces by LGA.

4. Financial Information for Council's Consideration

The applicant will be required to meet the cost of all traffic control, Council supervision, NSW Police presence (if required) and damage restoration associated with the road closure.

5. Attachments

1. Construction Vehicle and Pedestrian Plan of Management [↓](#)
2. Randwick City Council Approval [↓](#)

PROPOSED RESIDENTIAL DEVELOPMENT

9 SCOTT STREET, BRONTE

Construction Vehicle and Pedestrian Plan of Management

17th November 2020

MODSCAPE.

MODULAR BUILDER
TRAFFIC AND TRAFFIC REPORT
430 Francis Street
Brooklyn VIC 3012
Tel: (03) 9316 6000
Email: robert@modscape.com.au

MODSCAPE.**TABLE OF CONTENTS**

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APPENDIX A	ARCHITECTURAL PLANS
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APPENDIX C	MODULES/TRUCK SIZES
APPENDIX D	TURNING PATH ASSESSMENT
APPENDIX E	TRAFFIC CONTROL PLAN <i>(Not obtained yet)</i>
APPENDIX F	CRANE LIFT STUDY/RISK ASSESSMENT
APPENDIX G	RESIDENT CONSULTANT & NOTIFICATION
APPENDIX H	PROPOSED RUNNING SHEET FOR INSTALLATION

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LIST OF ILLUSTRATIONS

FIGURE 1	SITE PLAN
FIGURE 2	VEHICLE ROUTE

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1.0 INTRODUCTION

The client has received approval for the construction of a new two story dwelling house with integrated garage below, swimming pool and fencing at 9 Scott Street, Bronte (ref: DA-171/2109/A).

This Construction Vehicle and Pedestrian Plan of Management has been prepared to assist council and or others understand the building process involved in the new dwelling and any impacts that may arise with the installation of a modular dwelling.

The proposed building is to be a pre-fabricated building constructed off-site. The proposed building methodology is a full welded steel structure which comprises 10 modules in total. Each module will be independent when fabricated off-site and transported individually, but upon installation on-site, the dwelling will be welded and bolted together to form one complete diaphragm. The modules are design, engineered, built and installed using fully qualified contractors and consultants.

Modscape has been in business for over 11 years and have successfully delivered hundreds of new projects across Australia.

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2.0 PROPOSED DEVELOPMENT

2.1 SITE, CONTEXT AND EXISTING USE

The Site (Figure 1) is Lot 7 of DP82771 which occupies a rectangular shaped block of approximate 447m² with a street frontage to 9 Scott Street.

The Site is adjoined by residential dwellings, while there are several parks, schools and other types of accommodation in the surrounding area.

The Site is currently vacant with an existing dwelling that was left partially constructed.

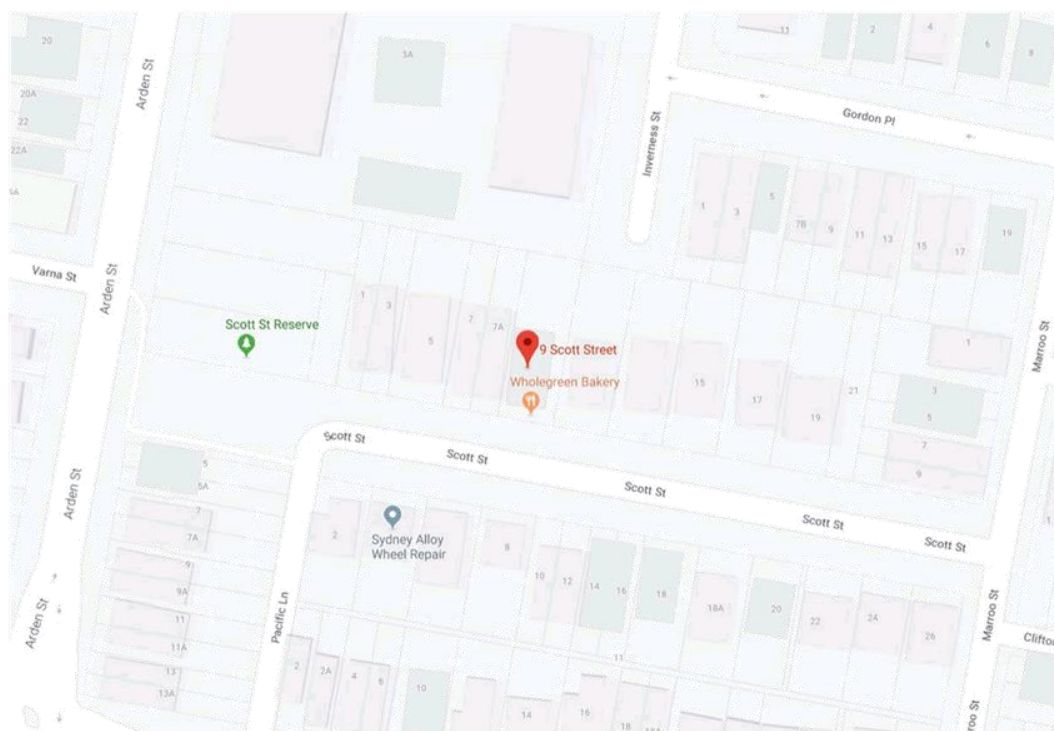


FIGURE 1 SITE PLAN

2.2 PROPOSED DEVELOPMENT

It is proposed to demolish the existing house and construct a new dwelling on the property.

The proposed dwelling consists of;

- 5 Bedrooms with bathrooms
- Living, Dining and Kitchen

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- Rumpus and Study
- Laundry
- Garage
- Swimming pool
- External landscaping.

The proposed Swimming pool and landscaping will be undertaken by others

A copy of the proposed Architectural Plans are provided in Appendix A.

A copy of the Town Planning Drawings have been submitted to council for DA approval.

2.3 CONSTRUCTION PROGRAM

The proposed timelines for various stages of the works are as follows;

Demolition	1 weeks
Earthworks/In-Ground Services	6 weeks
Offsite Construction	12 weeks
Module Delivery & Installation	1 week
Post installations works	4 weeks
Total Site Works	12 weeks

The total construction program including all offsite construction is 16 weeks is considerably less than an average conventional building.

2.4 CONSTRUCTION PROCESS

The proposed development will be a new modular dwelling, which will comprise of on-site works and off-site works.

The works are best separated into 3 stages;

- Stage 1 – Pre-Installation Works
- Stage 2 – Off-Site Manufacturing and Installation Works
- Stage 3 – Post Installation Works

Stage 1 works will consist of Demolition, Earthworks and in-ground services and considered the enabling works prior to the installation of the modules.

Stage 2 works will consist of the off-site manufacture of the dwelling and the process of transportation and installation of the modules. The works are built off-site in a controlled environment in Brooklyn, Victoria. The dwelling is a fully welded structural steel frame which is then manufactured completely off-site. Each module is non-typical in size and site dependant. The installation of the dwelling is achieved by a crane lift on-site undertaken by a suitably qualified crane contractor.

Examples of Modscape residential dwellings can be found on our website www.modscape.com.au

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Stage 3 works will consist of the completion post the installation of the modules (i.e installation of floor coverings and final commissioning of services)

3.0 TRAFFIC CONDITIONS

3.1 TRAFFIC CONDITIONS

Observations of traffic activity via the proposed vehicle route on the main arterial as well as the ancillary road to enter site for the modular installation was completed during typical morning, business and afternoon peak periods.

The observations revealed relatively free flowing conditions except for minor stoppages due to signal operations and any on-street parking/stoppages.

A Traffic Management Plan and VMS Board will be required for the assistance of the installation of the modular buildings. Applications will be submitted to council for approval upon DA approval.

3.2 TRANSPORT SERVICES

Our Traffic Management Plan and Traffic Control Plan will take public transport routes into consideration and alternative routes will be provided at all times to maintain transport services.

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4.0 PROPOSED CONSTRUCTION TRAFFIC MANAGEMENT PLAN

As described previously, there are 3no. stages throughout the project lifecycle. They are as follows;

- Stage 1 – Pre-installation Works
- Stage 2 – Installation Works
- Stage 3 – Post Installation Works

4.1 CONSTRUCTION VEHICLE ROUTE

All trucks involved during Stage 1 and Stage 3, including but not limited to demolition and earthworks machinery, will access the site normally.

The approach and departure route for the crane and articulated trailer for Stage 2 module delivery and installation will be applied for to the National Heavy Vehicle Regulator (NHVR) and will go through the typical application process.

It is confirmed that Modscape transport subcontractor Nunn Bros Haulage has already been to site to assess the vehicle route. Their proposed entry to Scott Street is shown in Figure 2.



FIGURE 2 VEHICLE ROUTE

It is proposed that the laydown area for the articulated trucks is along Scott Street and partial use of Marroo Street.

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To enable the installation to occur we confirm that we will require a road closure in Scott Street and partial road closure on Marroo Street. The confirmed times/dates will be based on the approval given to us by council, however, a full Traffic Control Plan

will be issued to council For Approval once we have confirmed conditions as set out in the DA approval.

Modscape can confirm that a swept path assessment has been undertaken and was deemed achievable. These details are provided in Appendix D

4.2 VEHICLE MOVEMENTS

The proposed truck and vehicle movements are as follows;

- Stage 1 – Pre-Installation Works
 - Demolition – 2 per day
 - Earthworks/In-Ground Services – 2 to 3 per day
- Stage 2 – Installation Works
 - Vehicle movement will be confirmed upon application, however the proposed running sheet during the installation works is described in Appendix H
- Stage 3 – Post Installation Works
 - Services Trades – 2 to 3 per day
 - Finishing Trades – 3 to 4 per day

4.3 CONSTRUCTION HOURS

The approved hours of on-site construction during Stage 1 and Stage 3 works will be determined as part of the DA Process.

The approved hours of installation works will be determined upon application to council and the NVHR.

4.4 MATERIALS HANDLING

All deliveries during Stage 1 will loaded/unloaded within the work zone (i.e the site).

There will be minimal to no deliveries once the modules have been installed as all works will have been completed prior to arrival. Any materials that are required post installation will have already been loaded into the building to enable for completion of works.

4.5 SITE INDUCTION

All workers and visitors on the site will be subject to a formal site induction process and all the inductions will be performed specific to each trades according to Modscape OH&S requirements.

4.6 TRAFFIC CONTROL PLANS

Traffic Control Plans will be prepared by a suitably qualified Traffic Control contractor and will be submitted to Council for approval.
There will be 2 Traffic Control Plans for the project.

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1. Stage 1 and Stage 3 for all on-site works.
2. Stage 2 for installation works. A copy of this will be submitted upon DA approval, which will confirm date and time of works to be completed. This will enable a full TCP to be detailed for submission.

While traffic restrictions are in place Modscape and the traffic management provider will be taking all necessary steps to accommodate the needs and requirements of the affected residents. Traffic control will be in place to guide residents in their vehicles to and from their driveways.

4.7 PEDESTRIAN MANAGEMENT

Site Fencing will be installed at all times on the site boundary. Footpaths will be accessible at all times, apart from any deliveries, during Stage 1 and Stage 3 of the works.

Full Traffic Management will be in place during Stage 2 installation works. RMS accredited Traffic Controllers will be on-site at all times, as well as Senior Modscape management.

4.8 HOARDINGS

Site Fencing will be installed at all times. Any other conditions will be adhered to as required.

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5.0 CRANAGE WORKS

We note that we will require a crane lift for the modular building, which are works pertaining to Stage 2 as noted above.

It is confirmed that Modscape crane subcontractor Melrose Cranes has already been to site to assess the access and lift capacities and any restrictions.

5.1 CRANE LIFTING PLAN

A proposed crane lifting plan has been developed and a copy of this is provided in Appendix F.

It proposed that the crane will be located on Scott Stret and lift the modules from the street.

An assessment has been completed and confirmed that a 300T crane will be appropriate for the works.

5.2 RISK ASSESSMENT

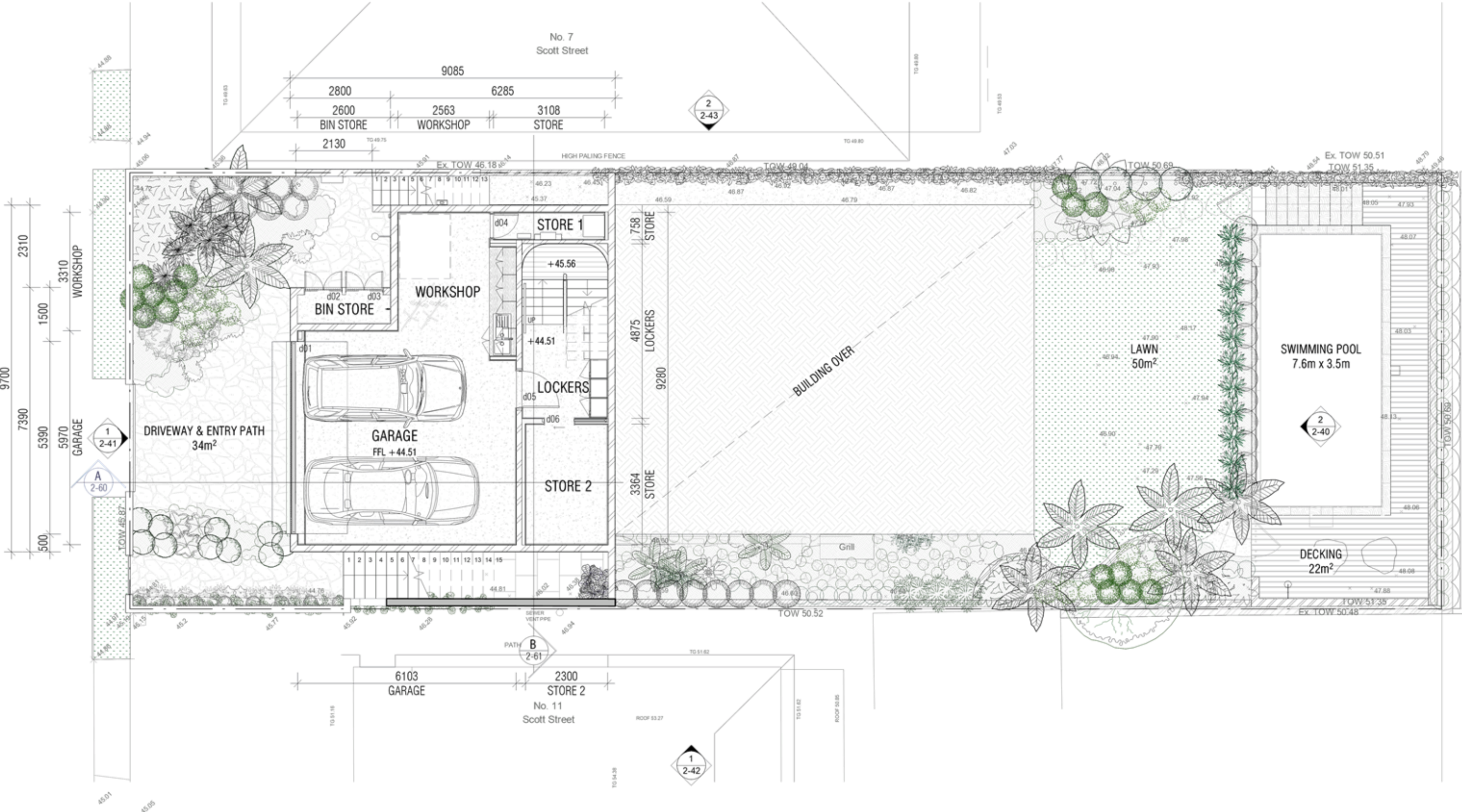
A site inspection has been completed and the key items that was identified was that Tiger Tales are required from Number 4 across to Number 7.

We will need to lower and temporarily remove powerlines to house Numbers 11, 13 and 15. This will be done at the expense of Modscape, all required temporary generators and refuelling will be provided by Modscape.

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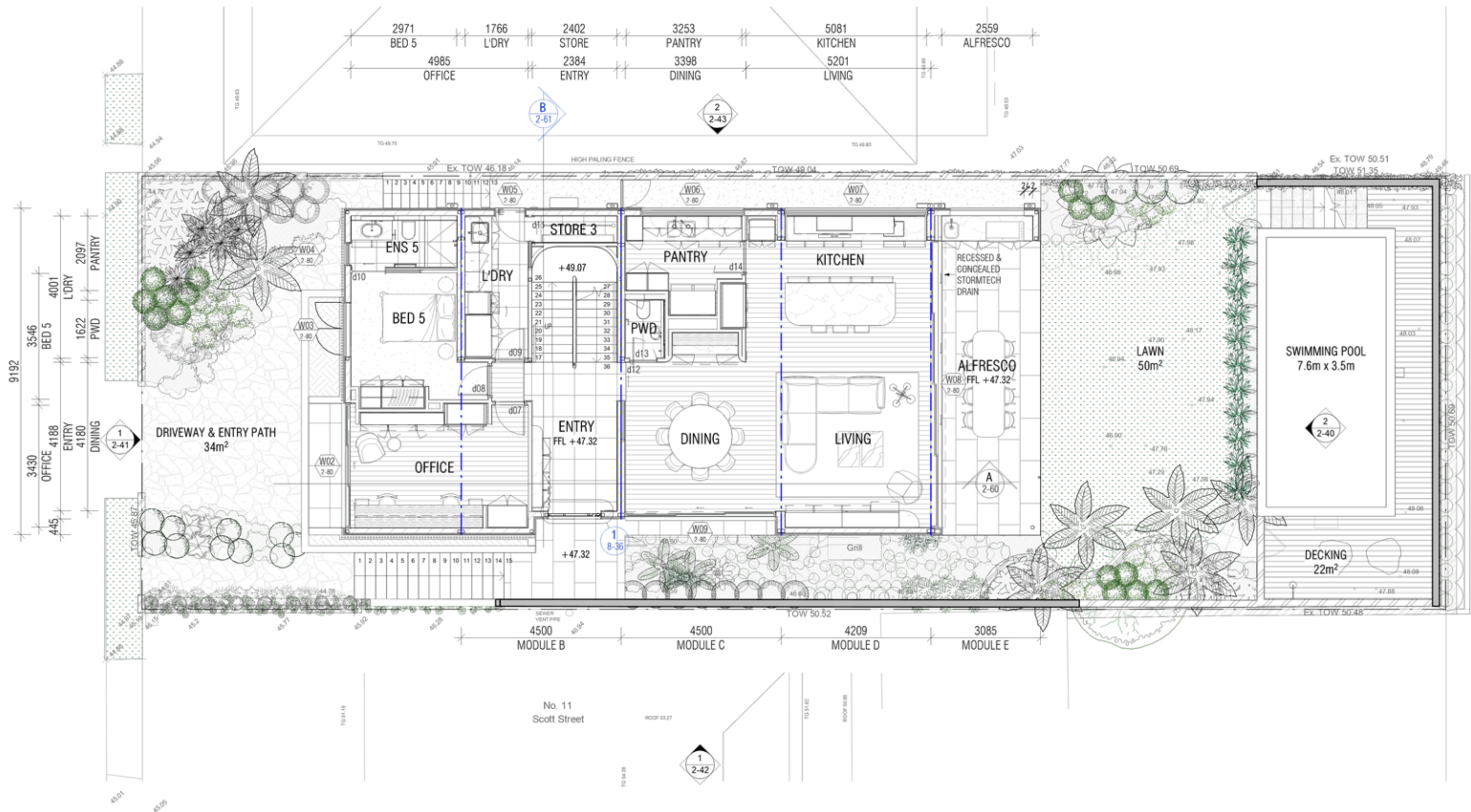
APPENDIX A

ARCHITECTURAL PLANS



CONSTRUCTION ISSUE

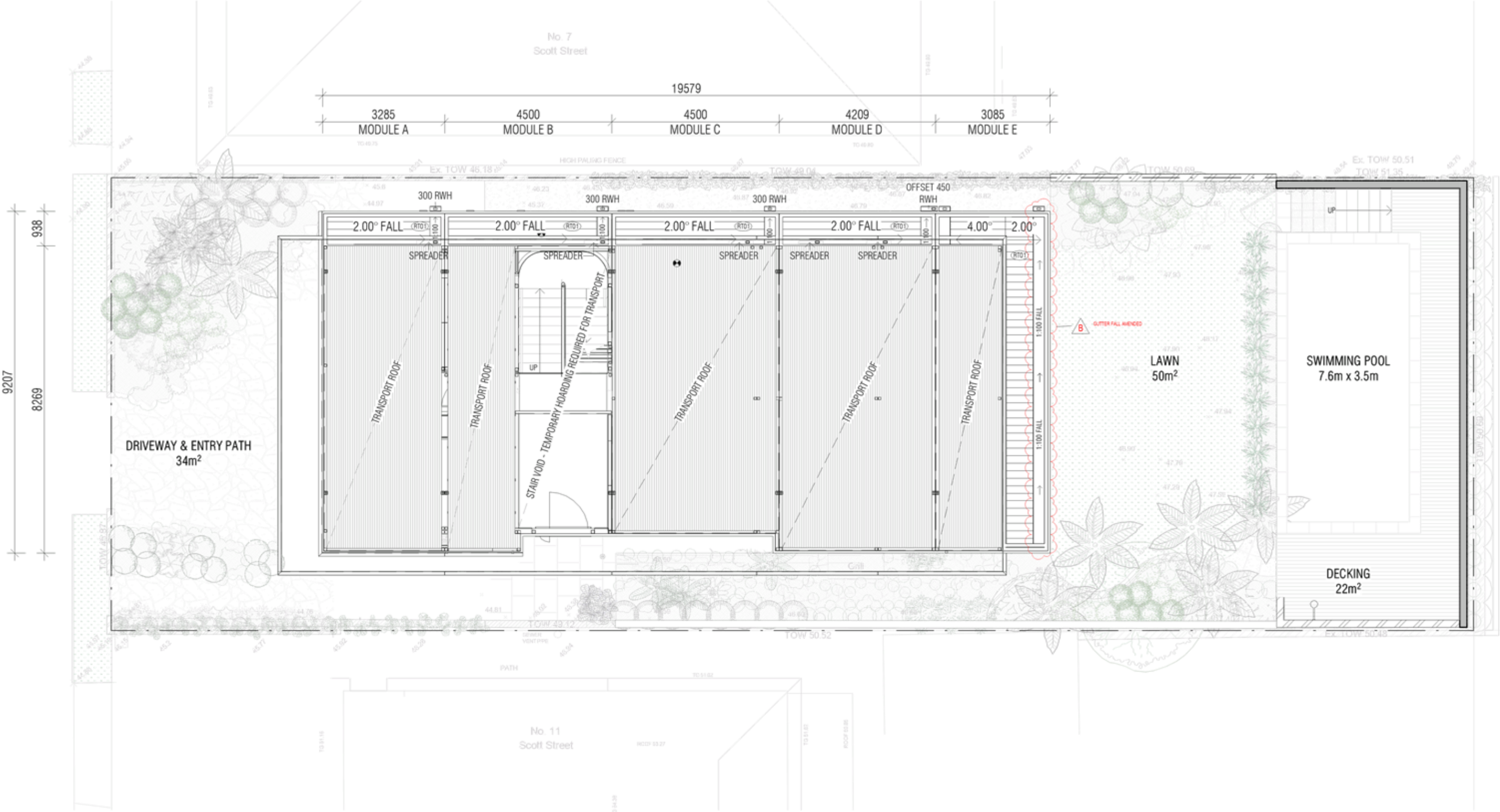
<div>A</div> <div>CONSTRUCTION ISSUE</div> <div>17.07.20</div> <div>AC</div>				<div>Design Manager:</div> <div>Design Manager:</div> <div>Technical:</div> <div>Design Intent:</div>		<div>(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD</div>		<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012</div> <div>Ph 93166000</div>		<div></div>		<div>Michael & Jerrie Alp</div> <div>9 Scott Street, Bronte, NSW, 2024</div>		<div>Architectural Set</div> <div>Garage Floor Plan</div> <div>AC</div> <div>JULY 2020</div> <div>Drawn</div> <div>Date</div>		<div>Drawing No.</div> <div>2-00</div> <div>1 : 100</div> <div>Scale</div>		<div>Revision</div> <div>A</div> <div>A3</div> <div>Sheet Size</div> <div>486</div> <div>Job No.</div>	
revision				sign off		copyright		company		orientation		project		drawing		details			



CONSTRUCTION ISSUE

<div>A</div> <div>CONSTRUCTION ISSUE</div> <div>17.07.20</div> <div>AC</div>				<div>Design Manager:</div> <div>Design Manager:</div> <div>Technical:</div> <div>Design Intent:</div>		<div>(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD</div>		<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012</div> <div>Ph 93166000</div>		<div></div>		<div>Michael & Jerrie Alp</div> <div>9 Scott Street, Bronte, NSW, 2024</div>		<div>Architectural Set</div> <div>Ground Floor Plan</div>		<div>Drawing No.</div> <div>2-01</div>		<div>Revision</div> <div>A</div>			
<div>issue</div> <div>description</div> <div>date</div> <div>initials</div>												<div>AC</div> <div>Drawn</div>		<div>JULY 2020</div> <div>Date</div>		<div>1 : 100</div> <div>Scale</div>		<div>A3</div> <div>Sheet Size</div>		<div>486</div> <div>Job No.</div>	
revision				sign off		copyright		company		orientation		project		drawing		details					

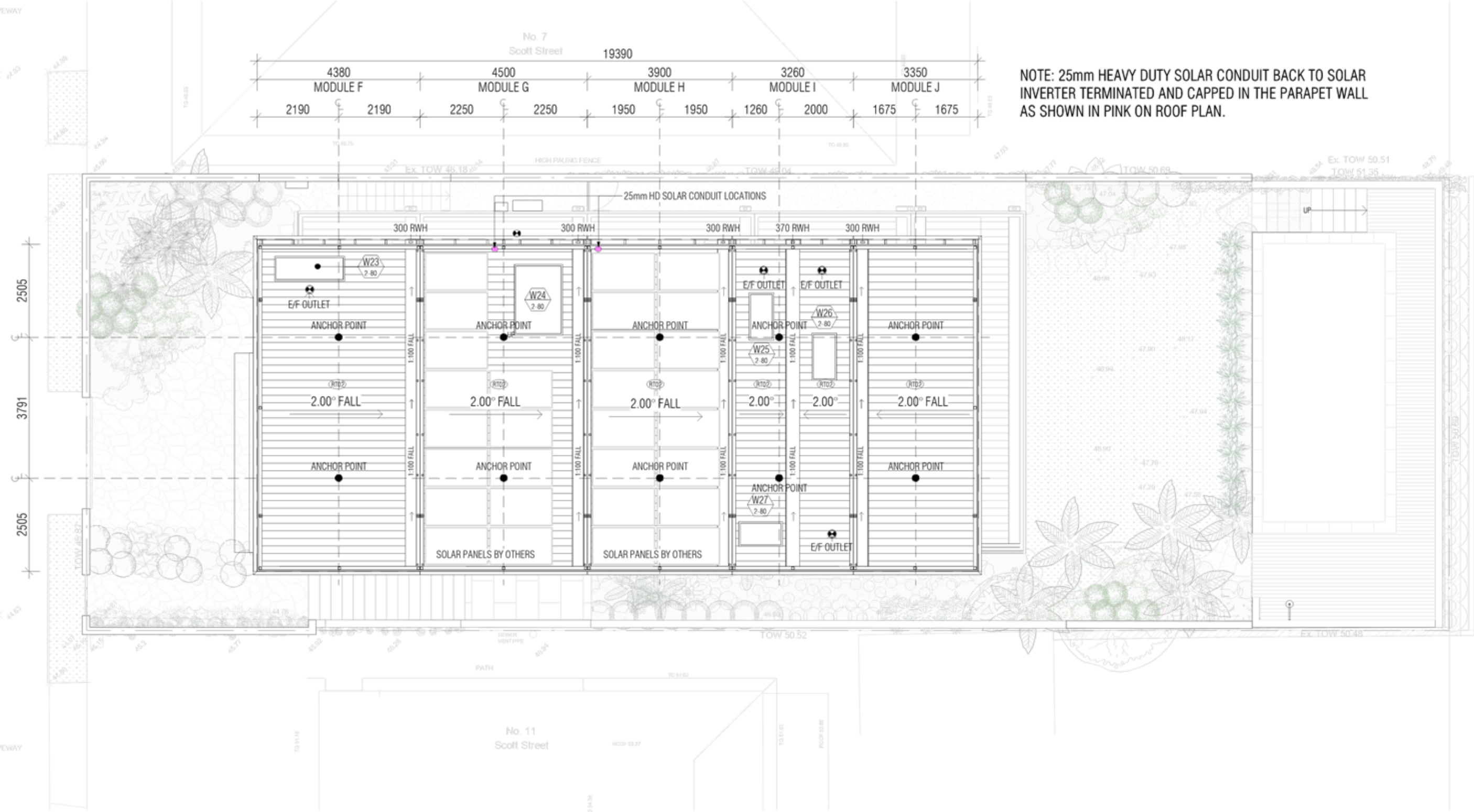
Page 147



Ground Floor Roof Plan
SCALE 1 : 100

CONSTRUCTION ISSUE

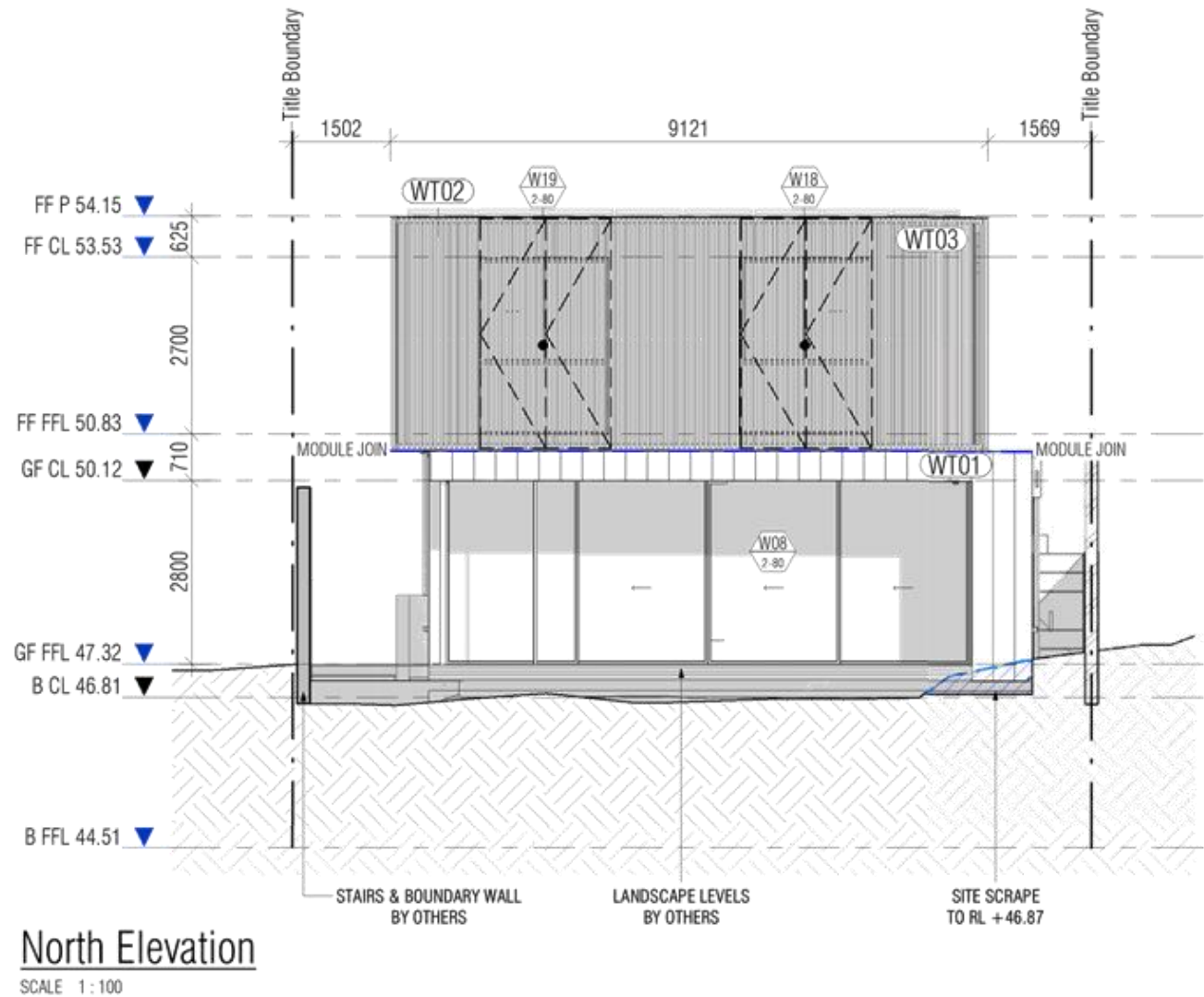
B A issue	CONSTRUCTION RFI'S	14.08.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	MODSCAPE. 430 Francis Street, Brooklyn, VIC 3012 Ph 93166000		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Ground Floor Roof Plan	Drawing No.		Revision	
	CONSTRUCTION ISSUE	17.07.20	AC							2-20		B	
	description	date	initials							1 : 100		A3	
										Scale		Sheet Size	
revision	sign off	copyright	company	orientation	project	drawing	details	486		Job No.			



First Floor Roof Plan
SCALE 1 : 100

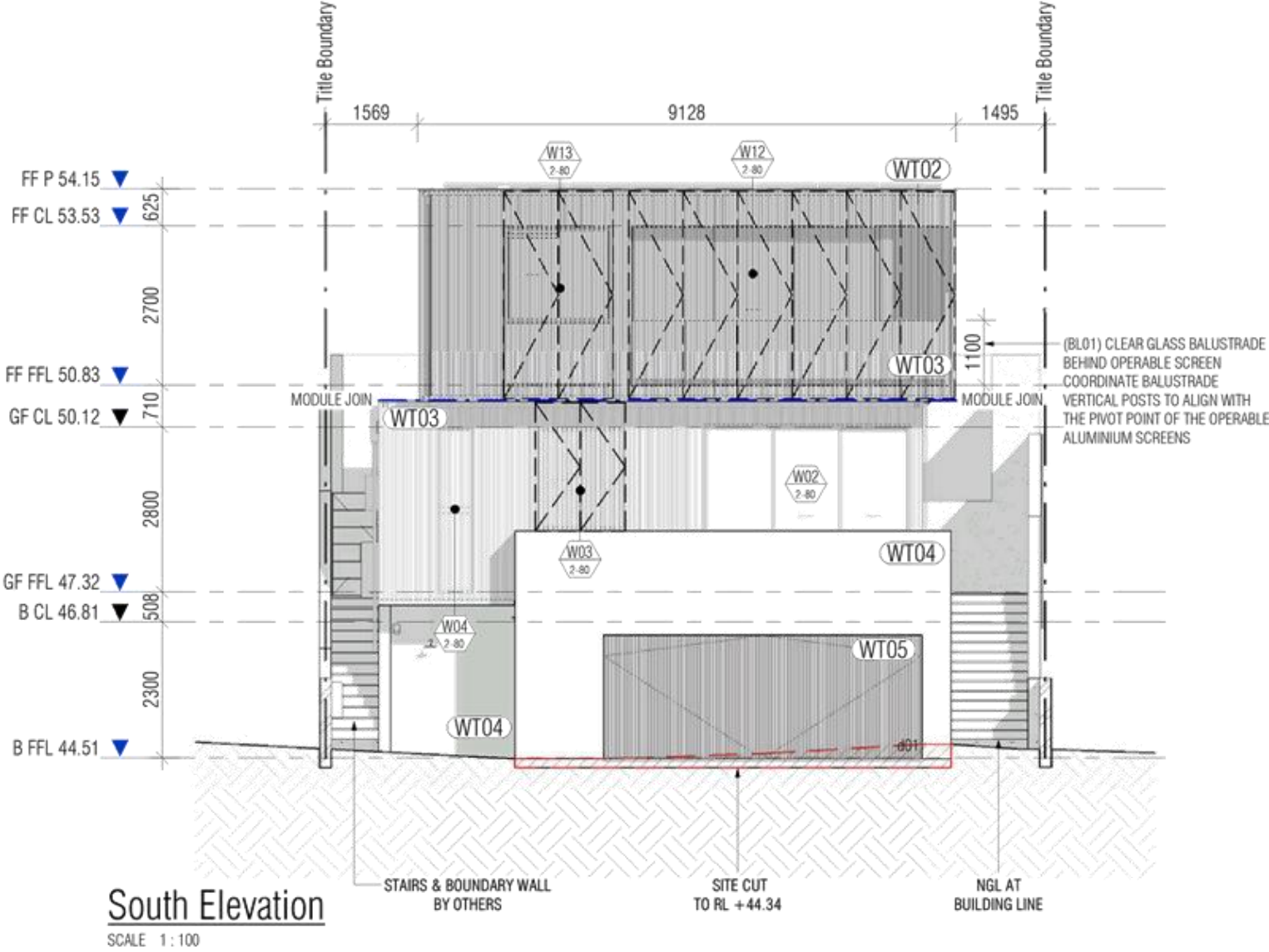
CONSTRUCTION ISSUE

<div>A</div> <div>CONSTRUCTION ISSUE</div> <div>17.07.20</div> <div>AC</div> <div>issue</div> <div>description</div> <div>date</div> <div>initials</div>				<div>Design Manager:</div> <div>Design Manager:</div> <div>Technical:</div> <div>Design Intent:</div>		<div>(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD</div>		<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012</div> <div>Ph 93166000</div>		<div></div>		<div>Michael & Jerrie Alp</div> <div>9 Scott Street, Bronte, NSW, 2024</div>		<div>Architectural Set</div> <div>First Floor Roof Plan</div> <div>AC</div> <div>Drawn</div> <div>JULY 2020</div> <div>Date</div>		<div>Drawing No.</div> <div>2-21</div> <div>1 : 100</div> <div>Scale</div> <div>A3</div> <div>Sheet Size</div> <div>486</div> <div>Job No.</div>		<div>Revision</div> <div>A</div>	
revision				sign off		copyright		company		orientation		project		drawing		details			



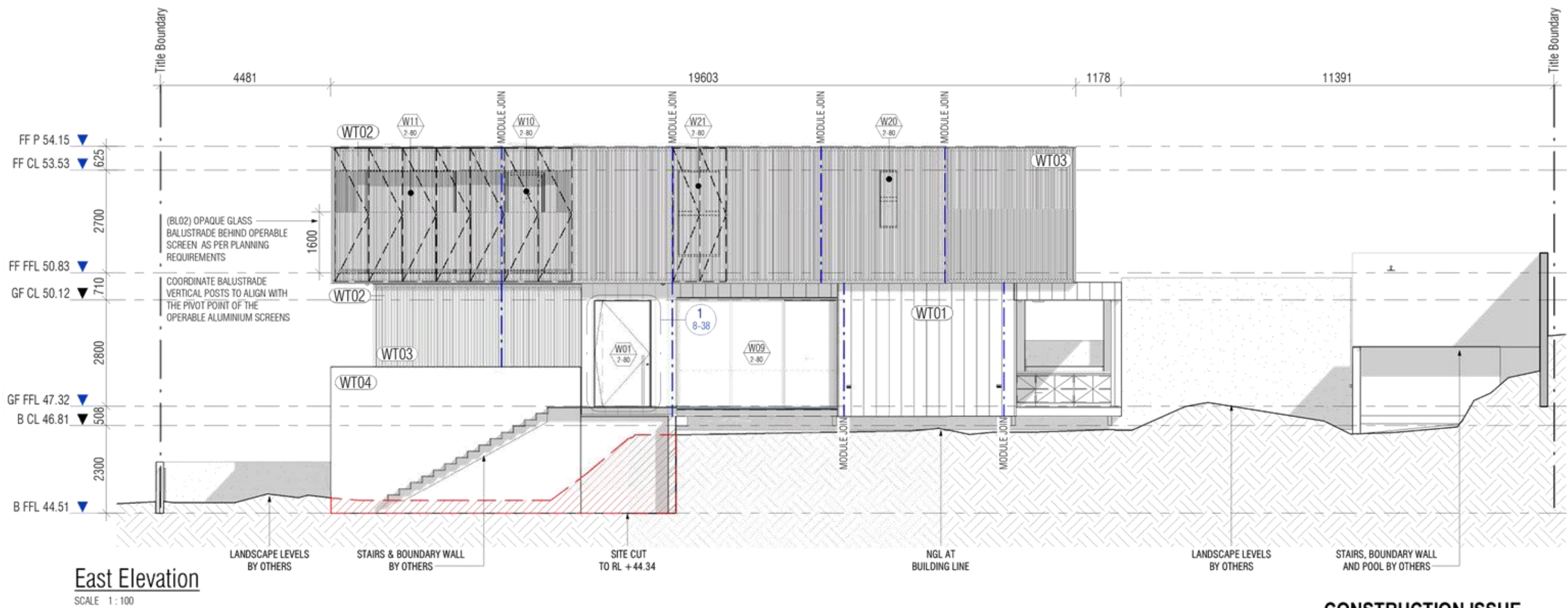
CONSTRUCTION ISSUE

A	CONSTRUCTION ISSUE			17.07.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>	Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set North Elevation	Drawing No.		Revision	
				2-40	A									
	issue description			date	initials						1 : 100	A3	486	
											Scale	Sheet Size	Job No.	
revision						sign off		copyright	company	orientation	project	drawing		details



CONSTRUCTION ISSUE

A	CONSTRUCTION ISSUE		17.07.20	AC	<div>Design Manager: Design Manager: Technical: Design Intent:</div>	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set South Elevation	Drawing No.		Revision									
	issue description		date								initials		2-41		A							
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	1 : 100		A3								486		Scale		Sheet Size		Job No.					



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A	CONSTRUCTION ISSUE		17.07.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	 430 Francis Street, Brooklyn, VIC 3012 Ph 93166000	Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set East Elevation	Drawing No.		Revision			
	issue description		date	initials						2-42		A			
	revision		sign off	copyright						1 : 100		486			
										Scale		A3 Sheet Size		Job No.	
										JULY 2020 Date					
										AC Drawn					
										drawing		details			



Drawing No. 2-43	Revision A
1 : 100 Scale	A3 Sheet Size
	486 Job No.

<div>A</div> <div>CONSTRUCTION ISSUE</div> <div>17.07.20</div> <div>AC</div>				<div>Design Manager:</div> <div>Design Manager:</div> <div>Technical:</div> <div>Design Intent:</div>		<div>(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD</div>		<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012</div> <div>Ph 93166000</div>		<div>Michael & Jerrie Alp</div> <div>9 Scott Street, Bronte, NSW,</div> <div>2024</div>		<div>Architectural Set</div> <div>West Elevation</div> <div>AC</div> <div>Drawn</div> <div>JULY 2020</div> <div>Date</div>		<div>Drawing No.</div> <div>2-43</div> <div>1 : 100</div> <div>Scale</div> <div>A3</div> <div>Sheet Size</div> <div>486</div> <div>Job No.</div>		<div>Revision</div> <div>A</div>	
revision				sign off		copyright		company		orientation		project		drawing		details	

MODSCAPE.

APPENDIX B

TRANSPORT SERVICES



SPECIALISTS IN BUILDING RELOCATION & OVERDIMENSIONAL LOADS

Asset Protection for Module Delivery 9 Scott St, Bronte

Route to Scott St, Bronte

Gardeners Rd, Rainbow St, left turn into Avoca St, right turn into Frenchmans Rd,
Left turn into Carrington Rd, right turn into McPherson St, right turn into Arden St,
Left turn into Boundary St, reverse into Winchester Rd and drive into Marroo St and reverse
into Scott St to crane.

Mounting of curbs and traffic islands

The traffic islands on the approach and exit of the Arden St and Boundary St roundabout are the only traffic island / curbs that need to be mounted for the entire journey (see photos attached). We will have a dedicated vehicle/staff that will remove the signs place out timbers required to mount traffic island / curb prior to load reaching that particular point of the route. Once the load has passed, they will then remove the timbers and reinstate the signs.



NUNN BROS HAULAGE

31 WILTSHIRE LANE, DELACOMBE VIC 3356 | P 03 5336 4188 | F 03 5336 4288 | E ADMIN@NUNNBROSHAULAGE.COM.AU
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Temporary Sign Removal

Temporary sign removal is required at the intersection (roundabout) of Arden St and Boundary St and the traffic island on Boundary St near the Marroo St intersection (see photos attached)



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MODSCAPE.

APPENDIX C

MODULE/TRUCK SIZES

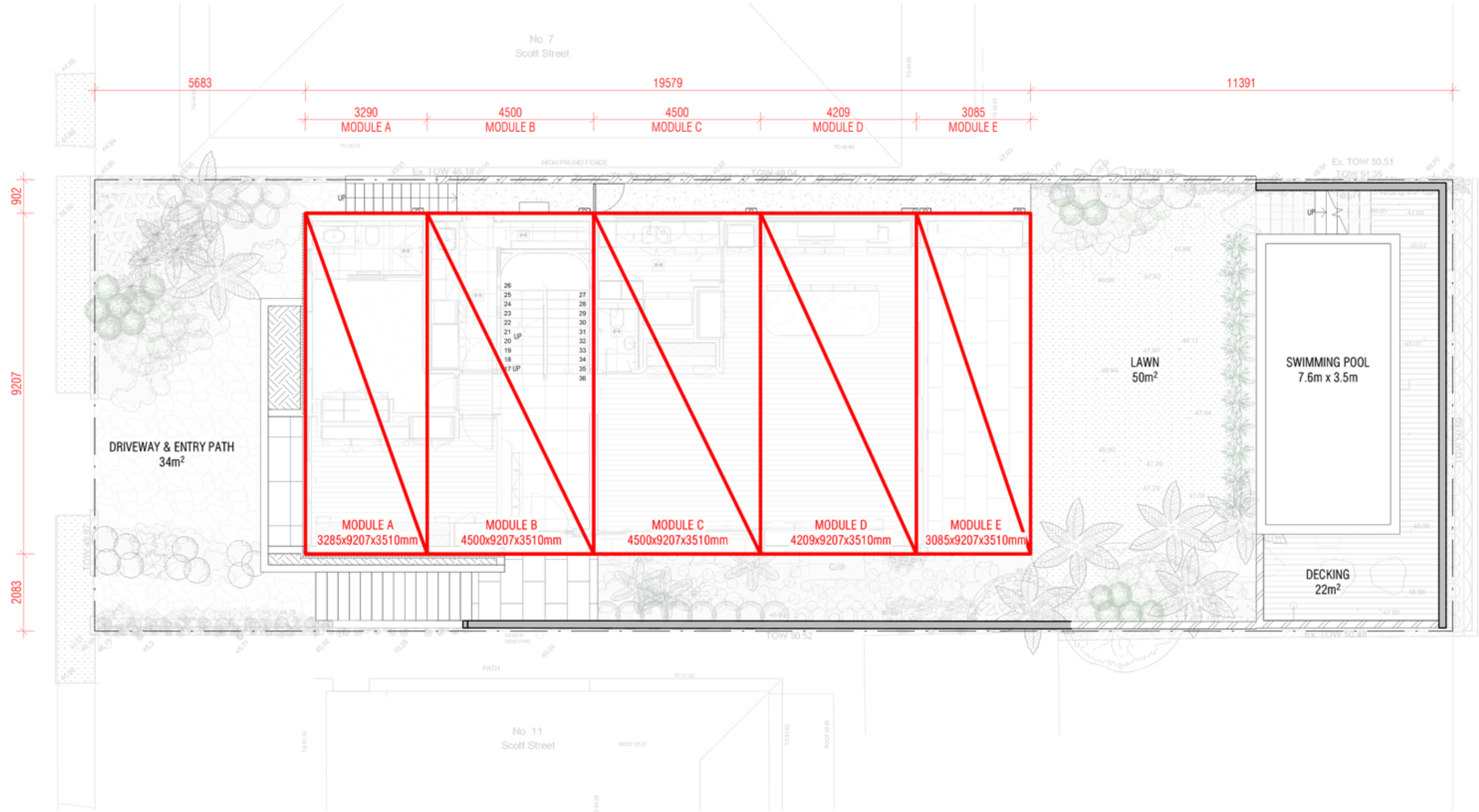
MODSCAPE.

9 Scott Street, Bronte

Module and Truck Sizes

Actual As Built Module Size				
Module	Width (mm)	Length (mm)	Height (mm)	Weight (t)
Module A	3258	9207	3510	11
Module B	4500	9207	3510	11
Module C	4500	9207	3510	11
Module D	4209	9207	3510	11
Module E	3085	9207	2510	11
Module F	4480	9121	3575	11
Module G	4500	9121	3575	11
Module H	3900	9121	3575	11
Module I	3260	9121	3575	11
Module J	3450	9121	3575	11

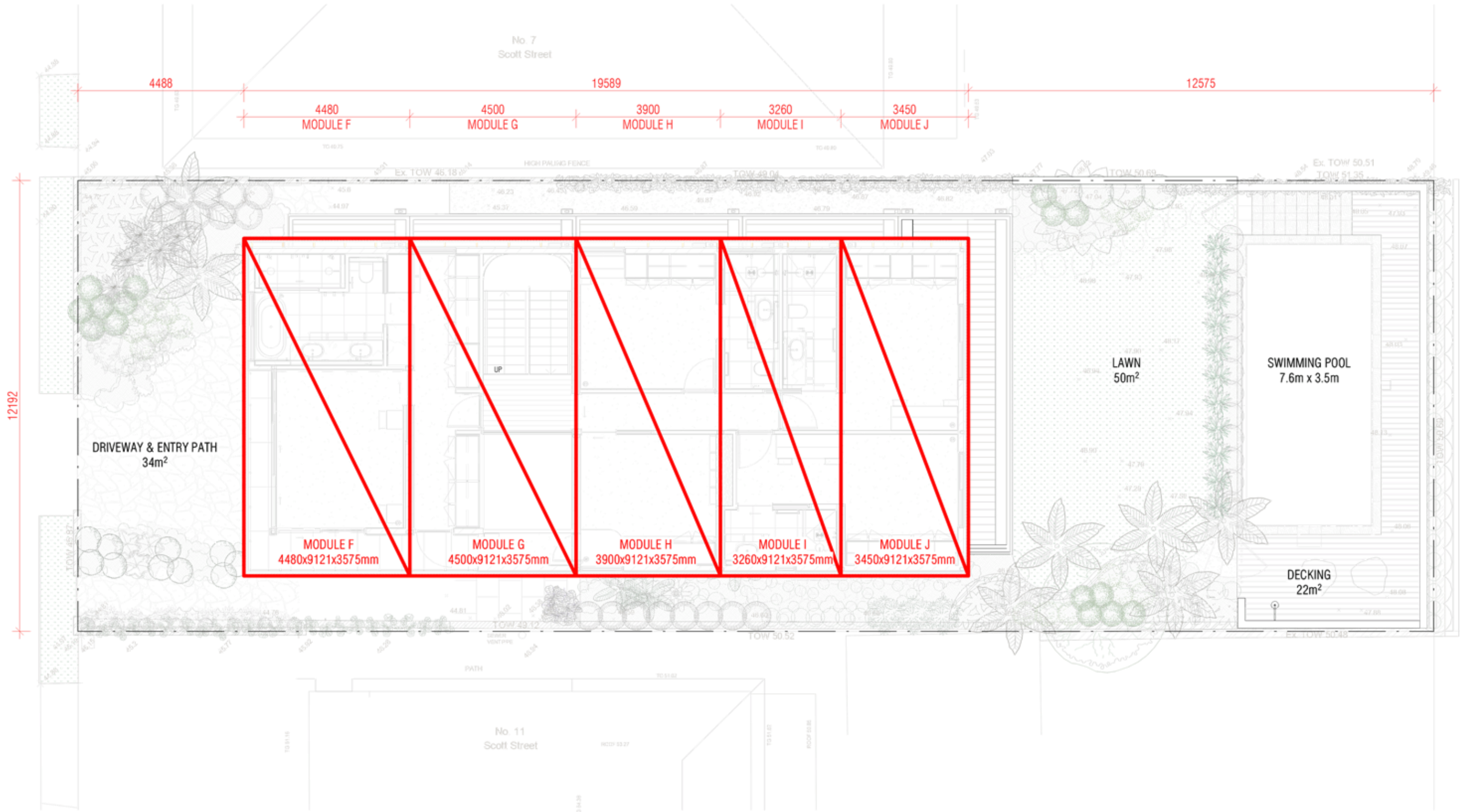
Truck size including Module Load					
Truck / Lift Seq.	Module	Width (mm)	Length (mm)	Height (mm)	Total Weight (t)
Truck 1	Module A	3258	17407	4510	31
Truck 2	Module B	4500	17407	4510	31
Truck 3	Module C	4500	17407	4510	31
Truck 4	Module D	4209	17407	4510	31
Truck 5	Module E	3085	17407	3510	31
Truck 6	Module J	3450	17321	4575	31
Truck 7	Module I	3260	17321	4575	31
Truck 8	Module H	3900	17321	4575	31
Truck 9	Module G	4500	17321	4575	31
Truck 10	Module F	4480	17321	4575	31



Ground Floor Module Plan
SCALE 1:100

CONSTRUCTION ISSUE

<div>A</div> <div>CONSTRUCTION ISSUE</div> <div>17.07.20</div> <div>AC</div> <div>issue</div> <div>description</div> <div>date</div> <div>initials</div>				<div>Design Manager:</div> <div>Design Manager:</div> <div>Technical:</div> <div>Design Intent:</div>		<div>(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD</div>		<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012</div> <div>Ph 93166000</div>		<div></div>		<div>Michael & Jerrie Alp</div> <div>9 Scott Street, Bronte, NSW, 2024</div>		<div>Architectural Set</div> <div>Ground Floor Module</div> <div>Plan</div> <div>AC</div> <div>Drawn</div> <div>JULY 2020</div> <div>Date</div>		<div>Drawing No.</div> <div>1-61</div> <div>1 : 100</div> <div>Scale</div> <div>A3</div> <div>Sheet Size</div> <div>486</div> <div>Job No.</div>		<div>Revision</div> <div>A</div>	
revision				sign off		copyright		company		orientation		project		drawing		details			



First Floor Module Plan
SCALE 1 : 100

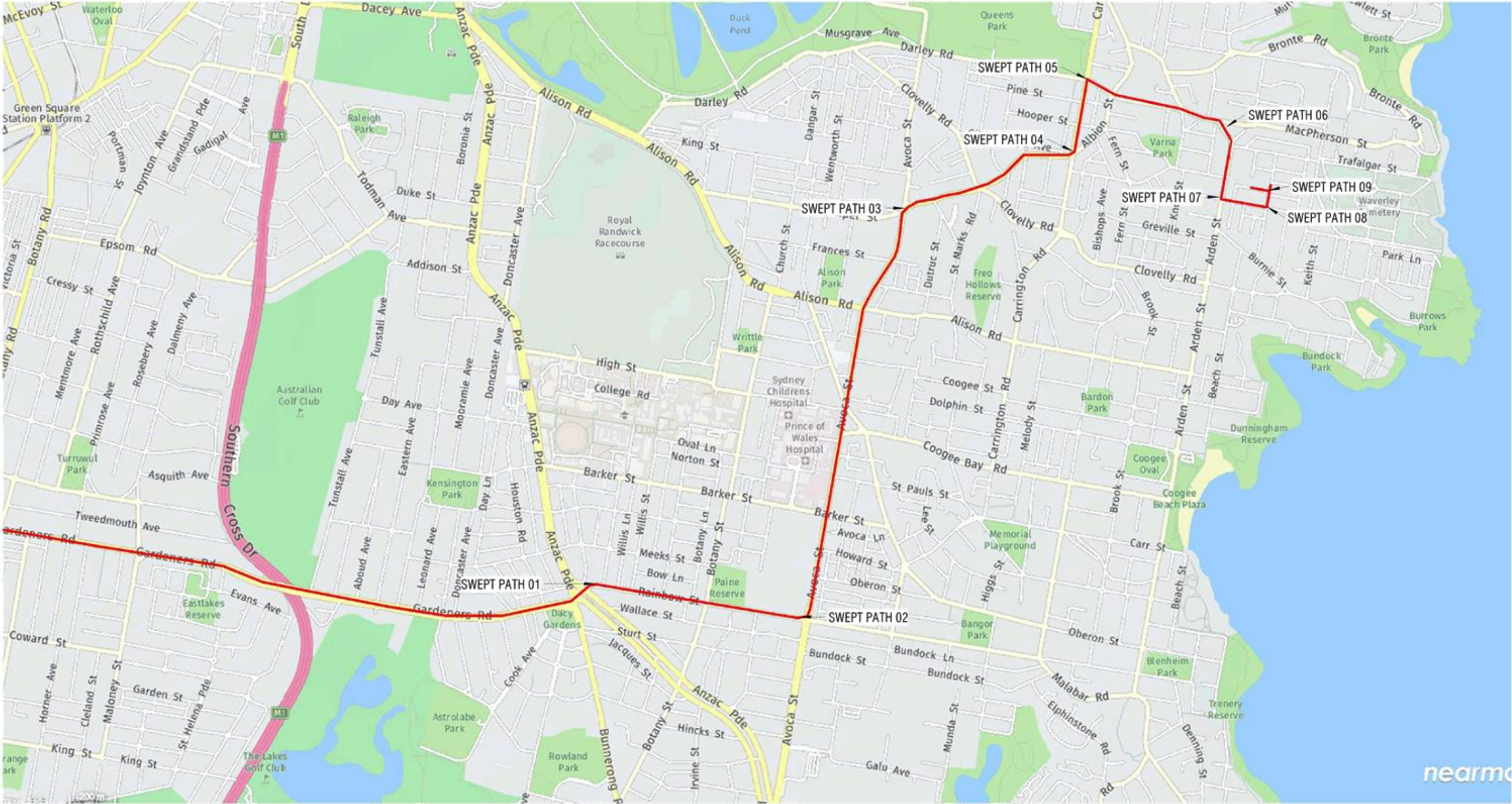
CONSTRUCTION ISSUE

<div>A</div> <div>CONSTRUCTION ISSUE</div> <div>17.07.20</div> <div>AC</div>				<div>Design Manager:</div> <div>Design Manager:</div> <div>Technical:</div> <div>Design Intent:</div>		<div>(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD</div>		<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012</div> <div>Ph 93166000</div>		<div></div>		<div>Michael & Jerrie Alp</div> <div>9 Scott Street, Bronte, NSW, 2024</div>		<div>Architectural Set</div> <div>First Floor Module Plan</div>		<div>Drawing No.</div> <div>1-62</div>		<div>Revision</div> <div>A</div>			
<div>issue</div> <div>description</div> <div>date</div> <div>initials</div>												<div>AC</div> <div>Drawn</div>		<div>JULY 2020</div> <div>Date</div>		<div>1 : 100</div> <div>Scale</div>		<div>A3</div> <div>Sheet Size</div>		<div>486</div> <div>Job No.</div>	
revision				sign off		copyright		company		orientation		project		drawing		details					

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APPENDIX D

TURNING PATH ASSESSMENT



Swept Path Route Overview

SCALE 1 : 500

CONSTRUCTION ISSUE																		
A	SWEPT PATHS		25.05.20	AC	Design Manager:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	MODSCAPE.		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path Locality Plan	Drawing No. SWP-00	Revision A						
				Design Manager:														
				Technical:														
				Design Intent:														
issue description		date		initials				430 Francis Street, Brooklyn, VIC 3012	Ph 93166000			AC Drawn	OCT 2020 Date	1 : 500 Scale	A3 Sheet Size	486 Job No.		
revision					sign off		copyright		company		orientation		project		drawing		details	



Gardners Rd Turning into Rainbow St Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

<div>B</div> <div>TRUCK & MODULE SIZE</div> <div>REVISED</div> <div>10.08.20</div> <div>AC</div>	Design Manager:		<div>(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD</div> <div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012</div> <div>Ph 93166000</div>	<div><div></div><div></div></div>	<div>Michael & Jerrie Alp</div> <div>9 Scott Street, Bronte, NSW,</div> <div>2024</div>	<div>Architectural Set</div> <div>Swept Path 01</div> <div>AC</div> <div>Drawn</div> <div>OCT 2020</div> <div>Date</div>	Drawing No.		Revision					
	Design Manager:						SWP-01							
	Technical:						As indicated							
	Design Intent:						A3							
issue description		date	initials	company		drawing		Scale	Sheet Size	Job No.				
revision		sign off		copyright		project		details						



Rainbow St Turning Left into Avoca St Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

B	TRUCK & MODULE SIZE	10.08.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 02	AC Drawn	OCT 2020 Date	Drawing No. SWP-02 As indicated Scale	Revision B A3 Sheet Size	486 Job No.	
	A	SWEPT PATHS	25.05.20												AC
	issue	description	date												initials
revision				sign off	copyright	company	orientation	project	drawing		details				



Avoca St Turning Right into Frenchmans Rd Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

B	TRUCK & MODULE SIZE	10.08.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 03	AC Drawn	OCT 2020 Date	Drawing No. SWP-03	Revision B	
	A	SWEPT PATHS	25.05.20											AC
	issue	description	date											initials
revision				sign off	copyright	company	orientation	project	drawing	details				
As indicated				A3	486									
Scale				Sheet Size	Job No.									



Frenchmans Rd Turning Left into Carrington Rd Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

B	TRUCK & MODULE SIZE	10.08.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD		430 Francis Street, Brooklyn, VIC 3012 Ph 93166000		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 04	AC Drawn	OCT 2020 Date	Drawing No. SWP-04 As indicated Scale	Revision B A3 Sheet Size	486 Job No.		
	REVISED																
	SWEPT PATHS	25.05.20	AC														
	issue	description	date													initials	
revision				sign off		copyright		company		orientation		project		drawing		details	



Carrington Rd Turning Right into MacPherson St Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

B	TRUCK & MODULE SIZE	10.08.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	 430 Francis Street, Brooklyn, VIC 3012 Ph 93166000		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 05	AC Drawn	OCT 2020 Date	Drawing No. SWP-05 As indicated Scale	Revision B A3 Sheet Size	486 Job No.	
	A	SWEPT PATHS	25.05.20												AC
	issue	description	date												initials
	revision														
sign off				copyright	company	orientation	project	drawing	details						



MacPherson St Turning Right into Arden St Swept Path

SCALE 1 : 600

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

B	TRUCK & MODULE SIZE	10.08.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	 430 Francis Street, Brooklyn, VIC 3012 Ph 93166000		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 06	AC Drawn	OCT 2020 Date	Drawing No. SWP-06 As indicated Scale	Revision B A3 Sheet Size	486 Job No.	
	A	SWEPT PATHS	25.05.20												AC
	issue	description	date												initials
	revision														
sign off				copyright		company		orientation		project		drawing		details	



Arden St Turning Left into Boundary St Swept Path
SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

C	TRUCK & MODULE SIZE REVISED	10.08.20	AC	<div>Design Manager:</div> <div>Design Manager:</div> <div>Technical:</div> <div>Design Intent:</div>	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>	Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 07	Drawing No.			Revision					
B	SWEPT PATHS	09.07.20	AC						SWP-07			C					
A	SWEPT PATHS	25.05.20	AC						As indicated			486					
issue	description	date	initials						Scale			Job No.					
revision				sign off		copyright		company		orientation		project		drawing		details	



Boundary St Turning Left into Marroo St Swept Path

SCALE 1:500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

B	TRUCK & MODULE SIZE	10.08.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>	Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 08	AC Drawn	OCT 2020 Date	Drawing No. SWP-08 As indicated Scale	Revision B A3 Sheet Size	486 Job No.				
	A	SWEPT PATHS	25.05.20											AC			
	issue	description	date											initials			
revision				sign off		copyright		company		orientation		project		drawing		details	



Marroo St Turning Left into Scott St Swept Path

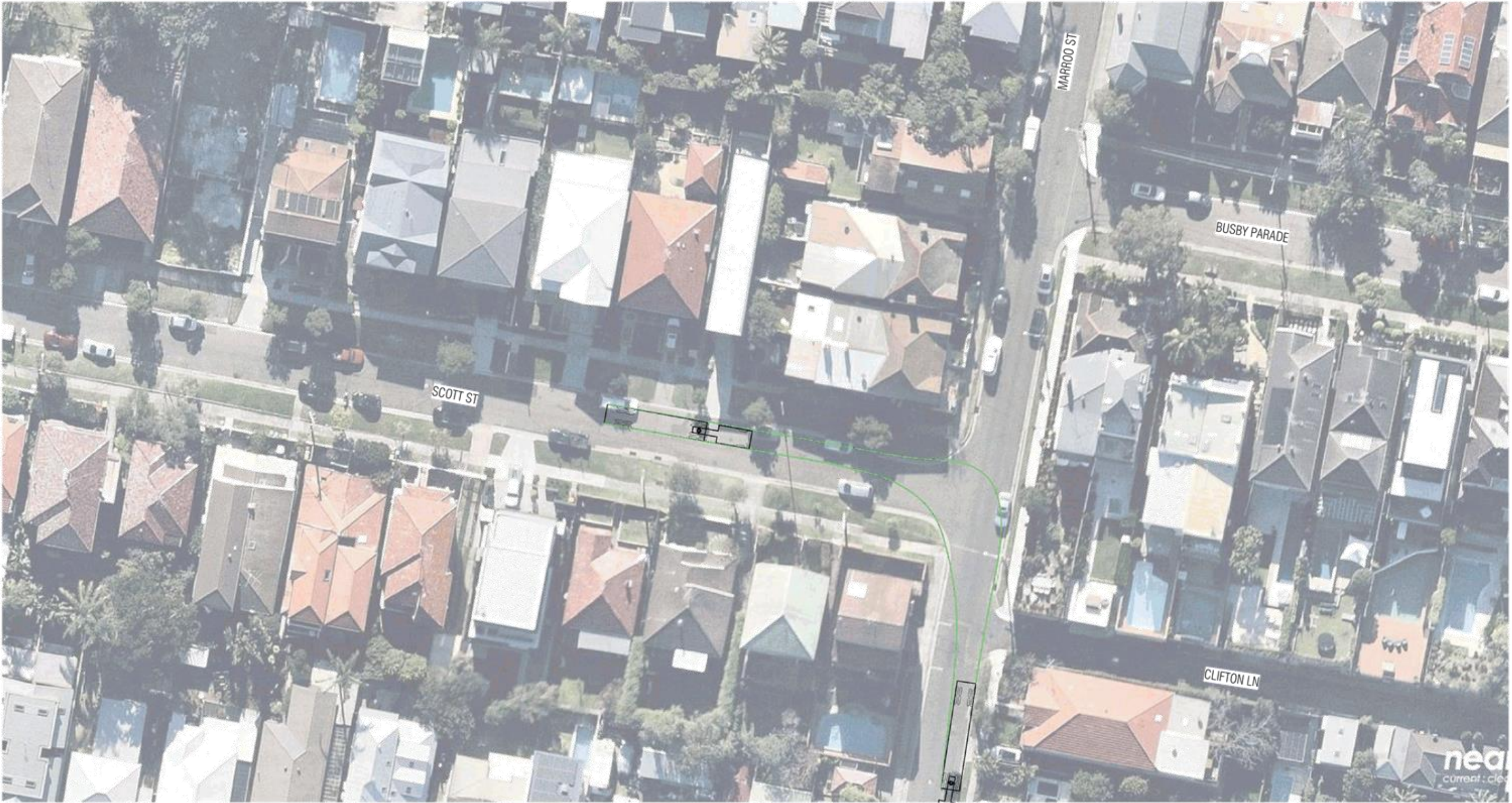
SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

B	TRUCK & MODULE SIZE REVISED	10.08.20	AC	Design Manager:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 09	AC	OCT 2020	Drawing No. SWP-09	Revision B					
				Design Manager:													
				Technical:													
				Design Intent:													
A	SWEPT PATHS	25.05.20	AC								As indicated	A3	486				
issue	description	date	initials			430 Francis Street, Brooklyn, VIC 3012 Ph 93166000			Drawn	Date	Scale	Sheet Size	Job No.				
revision				sign off		copyright		company		orientation		project		drawing		details	



Scott St Turning Right into Marroo St Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

A SWEEP PATHS 30.10.20 AC				Design Manager:		(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD		430 Francis Street, Brooklyn, VIC 3012 Ph 93166000		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 10	Drawing No.		Revision					
issue description date initials				Design Manager:								SWP-10		A					
				Technical:												AC OCT 2020		As indicated A3 486	
				Design Intent:												Drawn Date		Scale Sheet Size Job No.	
revision				sign off		copyright		company		orientation		project		drawing		details			



Marroo St Turning Right into Boundary St Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

A	SWEPT PATHS		30.10.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 11	Drawing No. SWP-11		Revision A
	issue	description		date							As indicated	A3	
	revision	sign off		copyright							Scale	Sheet Size	486 Job No.



Boundary St Turning Right into Arden St Swept Path

SCALE 1:500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION ISSUE

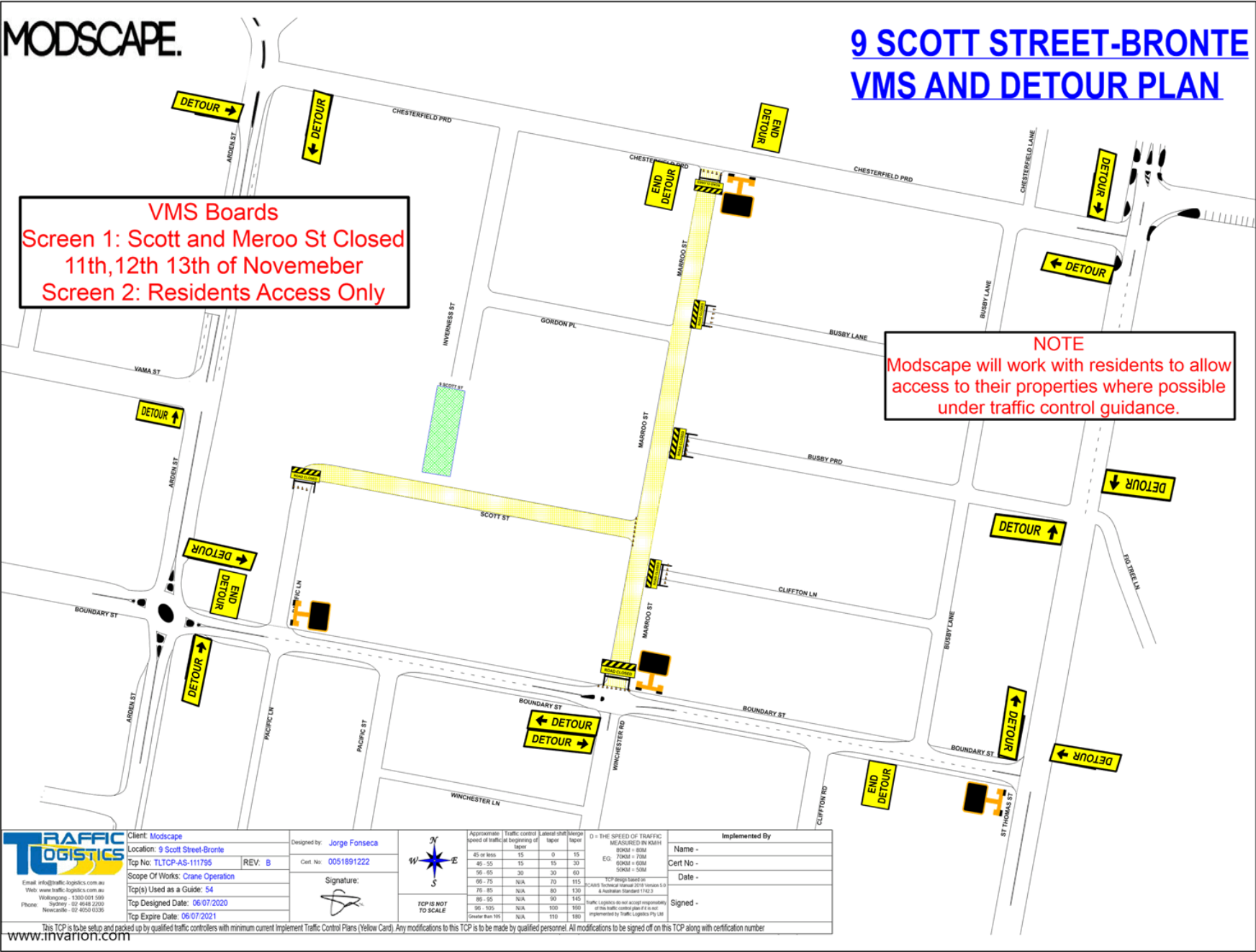
A SWEEP PATHS 30.10.20 AC				Design Manager:		(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Swept Path 12	Drawing No.		Revision				
issue description date initials				Design Manager:							SWP-12		A				
				Technical:							As indicated		A3				
				Design Intent:							Scale		Sheet Size				
revision				sign off		copyright		company		orientation		project		drawing		details	
												AC Drawn		OCT 2020 Date		486 Job No.	

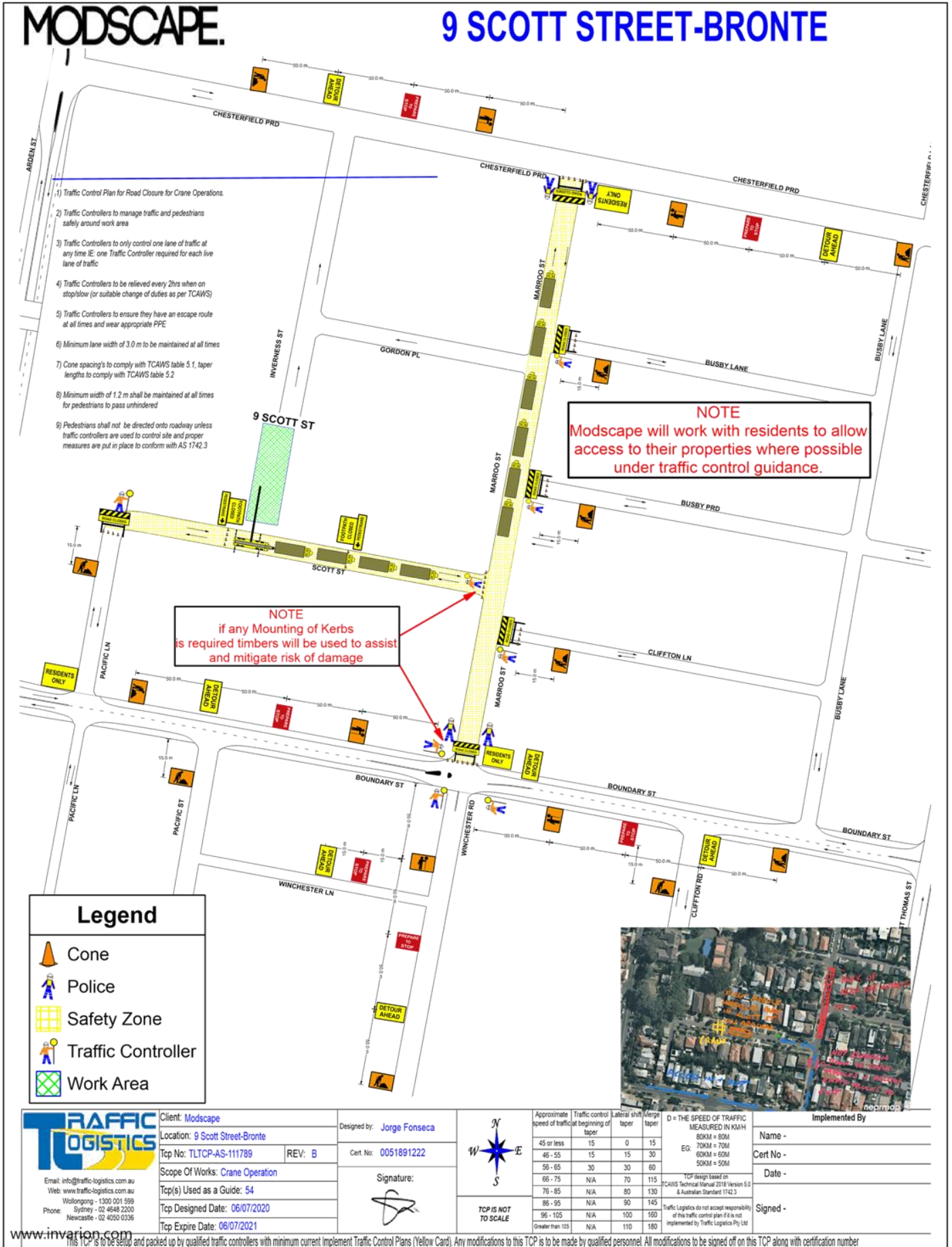
MODSCAPE.

APPENDIX E

TRAFFIC CONTROL PLAN



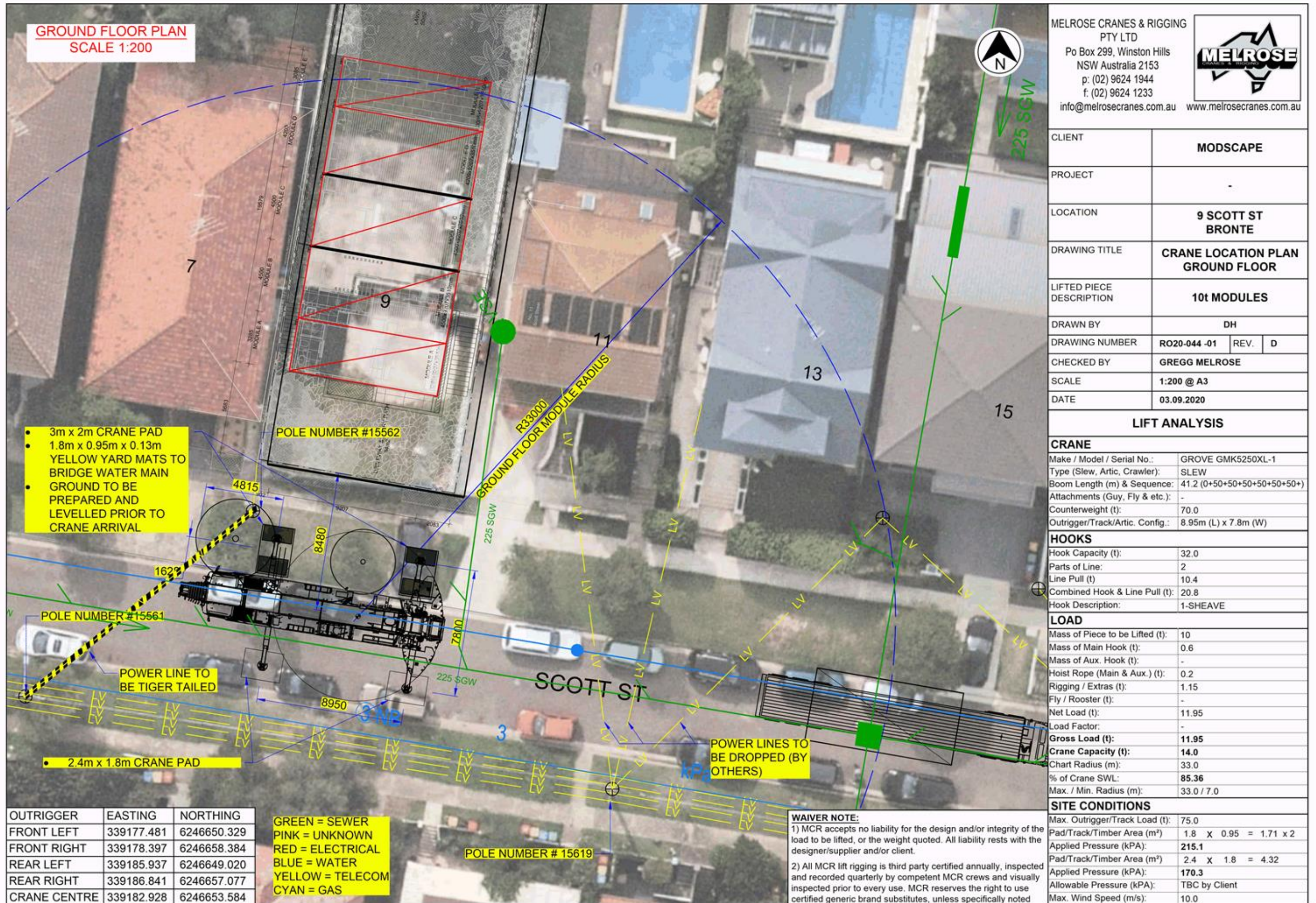




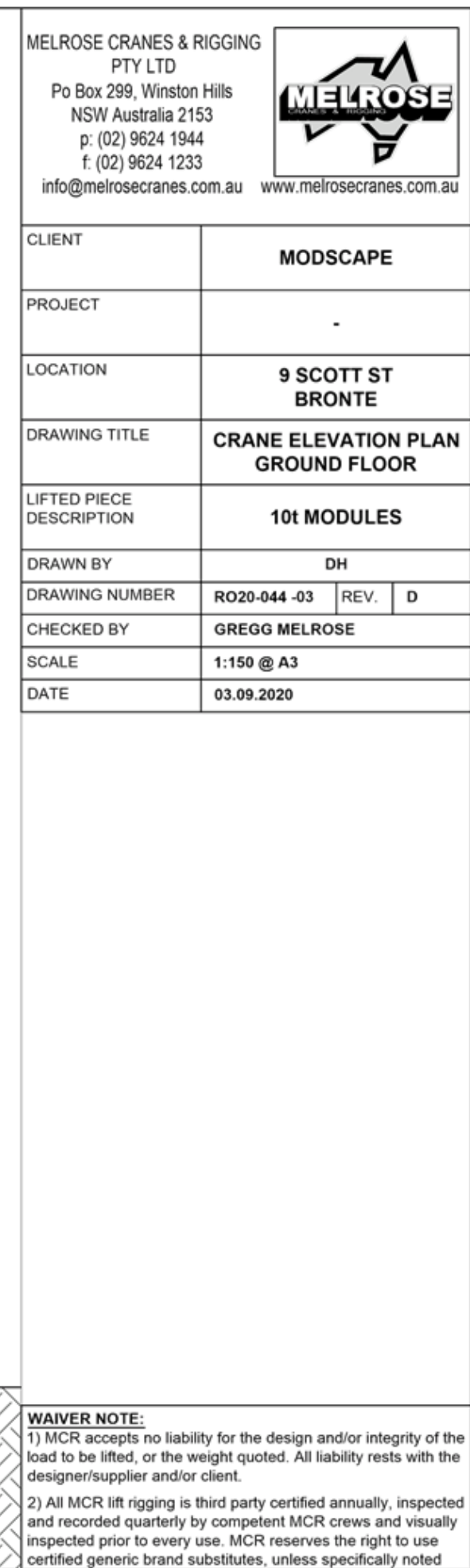
MODSCAPE.

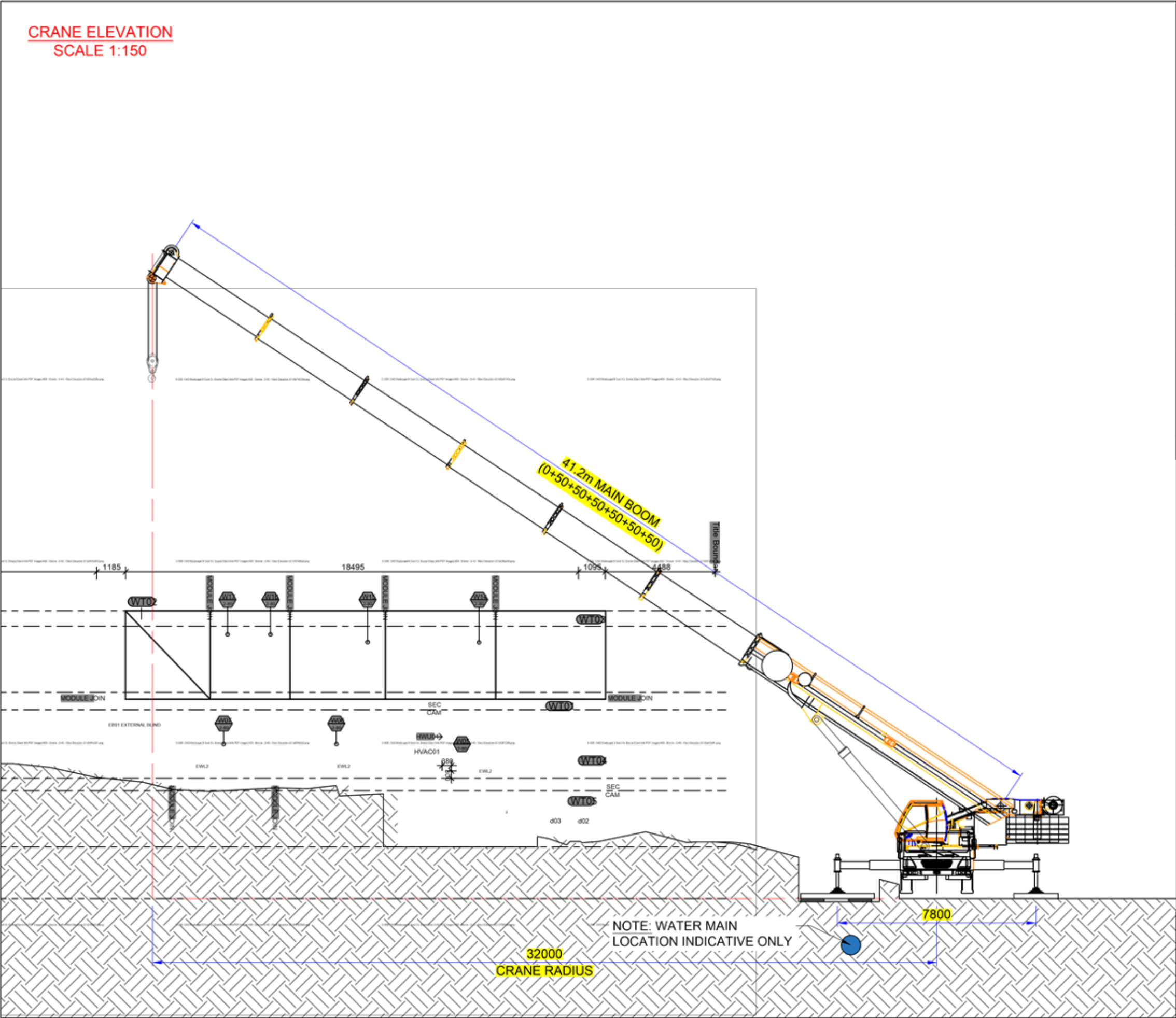
APPENDIX F

CRANE LIFT STUDY/RISK ASSESSMENT









MELROSE CRANES & RIGGING
PTY LTD
Po Box 299, Winston Hills
NSW Australia 2153
p: (02) 9624 1944
f: (02) 9624 1233
info@melrosecranes.com.au www.melrosecranes.com.au

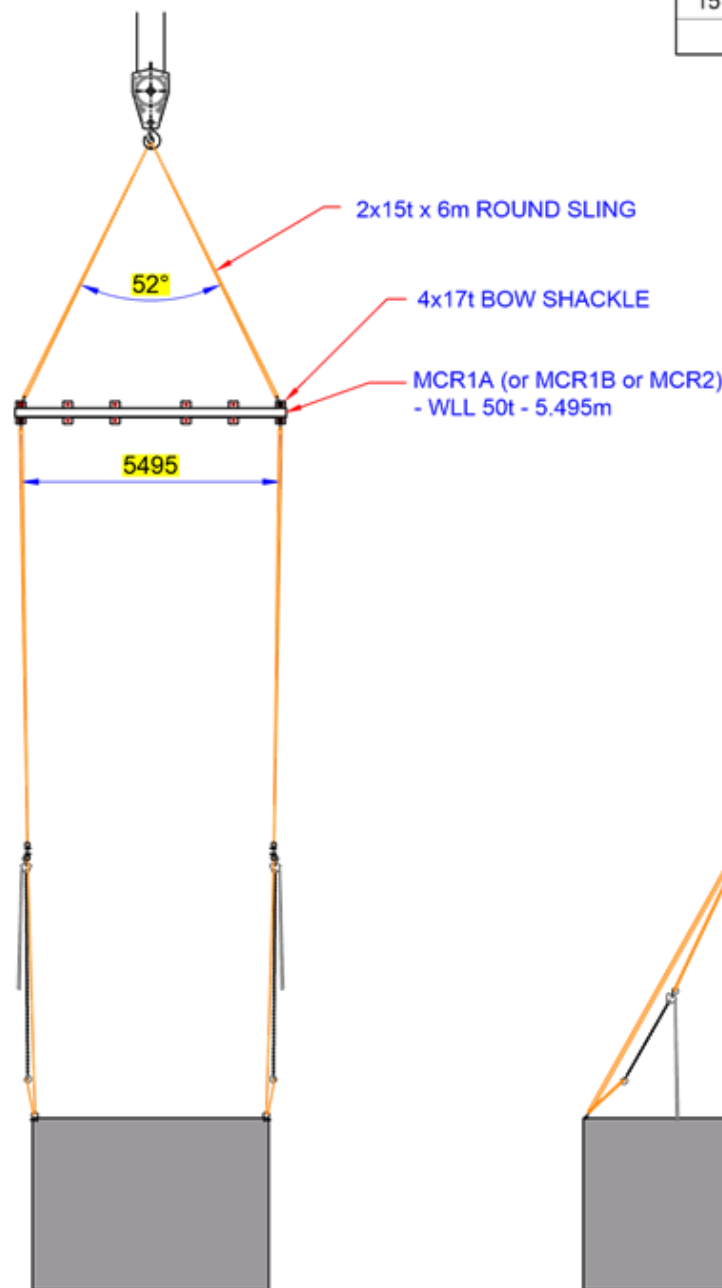
CLIENT	MODSCAPE		
PROJECT	-		
LOCATION	9 SCOTT ST BRONTE		
DRAWING TITLE	CRANE ELEVATION PLAN FIRST FLOOR		
LIFTED PIECE DESCRIPTION	10t MODULES		
DRAWN BY	DH		
DRAWING NUMBER	RO20-044 -04	REV.	D
CHECKED BY	GREGG MELROSE		
SCALE	1:150 @ A3		
DATE	03.09.2020		

WAIVER NOTE:

1) MCR accepts no liability for the design and/or integrity of the load to be lifted, or the weight quoted. All liability rests with the designer/supplier and/or client.

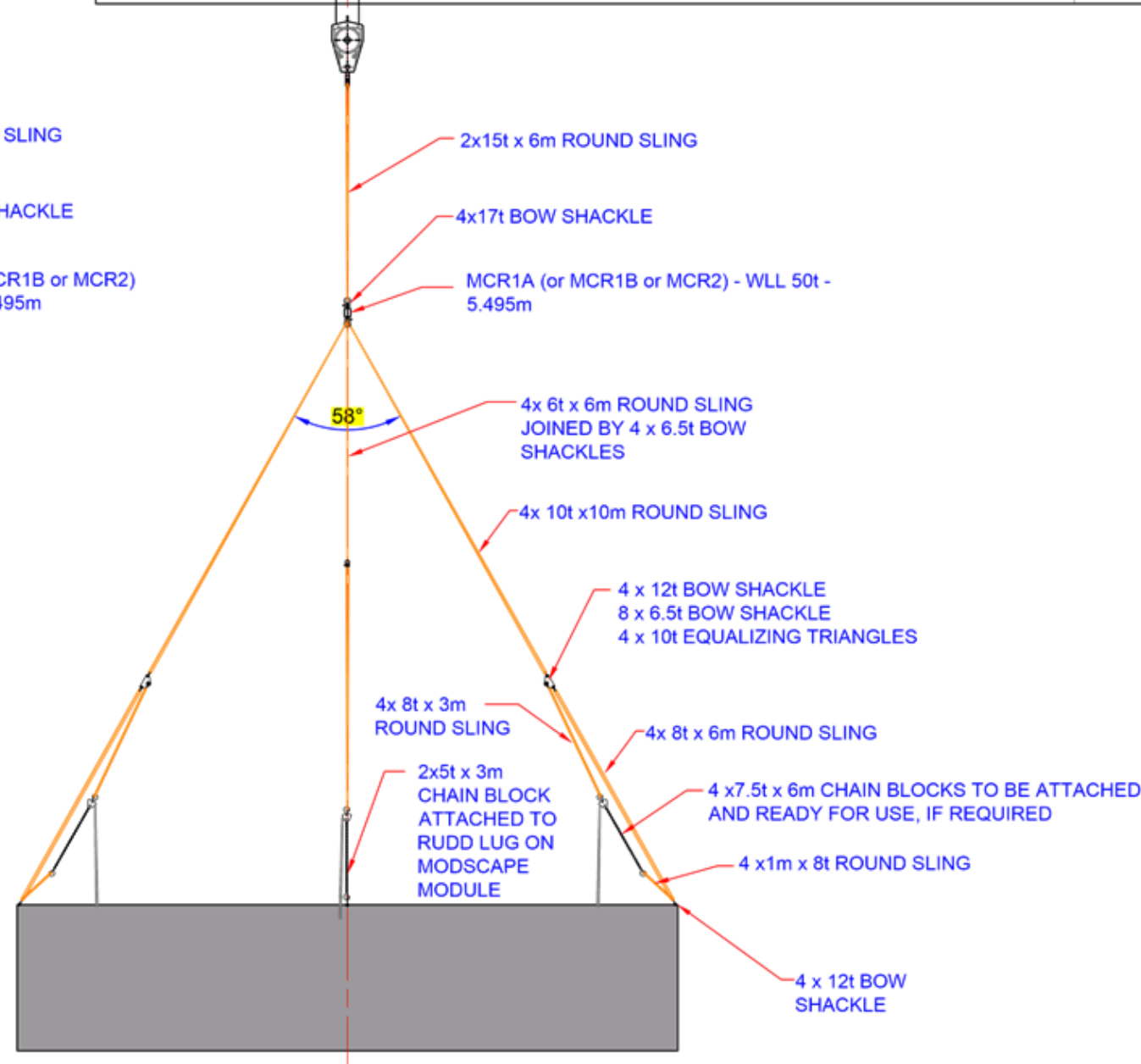
2) All MCR lift rigging is third party certified annually, inspected and recorded quarterly by competent MCR crews and visually inspected prior to every use. MCR reserves the right to use certified generic brand substitutes, unless specifically noted

RIGGING DIAGRAM
SCALE 1:150



RIGGING DETAIL

NO.	TYPE	LENGTH (m)	Qty.	Wt./each (kg)	Total Weight(kg)
1	15t ROUND SLING	6	2	22.8	45.6
2	17t BOW SHACKLE		4	7.9	31.6
3	MCR1A	5.495	1	550	550.0
4	6t ROUND SLING	6	4	5.9	23.6
5	6.5t BOW SHACKLE		4	1.6	6.4
6	10t ROUND SLING	10	4	22	88.0
7	12t BOW SHACKLE		4	4.5	18.0
8	6.5t BOW SHACKLE		8	1.6	12.8
9	10T EQUALIZING TRIANGLES		4	50	200.0
10	8t ROUND SLING	3	4	3.3000	13.2
11	8t ROUND SLING	6	4	6.6	26.4
12	7.5t CHAIN BLOCK	6	4	60	240.0
13	8t ROUND SLING	1	4	1.1	4.4
14	12t BOW SHACKLE		4	4.5	18.0
15	5t CHAIN BLOCK	3	2	40	80.0
TOTAL RIGGING WEIGHT (KG)					1358.0



MELROSE CRANES & RIGGING
PTY LTD
Po Box 299, Winston Hills
NSW Australia 2153
p: (02) 9624 1944
f: (02) 9624 1233
info@melrosecranes.com.au www.melrosecranes.com.au



CLIENT	MODSCAPE
PROJECT	-
LOCATION	9 SCOTT ST BRONTE
DRAWING TITLE	RIGGING DIAGRAM
LIFTED PIECE DESCRIPTION	10t MODULES
DRAWN BY	NB
DRAWING NUMBER	RO20-044 -05 REV. C
CHECKED BY	GREGG MELROSE
SCALE	1:150 @ A3
DATE	25.08.2020

WAIVER NOTE:

- 1) MCR accepts no liability for the design and/or integrity of the load to be lifted, or the weight quoted. All liability rests with the designer/supplier and/or client.
- 2) All MCR lift rigging is third party certified annually, inspected and recorded quarterly by competent MCR crews and visually inspected prior to every use. MCR reserves the right to use certified generic brand substitutes, unless specifically noted

Load charts • Traglasten • Capacités de levage Capacidades • Tabelle di portata • Таблицы грузоподъемности

Telescopic boom • Teleskopausleger • Flèche principale • Pluma telescópica
Braccio telescopico • Телескопическая стрела



13,4 - 78,5 m



7,8 m



360°



70 t



EN 13000

m	13,4	18,2	22,9	27,7	32,4	37,1	41,6	45,9	49,7	53,6	57,4	60,9	64,9	66,8	69,4	72,0	73,0	75,6	77,6	78,5	m
3,0	140,0	130,0	130,0																		3,0
4,0	139,0	130,0	122,0	97,0																	4,0
5,0	120,0	119,0	112,0	96,5	72,5																5,0
6,0	105,0	104,0	104,0	95,5	72,5	61,0															6,0
7,0	93,0	92,5	92,0	90,0	72,5	59,5	50,0														7,0
8,0	83,5	83,5	83,0	82,5	72,5	58,0	49,5	41,5													8,0
9,0	75,0	75,0	74,5	74,0	68,5	56,5	49,5	41,5	34,5												9,0
10,0	63,5	67,5	67,5	67,0	65,5	56,0	49,0	41,5	34,5	29,0											10,0
11,0		61,5	61,5	61,0	61,5	55,0	47,0	40,0	34,5	29,0	24,5										11,0
12,0		56,0	56,0	55,0	56,0	52,5	45,0	38,5	33,5	29,0	24,5	21,0									12,0
13,0		51,5	50,5	50,5	51,0	49,5	43,0	37,0	32,0	29,0	24,5	21,0	17,2	15,2							13,0
14,0		47,0	46,0	47,0	46,5	47,0	41,0	35,5	30,5	28,0	24,5	21,0	17,2	15,2	14,5	13,0					14,0
15,0		39,0	43,0	43,0	42,5	43,0	39,0	34,0	29,0	27,0	24,5	21,0	17,2	15,2	14,5	13,0	12,6	11,0			15,0
16,0			40,0	40,0	39,0	39,5	37,5	32,5	27,5	26,0	23,5	21,0	17,2	15,2	14,5	13,0	12,6	11,0	10,0	9,9	16,0
18,0			33,5	33,5	34,0	33,5	34,0	30,0	25,5	24,0	22,0	20,5	17,2	15,2	14,5	13,0	12,6	11,0	10,0	9,9	18,0
20,0			23,5	28,0	29,0	28,5	29,0	27,5	23,5	22,0	20,5	19,1	16,6	15,0	14,5	13,0	12,6	11,0	10,0	9,9	20,0
22,0				25,5	25,0	26,0	25,0	25,5	21,0	19,9	18,7	17,9	15,7	14,4	14,0	13,0	12,6	11,0	10,0	9,9	22,0
24,0				22,0	21,5	22,5	22,0	22,5	19,4	17,9	17,1	16,7	14,9	13,7	13,2	12,8	12,6	11,0	10,0	9,8	24,0
26,0					19,4	19,8	20,5	19,9	18,3	16,4	15,6	15,5	14,0	13,0	12,4	12,2	12,0	10,6	9,6	9,5	26,0
28,0					18,0	17,5	18,3	17,5	17,3	15,0	14,4	14,3	13,2	12,3	11,6	11,6	11,4	10,1	9,2	9,1	28,0
30,0						15,8	16,3	15,6	16,2	13,8	13,2	13,2	12,4	11,7	10,6	11,0	10,6	9,6	8,8	8,8	30,0
32,0						14,7	14,7	13,9	14,5	12,8	12,2	12,2	11,5	11,1	9,8	10,4	10,0	9,1	8,4	8,4	32,0
34,0						9,2	13,8	12,5	13,0	11,7	11,2	11,2	10,7	10,4	9,3	9,8	9,5	8,7	8,0	8,0	34,0
36,0							12,5	11,2	11,8	10,5	10,3	10,2	9,8	9,6	8,8	9,3	9,0	8,3	7,6	7,4	36,0
38,0							11,4	10,1	10,6	9,9	9,4	9,5	9,0	8,9	8,3	8,8	8,6	7,8	7,1	7,1	38,0
40,0							10,4	9,1	9,6	9,5	8,8	8,8	8,3	8,3	7,8	8,3	8,1	7,4	6,7	6,7	40,0
42,0							5,5	8,2	8,7	9,1	8,3	7,9	7,7	7,8	7,3	7,8	7,7	7,0	6,4	6,4	42,0
44,0								5,9	8,0	8,3	7,5	7,0	7,1	7,2	6,9	7,3	7,2	6,7	6,1	6,0	44,0
46,0									6,7	7,5	6,8	6,3	6,4	6,7	6,4	6,9	6,8	6,3	5,7	5,6	46,0
48,0										6,9	6,2	5,7	5,7	6,1	6,1	6,3	6,4	6,1	5,4	5,1	48,0
50,0										4,6	5,6	5,1	5,2	5,7	5,7	5,7	5,8	5,8	5,1	4,8	50,0
52,0											5,0	4,9	4,8	5,4	5,4	5,3	5,3	5,3	4,9	4,5	52,0
54,0											2,9	4,6	4,5	5,0	5,0	4,9	4,8	4,8	4,6	4,1	54,0
56,0												4,2	4,6	4,7	4,6	4,3	4,3	4,3	4,3	3,8	56,0
58,0													3,9	4,2	4,3	4,3	3,8	3,9	3,8	3,5	58,0
60,0													2,9	3,7	3,9	3,9	3,4	3,5	3,4	3,3	60,0
62,0														3,4	3,5	3,5	3,1	3,1	3,0	2,9	62,0
64,0															3,0	3,1	3,2	2,7	2,8	2,6	64,0
66,0																1,8	2,9	2,4	2,4	2,3	66,0
68,0																	2,2	2,1	2,1	1,9	68,0
70,0																		1,3	1,8	1,7	70,0
72,0																				1,5	72,0
74,0																				1,1	74,0



Outrigger Pad Load Calculator

Crane setup

crane model: **GMK5250XL-1**configuration: **MB**

ident number: 4297281

outrigger base: **8.95x7.80m**

standard: EN13000

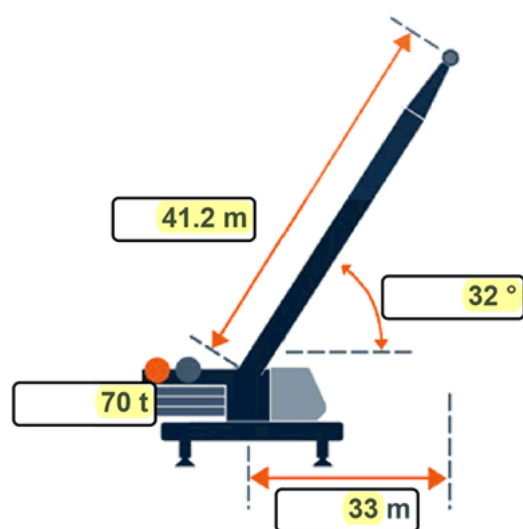
LMB-code: 2100

slew range: **0 to 360 °**

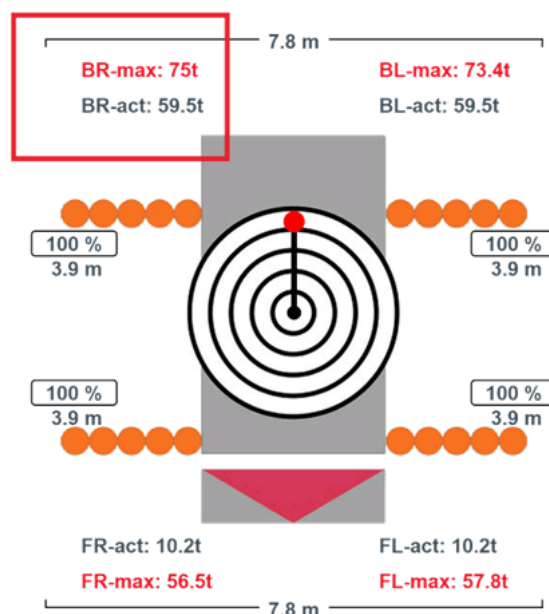
superstructure-angle: 0 °

max **14 t**act **11.95 t**

Side view



Top view (incl. ground bearing pressures)



Load charts / load graphs

Radius m	Load t	Height m
7	46	44.19
8	46	43.93
9	44	43.65
10	42	43.35
11	40	43.01
12	38	42.65
13	36	42.25
14	34	41.83
15	32.5	41.37
16	31	40.88
18	28	39.8
20	26	38.57
22	24	37.17
24	22	35.59
26	20.5	33.78
28	18.3	31.72
30	16.3	29.32
32	14.7	26.5
34	13.2	23.06
36	12	18.56
38	9.7	11.22
38.6	1.2	5.36

Disclaimer


The Outrigger Pad Load calculations produced by this software are not a substitute for adherence to all load chart requirements and safe crane operating practices and limitations. Always confirm that the lifted load and the actual crane configuration are approved by the applicable load chart. In addition, the accuracy of the Outrigger Pad Load calculations is entirely dependent upon the user inputting proper data/information. If inaccurate data is input, the Outrigger Pad Load calculations will not be accurate.

Design of ground support sufficient to withstand calculated loads is within the sole responsibility of the user of this software and/or the Site Supervisor (see ASME B30.5-2007 5-3.1.3.2.1(e)(3)). Reliance upon inaccurate calculations and/or improper ground support could lead to tip over (and potentially result in death, serious bodily injury, damage to the crane and/or damage to other property). If you have any questions as to whether the data/information you are inputting into the software is accurate, please contact Product Marketing.




Outrigger Pad Load Calculator


Crane Control Screen




360°




70t







2100





70t




5









0>50>50>50>50>50>50 (41.2m)

MODSCAPE.

APPENDIX G

RESIDENT NOTIFICATION

MODSCAPE.

430 FRANCIS STREET BROOKLYN VIC 3012
187-197 MILITARY ROAD NEUTRAL BAY NSW 2089
03 9316 6000
MODSCAPE.COM.AU

MODSCAPE INITIAL RESIDENT CONSULTATION

Initial residential consultation was undertaken by Modscape on Wednesday 14th and Thursday 15th October 2020 with the residents as per the below map and signed register.

During this consultation residents were provided the initial information of the proposed road closure:

- If the resident had any objections to the works being undertaken
- If the resident had any requirements that needed to be considered during the planning of works
- Crane to be set-up on Scott Street in front of #9 the afternoon of Day #1 works
- Modules would arrive on semi-trailers over night
- Installation works would commence at 7am on Day 2
- Once all modules are installed on Day 2, the crane would pack up late into the evening
- Exact dates and times were not yet able to be confirmed as Modscape were still working with Waverley Council
- Business Cards were provided for the Modscape Project Manager should the resident have further questions
- Further letter box drops would be undertaken to provide the residents in accordance with the requirements by Waverley Council
- Further doorknocking would also be undertaken in the days leading up to the works
- Modscape would be placing also be Visual Message Boards

Of the 37 residents consulted, all provided signatures.

Some residents stated they had alternate access off Inverness Street, Busby Lane and Clifton Lane.

Further to the signatures within this section are 3x sample letters that will be provided during letterbox drops, consultation plan from our traffic management contractor, Traffic Logistics.

All resident consultation will be undertaken by Modscape, or Traffic Logistic with a Modscape Representative present. Vehicle parking assessments will be undertaken by Traffic Logistics with the assistance of NSW Police, Eastern Suburbs division to contact owner of cars parked on the road within the parking prevention areas.



Modscape Initial Resident Consultation Map





9 SCOTT ST, BRONTE NSW 2424 – NOTICE OF UPCOMING CHANGE IN TRAFFIC CONDITIONS

We have read, understood and accept the upcoming change in traffic conditions detailed in Modscape's letter.

PROPERTY ADDRESS	RESIDENT NAME	SIGNATURE	DATE	REGO DETAILS	COMMENTS
1 Scott Street, Bronte, NSW 2024					
2 Scott Street, Bronte, NSW 2024					
3 Scott Street, Bronte, NSW 2024					
4 Scott Street, Bronte, NSW 2024					
5 Scott Street, Bronte, NSW 2024					CONSTRUCTION SITE
6 Scott Street, Bronte, NSW 2024					See Below.
7A Scott Street, Bronte, NSW 2024					
7B Scott Street, Bronte, NSW 2024					

MODSCAPE.

PROPERTY ADDRESS	RESIDENT NAME	SIGNATURE	DATE	REGO DETAILS	COMMENTS
8 Scott Street, Bronte, NSW 2024					See Below
9 Scott Street, Bronte, NSW 2024					DEVELOPMENT LOCATION!
10 Scott Street, Bronte, NSW 2024					
11 Scott Street, Bronte, NSW 2024					
12 Scott Street, Bronte, NSW 2024					
13 Scott Street, Bronte, NSW 2024					
14 Scott Street, Bronte, NSW 2024					
15 Scott Street, Bronte, NSW 2024					
16 Scott Street, Bronte, NSW 2024					



PROPERTY ADDRESS	RESIDENT NAME	SIGNATURE	DATE	REGO DETAILS	COMMENTS
17 Scott Street, Bronte, NSW 2024					
18 Scott Street, Bronte, NSW 2024					CONSTRUCTION SITE
18A Scott Street, Bronte, NSW 2024					
19 Scott Street, Bronte, NSW 2024					
20 Scott Street, Bronte, NSW 2024					
21 Scott Street, Bronte, NSW 2024					
22 Scott Street, Bronte, NSW 2024					
24 Scott Street, Bronte, NSW 2024					
<div></div> 26 Scott Street, Bronte, NSW 2024					

MODSCAPE.

PROPERTY ADDRESS	RESIDENT NAME	SIGNATURE	DATE	REGO DETAILS	COMMENTS
1 / 5 Scott Street, Bronte, NSW 2024					
2 / 5 Scott Street, Bronte, NSW 2024					
3 / 5 Scott Street, Bronte, NSW 2024					
4 / 5 Scott Street, Bronte, NSW 2024					
1 / 6 Scott Street, Bronte, NSW 2024					
2 / 6 Scott Street, Bronte, NSW 2024					
3 / 6 Scott Street, Bronte, NSW 2024					
1 / 8 Scott Street, Bronte, NSW 2024					
2 / 8 Scott Street, Bronte, NSW 2024					

MODSCAPE.

PROPERTY ADDRESS	RESIDENT NAME	SIGNATURE	DATE	REGO DETAILS	COMMENTS
1 Marroo St, Bronte NSW 2424					
2 Marroo St, Bronte NSW 2424					
2A Marroo St, Bronte NSW 2424					
3 Marroo St, Bronte NSW 2424					
4 Marroo St, Bronte NSW 2424					
5 Marroo St, Bronte NSW 2424					
6 Marroo St, Bronte NSW 2424					No such address.
7 Marroo St, Bronte NSW 2424					
8 Marroo St, Bronte NSW 2424					No such address

MODSCAPE.

PROPERTY ADDRESS	RESIDENT NAME	SIGNATURE	DATE	REGO DETAILS	COMMENTS
9 Marroo St, Bronte NSW 2424					
24B Boundary Rd, Bronte NSW 2424					
26 Boundary Rd, Bronte NSW 2424					
1 Clifton Lane, Bronte NSW 2424					No actual address.
2 Clifton Lane, Bronte NSW 2424					Actual address is #2 Marroo St.
1 Busby Pde, Bronte NSW 2424					
2 Busby Pde, Bronte NSW 2424					
8 Gordon Pl, Bronte NSW 2424					
19 Gordon Pl, Bronte NSW 2424					

MODSCAPE.

PROPERTY ADDRESS	RESIDENT NAME	SIGNATURE	DATE	REGO DETAILS	COMMENTS
11 Chesterfield Pde, Bronte NSW 2424					
13 Chesterfield Pde, Bronte NSW 2424					

MODSCAPE.

430 FRANCIS STREET BROOKLYN VIC 3012
187-197 MILITARY ROAD NEUTRAL BAY NSW 2089
03 9316 6000
MODSCAPE.COM.AU

05th October 2020

To the Resident

RE: Building Works to 9 Scott Street, Bronte

Dear Resident,

Modscape is a modular home builder who specialize in designing and building beautiful and functional modular homes. Modular building is a modern building process, where homes are built off-site (in our case, a factory in Melbourne) then transported and lifted into their permanent location. This makes for a faster on-site build process and far less disruption on-site when compared to a standard house build. This process is well-established in Australia, and we have been in business for over 13 years and have installed hundreds of modular buildings across Australia.

In the coming weeks Modscape will be delivering and installing a new modular home at 9 Scott Street, Bronte. During this period, we will be setting up a crane and there will be semi-trailer trucks entering and exiting or passing through your street. The works take place under the supervision of experienced traffic management professionals, with representatives from Modscape on-site at all times.

The attached Parking Plan shows the proposed impact on your area during the installation period. We are kindly requesting that vehicles are not parked on the road during this time to enable our works to proceed. As you live in the parking prevention area, you may experience minor delays entering or exiting your property during the times noted on the attached plan.

Modscape's normal process would be to doorknock the local area, however we understand that under the current circumstances this may not be appropriate. If you feel more comfortable with a phone or email discussion please text 0401 118 096 or email brendan@modscape.com.au with your street number no later than **Sunday 18/10/20**, and I will ensure you are contacted.

We will be back in contact closer to the date of installation, either in person, over the phone or through a letter box drop to keep you informed of the exact date of the works. We want to inform all residents of our plan as part of process, we kindly request that you acknowledge in writing that you understand the impact of these temporary changes in traffic conditions during the installation window.

If you have any questions on the process, or on modular building more broadly, please contact us on (03) 9316 6000 or through our website, www.modscape.com.au
We appreciate your understanding.

Warm regards,



Brendan Farquhar
Project Manager
0401 118 096
MODSCAPE.





MODSCAPE.

430 FRANCIS STREET BROOKLYN VIC 3012
187-197 MILITARY ROAD NEUTRAL BAY NSW 2089
03 9316 6000
MODSCAPE.COM.AU

05th November 2020

To the Resident

RE: Building Works to 9 Scott Street, Bronte

Dear Resident,

As you may be aware, Modscape are the modular home builder who are undertaking the project of constructing a new modular home on Scott Street, Bronte.

We are writing you this letter to inform you that we are 7 days out from the confirmed delivery and installation dates of the home. As a reminder, installation will be taking place **from Tuesday 10/11/20 until Thursday 12/11/20.**

During this period, we will be setting up a crane and there will be semi-trailer trucks entering and exiting or passing through your street. The works take place under the supervision of experienced traffic management professionals, with representatives from Modscape on-site at all times.

The attached Parking Plan shows the proposed impact on your area during the installation period. As you live in the area, you may experience minor delays entering or exiting your property during the times noted on the attached plan.

If you'd like more information about this job, please text or email myself on 0401 118 096 or email brendan@modscape.com.au

If you have any questions on the process, or on modular building more broadly, please contact us on (03) 9316 6000 or through our website, www.modscape.com.au

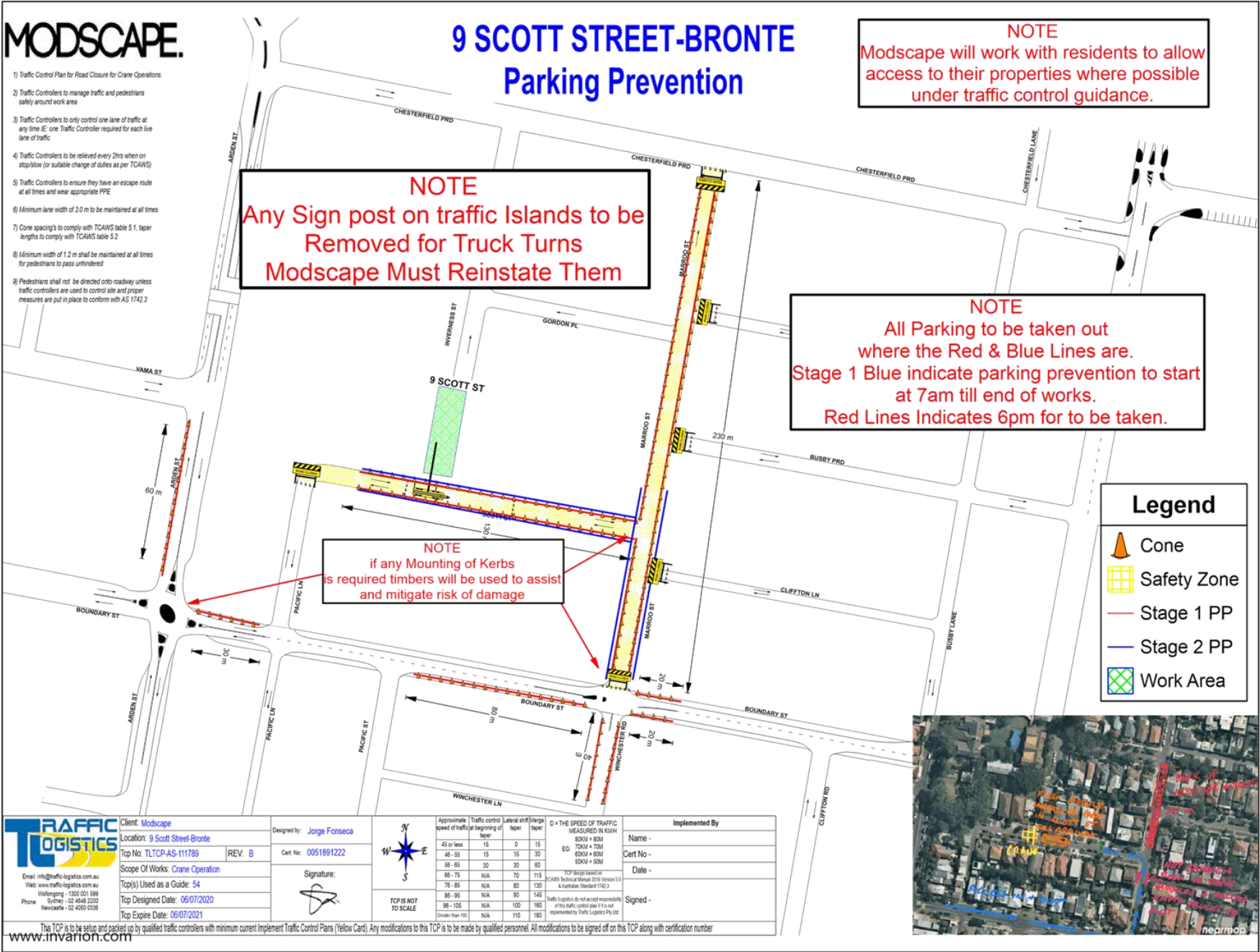
We appreciate your understanding.

Warm regards,



Brendan Farquhar
Project Manager
0401 118 096
MODSCAPE.





MODSCAPE.

430 FRANCIS STREET BROOKLYN VIC 3012
187-197 MILITARY ROAD NEUTRAL BAY NSW 2089
03 9316 6000
MODSCAPE.COM.AU

09th November 2020

To the Resident

RE: Building Works to 9 Scott Street, Bronte

Dear Resident,

As you may be aware, Modscape are the modular home builder who are undertaking the project of constructing a new modular home on Scott Street, Bronte.

We are writing you this letter to confirm our delivery and installation dates of the home. As a reminder, installation will be taking place from **Tuesday 10/11/20 through until Thursday 12/11/20.**

During this period, we will be setting up a crane and there will be semi-trailer trucks entering and exiting or passing through your street. The works take place under the supervision of experienced traffic management professionals, with representatives from Modscape on-site at all times.

The attached Parking Plan shows the proposed impact on your area during the installation period. As you live in the area, you may experience minor delays entering or exiting your property during the times noted on the attached plan.

If you'd like more information about this job, please text or email myself on 0401 118 096 or email brendan@modscape.com.au

If you have any questions on the process, or on modular building more broadly, please contact us on (03) 9316 6000 or through our website, www.modscape.com.au

We appreciate your understanding.

Warm regards,



Brendan Farquhar
Project Manager
0401 118 096
MODSCAPE.



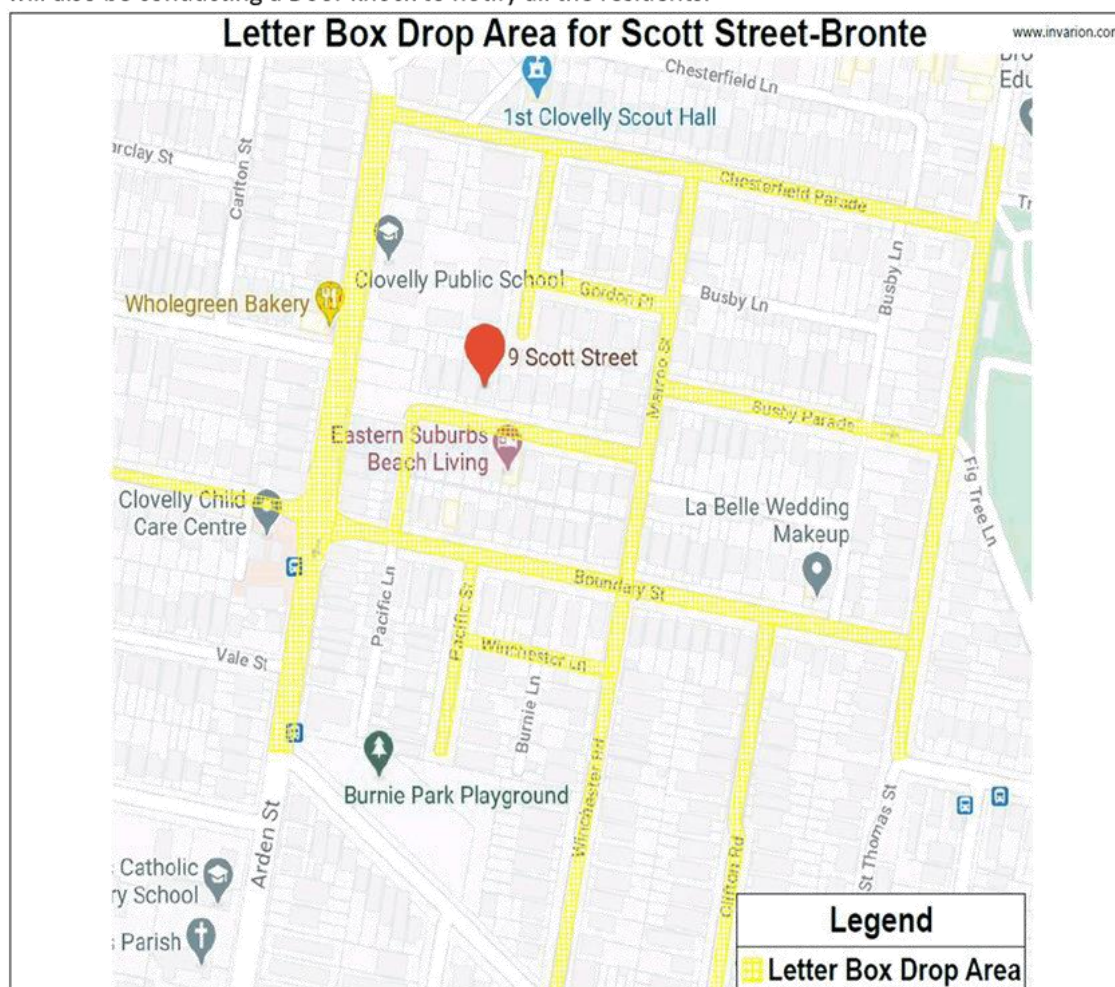




☎ 1300 001 599
 ✉ info@traffic-logistics.com.au
 ✉ accounts@traffic-logistics.com.au
 🌐 www.traffic-logistics.com.au
 ABN 70 123 127 337

Scott street closure

Prior to the job commencing, Modscape and Traffic Logistics will do several consultations with all the residents of Scott Street, Boundary Street and Marroo Street to advise them of the works coming up and the inconvenience that the residents will face during the period of the works. Consultation with the residents will begin one month prior to the start of the job by door knocking and speak to all the residents of Scott Street, Boundary Street and Marroo Street, information will need to be obtained and recorded from each resident to record their names, phone numbers and vehicle details to see if they have parked on the streets mentioned which we will need to obtain to get for the modules to arrive to the designated parking areas for the job to go ahead. The below diagram shows the Letter Box Drop Areas that will be conducted by Traffic Logistics 7 days prior to the job date which will be approved by Waverley Council. Another Letter Box Drop will also be done to the same area 48 hours prior to the job going ahead. On both of these occasions we will also be conducting a Door knock to notify all the residents.



WOLLONGONG

49 Industrial Road, Unanderra NSW 2526

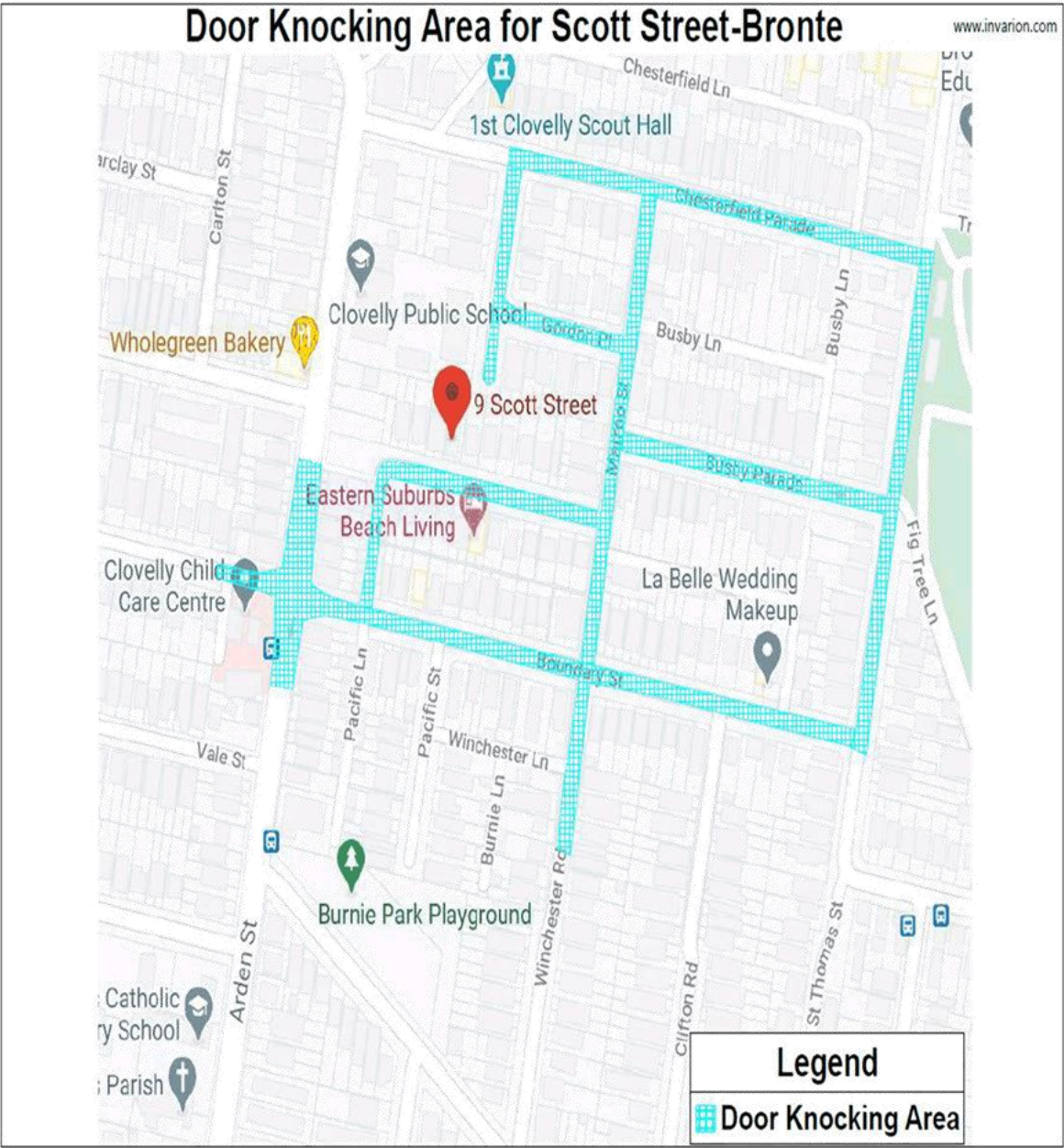
NEWCASTLE

8 Glenwood Drive, Thornton NSW 2322

SYDNEY

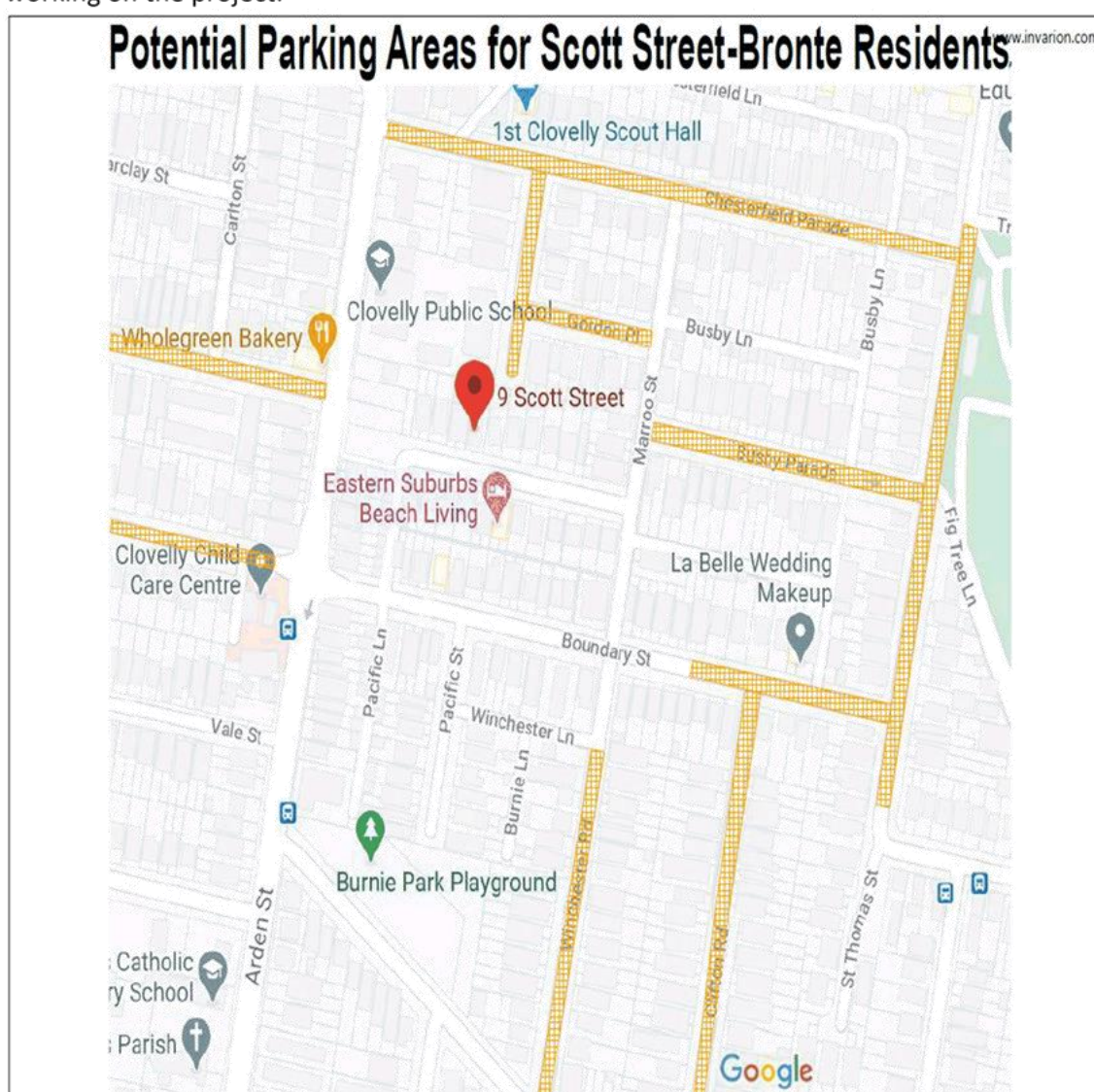
9 Nursery Road, Campbelltown NSW 2560

The below diagram shows the Door knocking areas that will be conducted by Traffic Logistics 7 days prior to the job date and 48 hours prior to the job going ahead. This area has been marked so all the residents in the surrounding areas of Scott Street, Boundary Street and Marroo Street are aware that the job will be going ahead and their assistance will be required during the works. We will be asking for resident to park the vehicles in the garages and driveways where possible.



The below diagram shows the potential parking areas for all surrounding Street where possible parking can be found for the residents of Scott Street, Boundary Street, Winchesters Street and Marroo Street. We are estimating that 39 parking spaces will be required on Scott Street, another 20 parking spaces will be required on Marroo Street, On Boundary Street we will roughly need 17 parking spaces and 12 parking spaces on Winchester Road. Some of parking spaces on Boundary Street and Winchester Road will be released once as the modules are parked inside the road closure.

If any vehicles are found abandon or unregistered, we will find this out throughout the consultation process and on the 7-day prior Letter Box drop and door knock. We will them alert Modscape and Council to see what can be done to get these vehicles removed. If vehicle don't move during the day of the works, we will contact the owner on the phone number provide to kindly request for them to move the cars. Eastern Suburbs Police will also be asked to assist in contacting residents and getting them to move their vehicles while working on the project.

**WOLLONGONG**

49 Industrial Road, Unanderra NSW 2526

NEWCASTLE

8 Glenwood Drive, Thornton NSW 2322

SYDNEY

9 Nursery Road, Campbelltown NSW 2560

We have also identified two potential parking areas for overflow parking spaces for the residents of Scott Street and Marroo Street. Modscape is currently in consultation with the Principal of Clovelly Public School to see if School grounds can be utilised to park residents vehicles in the two locations marked on the below diagram.

**WOLLONGONG**

49 Industrial Road, Unanderra NSW 2526

NEWCASTLE

8 Glenwood Drive, Thornton NSW 2322

SYDNEY

9 Nursery Road, Campbelltown NSW 2560

MODSCAPE.

APPENDIX H

PROPOSED RUNNING SHEET FOR INSTALLATION

MODSCAPE.

430 FRANCIS STREET BROOKLYN VIC 3012
187-197 MILITARY ROAD NEUTRAL BAY NSW 2089
03 9316 6000
MODSCAPE.COM.AU

17th November 2020

Re: Building Works to 9 Scott Street, Bronte
Proposed Running Schedule of Installation of Modules works

The above-mentioned works are confirmed to be conducted over Friday 18/12/20 through to Saturday 19/12/20. The running sheet for the work is as follows;

Thursday 7:00AM

- Traffic Management commence on-site to notify residents of the impending works and restricted parking as per Parking Plan PP1

Thursday 11:30PM to 12:00PM

- Traffic control to close off access to Scott Street in anticipation of crane arrival

Thursday 12:00PM to 6:00PM

- 300T Crane mobilization / arrival to site and commences set-up
- Approx. 6x counterweight trucks to be unloaded in Scott Street and leave the area.
- 300T crane to be left on site overnight
- Crane crew to leave site once crane is set-up
- Counterweight trucks to arrive in scheduled intervals of approx. 45mins. Communication to be in place to ensure the area doesn't become congested with unscheduled arrivals.
- No counterweight trucks to be left within the local area affected by these works

Thursday 6:00PM to 9:30PM

- Traffic Management enforcing Parking Plan PP1
- Traffic Management preparing for Parking Plan PP2
- Traffic Management preparing for Traffic Control Plan TLTCPAS111789

Thursday 9:00PM to 10:00PM

- Traffic Management implement restricted parking as per Parking Plan PP2
- Traffic Management implement Traffic Control Plan TLTCPAS111789

Thursday / Friday 10:00PM to 3:00AM

- Trucks to commence arriving to site in spaced intervals under escort in accordance with NHVR permit approvals.
- Total of 10x oversize loads with associated pilot / escorts
- Trucks to turn off amber beacon lights once entering closed Marroo & Scott Street's.
- Truck drivers and pilot vehicles to park up and remain vehicles until 7:00am



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Thursday / Friday 3:00AM to 7:00AM

- Traffic Management enforcing Traffic Control Plan TLTCPAS111789, PP1 & PP2

Friday 7:00AM to 7:15AM

- Workers arrival and morning prestart meeting

Friday 7:00AM to Approx. 7:00pm

- Commence module installation
- Anticipated 45min to 1hr required per module install
- Unloaded trucks 1, 2, 3 & 4 to reverse back and park side-by-side until truck 4 is unloaded
- Trucks 1 to 4 to leave site and clear Scott Street
- Truck 5 to reverse into Scott Street once street has been cleared of trucks 1-5.
- Trucks 6, & 7 to reverse into Scott street while Truck 5 being unloaded
- Unloaded trucks 5, 6 & 7 to reverse back and park side-by-side until truck 7 is unloaded
- Trucks 5 to 7 to leave site and clear Scott Street
- Truck 8 to reverse into Scott Street once street has been cleared of trucks 5-7.
- Trucks 9 & 10 to reverse into Scott street while Truck 8 being unloaded
- Unloaded trucks 8, 9 & 10 to reverse back and park side-by-side until truck 10 is unloaded
- Trucks 8 to 10 to leave site and clear Scott Street
- Refer to attached truck movements and sequencing on TMP-01 to TMP-16

Friday 7:00PM to 11:30PM

- Construction crews to leave site
- Crane to remain on Scott Street overnight
- Traffic control to remain in place with Scott Street closed (local residents only)
- 300T Crane de-mobilization / removal from site
- Approx. 6x counterweight trucks to be unloaded in Scott Street and leave the area.
- Counterweight trucks to arrive in scheduled intervals of approx. 45mins. Communication to be in place to ensure the area doesn't become congested with unscheduled arrivals.

Friday 11:30PM to 12:30AM

- Traffic control to pack up and demobilize site

Saturday 7:00AM to 1:00PM

- Clean and tidy all street work areas



MODSCAPE.

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17th November 2020

Re: Building Works to 9 Scott Street, Bronte
Proposed Running Schedule of Installation of Modules works

The above-mentioned works are confirmed to be conducted over Tuesday 13/01/21 through to Thursday 14/01/21. The running sheet for the work is as follows;

Wednesday 7:00AM

- Traffic Management commence on-site to notify residents of the impending works and restricted parking as per Parking Plan PP1

Wednesday 11:30PM to 12:00PM

- Traffic control to close off access to Scott Street in anticipation of crane arrival

Wednesday 12:00PM to 6:00PM

- 300T Crane mobilization / arrival to site and commences set-up
- Approx. 6x counterweight trucks to be unloaded in Scott Street and leave the area.
- 300T crane to be left on site overnight
- Crane crew to leave site once crane is set-up
- Counterweight trucks to arrive in scheduled intervals of approx. 45mins. Communication to be in place to ensure the area doesn't become congested with unscheduled arrivals.
- No counterweight trucks to be left within the local area affected by these works

Wednesday 6:00PM to 9:30PM

- Traffic Management enforcing Parking Plan PP1
- Traffic Management preparing for Parking Plan PP2
- Traffic Management preparing for Traffic Control Plan TLCPAS111789

Wednesday 9:00PM to 10:00PM

- Traffic Management implement restricted parking as per Parking Plan PP2
- Traffic Management implement Traffic Control Plan TLCPAS111789

Wednesday / Thursday 10:00PM to 3:00AM

- Trucks to commence arriving to site in spaced intervals under escort in accordance with NHVR permit approvals.
- Total of 10x oversize loads with associated pilot / escorts
- Trucks to turn off amber beacon lights once entering closed Marroo & Scott Street's.
- Truck drivers and pilot vehicles to park up and remain vehicles until 7:00am



MODSCAPE.

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 03 9316 6000
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Wednesday / Thursday 3:00AM to 7:00AM

- Traffic Management enforcing Traffic Control Plan TLTCPAS111789, PP1 & PP2

Thursday 7:00AM to 7:15AM

- Workers arrival and morning prestart meeting

Thursday 7:00AM to Approx. 7:00pm

- Commence module installation
- Anticipated 45min to 1hr required per module install
- Unloaded trucks 1, 2, 3 & 4 to reverse back and park side-by-side until truck 4 is unloaded
- Trucks 1 to 4 to leave site and clear Scott Street
- Truck 5 to reverse into Scott Street once street has been cleared of trucks 1-5.
- Trucks 6, & 7 to reverse into Scott street while Truck 5 being unloaded
- Unloaded trucks 5, 6 & 7 to reverse back and park side-by-side until truck 7 is unloaded
- Trucks 5 to 7 to leave site and clear Scott Street
- Truck 8 to reverse into Scott Street once street has been cleared of trucks 5-7.
- Trucks 9 & 10 to reverse into Scott street while Truck 8 being unloaded
- Unloaded trucks 8, 9 & 10 to reverse back and park side-by-side until truck 10 is unloaded
- Trucks 8 to 10 to leave site and clear Scott Street
- Refer to attached truck movements and sequencing on TMP-01 to TMP-16

Thursday 7:00PM to 11:30PM

- Construction crews to leave site
- Crane to remain on Scott Street overnight
- Traffic control to remain in place with Scott Street closed (local residents only)
- 300T Crane de-mobilization / removal from site
- Approx. 6x counterweight trucks to be unloaded in Scott Street and leave the area.
- Counterweight trucks to arrive in scheduled intervals of approx. 45mins. Communication to be in place to ensure the area doesn't become congested with unscheduled arrivals.

Thursday 11:30PM to 12:30AM

- Traffic control to pack up and demobilize site

Friday 7:00AM to 1:00PM

- Clean and tidy all street work areas



Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



CONSTRUCTION ISSUE

A	TRUCK MOVEMENT PLAN		23.09.20	AC	Design Manager:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Truck Movement Plan 01	Drawing No.		Revision
	issue	description	date	initials							TMP-01		
	revision	sign off	copyright	company	orientation	project	drawing	details		Author Drawn	SEPT 2020 Date	As indicated Scale	A3 Sheet Size

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



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issue description date initials				Design Manager:							Author Drawn	SEPT 2020 Date	As indicated Scale	A3 Sheet Size	486 Job No.	
				Technical:												
				Design Intent:												
revision				sign off		copyright	company	orientation	project	drawing	details					

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



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	issue	description	date	initials							As indicated	A3	486
	Scale										Sheet Size		Job No.
	revision	sign off	copyright	company	orientation	project	drawing	details					

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



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	issue	description	date	initials	Design Manager:						As indicated	A3	486	
	revision	sign off	copyright	company	orientation	project	drawing	details	Author	SEPT 2020	Scale	Sheet Size	Job No.	

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



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	issue	description	date	initials							As indicated	A3	486
	revision	sign off	copyright	company	orientation	project	drawing	details			Scale	Sheet Size	Job No.

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



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issue description date initials				Design Manager:							TMP-06		A					
				Technical:							Author		SEPT 2020		As indicated		A3	
				Design Intent:							Drawn		Date		Scale		Sheet Size	
430 Francis Street, Brooklyn, VIC 3012 Ph 93166000												486		Job No.				
revision				sign off		copyright		company		orientation		project		drawing		details		

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



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	issue	description	date	initials							As indicated	A3	486
	revision	sign off	copyright	company	orientation	project	drawing	details			Scale	Sheet Size	Job No.

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



CONSTRUCTION ISSUE

A	TRUCK MOVEMENT PLAN		23.09.20	AC	Design Manager: Design Manager: Technical: Design Intent:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD	<div>MODSCAPE.</div> <div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div>		Michael & Jerrie Alp 9 Scott Street, Bronte, NSW, 2024	Architectural Set Truck Movement Plan 08	Drawing No.		Revision
	TMP-08			A									
	As indicated	A3	486										
issue	description	date	initials	Scale	Sheet Size	Job No.							
revision				sign off		copyright	company	orientation	project	drawing	details		

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
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	issue	description	date	initials							As indicated	A3	486
	Scale										Sheet Size		Job No.
	revision	sign off	copyright	company	orientation	project	drawing	details					

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
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issue description date initials				Design Manager:					9 Scott Street, Bronte, NSW, 2024		Truck Movement Plan 10		TMP-10		A			
				Technical:							Author		As indicated		A3		486	
				Design Intent:							Drawn		Scale		Sheet Size		Job No.	
revision				sign off		copyright		company		orientation		drawing		details				

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



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issue description date initials				Design Manager:							TMP-11		A				
				Technical:							As indicated A3		486				
				Design Intent:							Scale Sheet Size		Job No.				
revision				sign off		copyright		company		orientation		project		drawing		details	

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
- Sequence No. 14: Module G & F trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 15: Module G & F are lifted into position.
- Sequence No. 16: Module G & F trucks are driven away.



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	issue	description	date	initials							As indicated	A3	486
	Scale										Sheet Size		Job No.
	revision	sign off	copyright	company	orientation	project	drawing	details					

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
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- Sequence No. 16: Module G & F trucks are driven away.



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issue description date initials				Design Manager:							Author SEPT 2020		As indicated A3 486
				Technical:							Drawn Date		Scale Sheet Size Job No.
				Design Intent:									
revision				sign off		copyright	company	orientation	project	drawing	details		

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 12: Module I & H are lifted into position.
- Sequence No. 13: Module I & H trucks are driven away.
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issue description date initials				Design Manager:					9 Scott Street, Bronte, NSW, 2024		Truck Movement Plan 14		TMP-14		A			
				Technical:							Author		As indicated		A3		486	
				Design Intent:							Drawn		Scale		Sheet Size		Job No.	
revision				sign off		copyright		company		orientation		drawing		details				
												SEPT 2020						
												Date						

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
- Sequence No. 11: Module I & H trucks are reversed back into crane reach zone on Scott St.
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	issue	description	date	initials							As indicated	A3	486
	revision	sign off	copyright	company	orientation	project	drawing	details			Scale	Sheet Size	Job No.

Truck Movement Sequence

- Sequence No. 1: Module A unloaded from truck onto stands and truck driven away.
- Sequence No. 2: Module B unloaded from truck onto stands and truck driven away.
- Sequence No. 3: Module C & D trucks park in Scott St beyond modules A & B. Residual trucks are parked along Marroo St.
- Sequence No. 4: Module A & B are lifted into position.
- Sequence No. 5: Module C & D trucks are reversed back into crane reach zone on Scott St
- Sequence No. 6: Module C & D are lifted into position.
- Sequence No. 7: Module C & D trucks are driven away.
- Sequence No. 8: Module E & J trucks are reversed back into crane reach zone on Scott St.
- Sequence No. 9: Module E & J are lifted into position.
- Sequence No. 10: Module E & J trucks are driven away.
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- Sequence No. 12: Module I & H are lifted into position.
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issue description		date	initials	Design Manager:							Author Drawn	SEPT 2020 Date	As indicated Scale	A3 Sheet Size	486 Job No.					
revision		sign off		copyright							company		orientation		project		drawing		details	
											430 Francis Street, Brooklyn, VIC 3012 Ph 93166000									

MODSCAPE.

END

Dear Malik,

This email is to advise you that Randwick Council raises no objection to the proposed modular house delivery for 9 Scott Street, Bronte, utilising some Randwick City Council (RCC) streets – as detailed within the documentation provided by 'Modscape' - with the following conditions:

- RCC need to see the swept paths for the trucks' return journey. The width will be much reduced – but we need to see what the swept path is for these long trucks in this residential area
- RCC would like to view the contact details, gathered by Modscape, of Boundary Street and Winchester Road residents affected within the RCC area.
- RCC proposes to have a crew of two staff on-site overnight during the delivery of the modular units, at Modscape's cost. These staff will remove affected signage, will monitor the impacts of the trucks on Council's assets, will reinstall the removed signage and will monitor how Modscape manages the situation – especially with regard to any unmoved cars. The cost for the two man crew will need to be covered by Modscape
- I stress that RCC has no legal powers to remove a car and we cannot authorise Modscape to do so either. The Police have some powers – however it is a matter for the Police to determine if they are willing to authorise removal of any vehicles obstructing the passage of the trucks.

Please inform me as soon as possible as to the date of implementation – so that I can arrange for our crew to attend.

Malik (& Brendan) Randwick City Council recognises the efficiency gains and reduction in community impact of off-site construction of modular units. However, our previous experience with Modscape was unsatisfactory and we look forward to a better experience on this occasion, so that future applications may be better received.

Yours sincerely

Tony Lehmann
Manager Integrated Transport
Randwick City Council
02 9093 6559
tony.lehmann@randwick.nsw.gov.au
www.randwick.nsw.gov.au



REPORT
TC/C.08/20.11

Subject: 9 Scott Street, Bronte - Construction Zone

TRIM No: A03/2514-04

Author: Malik Almuhanha, Senior Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 14.5-metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along the frontage of 9 Scott Street, Bronte.
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 9 Scott Street, Bronte, for the installation of a construction zone outside 9 Scott Street, Bronte (see Figure 1).

Council officers recommend the installation of a 14.5-metre construction zone as shown in Figure 2.

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



Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone be signposted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply the applicant with transferable permits to be used on the applicant's construction vehicles. The Traffic Committee and Council's requirements for permit approvals are a minimum length of 9 metres along the site frontage with a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 12 metres on Scott Street, including a 4-metre-wide driveway. The applicant has requested a 14-metre construction zone along Scott Street.

Council officers propose to provide a 14.5-metre construction zone comprising the 12-metre site frontage plus 2.5 metres of parking that would be alienated. The existing and recommended parking allocations are shown below.

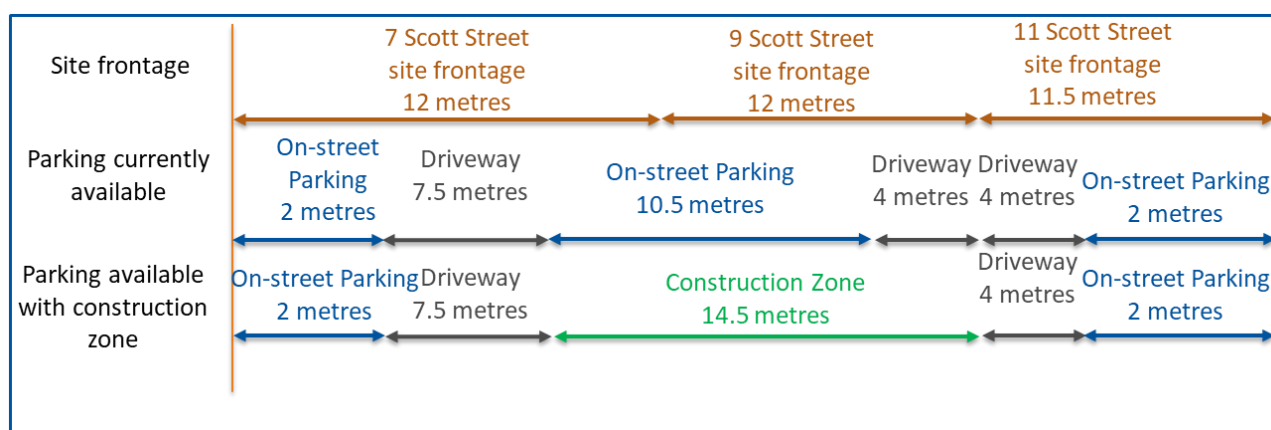


Figure 3. On-street parking allocation.

Table 1. Application details.

Applicant	Modscape
Development application	DA-171/2019
Works	Modular housing construction
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	12 metres
Road	Scott Street
Existing parking	Unrestricted
Length requested by applicant	14 metres
Length to be signposted	14.5 metres
Effective constriction zone - Total length available for construction	14.5 metres
Duration	13 weeks
Fee area	Residential area without parking restrictions
Estimated fees	\$965.70 per week

Signage

The proposed signage is shown below.

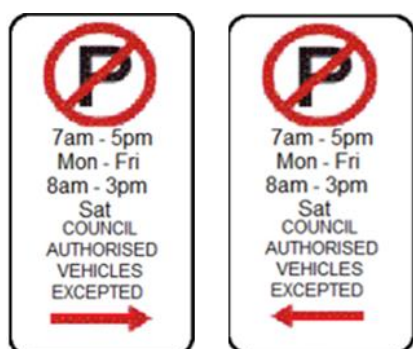


Figure 4. Proposed signage.

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 2020–2021 financial year are:

- \$66.60 per metre per week in a residential area.
- \$92.20 per metre per week in a commercial and mixed-use area.
- \$377.00 per metered (ticket) car parking space per week in addition to above fees (where applicable).

The cost to the applicant for the 14.5 metres made available for construction vehicles will be \$965.70 per week (14.5 metres x \$66.60 per metre).

5. Attachments

Nil.

REPORT
TC/V.01/20.11

Subject: Barracluff Avenue, Bondi Beach - Traffic Calming Scheme

TRIM No: A03/0042-04

Author: Malik Almuhanha, Senior Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council undertakes community consultation with the residents of Barracluff Avenue on the following traffic and parking options for Barracluff Avenue:

1. Option A – No change. Leave Barracluff Avenue as it is, as shown in Attachment 1 of the report.
2. Option B – Parallel parking on both sides of Barracluff Avenue with kerb blisters, as shown in Attachment 2 of the report.
3. Option C – Angle parking on the northern side of Barracluff Avenue, as shown in Attachment 3 of the report.
4. Option D – Angle parking on the southern side of Barracluff Avenue, as shown in Attachment 4 of the report.

1. Executive Summary

At its meeting on 16 June 2020, Council resolved to undertake community consultation with the residents of Barracluff Avenue and adjoining streets on two traffic schemes for Barracluff Avenue. Option 1 was pedestrian refuge islands with mid-block kerb extensions. Option 2 was a road closure of Barracluff Avenue in the vicinity of 21 Barracluff Avenue.

Council resolved not to support the road closure option at its meeting on 3 November 2020.

This report provides a summary of feedback on both options. The feedback from the survey has been used to further develop options. Four options are recommended for further consultation with the residents directly affected (residents of Barracluff Avenue). The four options are:

- Option A – No change. Leave Barracluff Avenue as it is.
- Option B – Parallel parking on both sides of Barracluff Avenue with kerb blisters.
- Option C – Angle parking on the northern side of Barracluff Avenue.
- Option D – Angle parking on the southern side of Barracluff Avenue.

All three options include pedestrian refuge islands at the intersections of Barracluff Avenue and Francis Street, and Barracluff Avenue and Lamrock Avenue. Kerb extensions have been included in each option where appropriate.

The section of the Bondi Junction–Bondi Beach bike route along Barracluff Avenue between Francis Street and Rickard Avenue will be retained.

Community consultation was undertaken with options for traffic calming at Barracluff Avenue. The survey presented two options:

- Option 1 – Pedestrian refuge islands with kerb extensions.
- Option 2 – Road closure.

Close to 800 residents were surveyed. 138 individual responses were received. A petition opposing the closure of Barracluff Avenue with 222 signatures was also received. Of the individual responses:

- 62% were in favour of Option 1, the pedestrian refuge islands with kerb extensions option.
- 75% opposed Option 2, the road closure option.

As part of their feedback, residents have also requested angle parking to compensate for the loss of parking as a result of the pedestrian refuges and kerb extensions in Option 1. Residents in other streets including Francis Street have also requested traffic calming schemes in their streets. This will be addressed separately by Council officers at a future date.

2. Introduction/Background

Barracluff Avenue is a 12.8 m wide two-way local road with parking on both sides. The default speed limit is 50 km/h. It is 185 meters long between Francis Street and O'Brien Street (see Figure 1).

Council determined the need for consultation with the residents of Barracluff Avenue and adjoining streets on two traffic calming schemes for Barracluff Avenue. Option 1 was a traffic calming through the installation of pedestrian refuge islands with kerb extensions. Option 2 was the closure of Barracluff Avenue in the vicinity of 21 Barracluff Avenue.

The feedback from residents indicated a minority support for the closure of Barracluff and a majority support for traffic calming including consideration of angle parking. This report presents further options including angle parking for Barracluff Avenue.

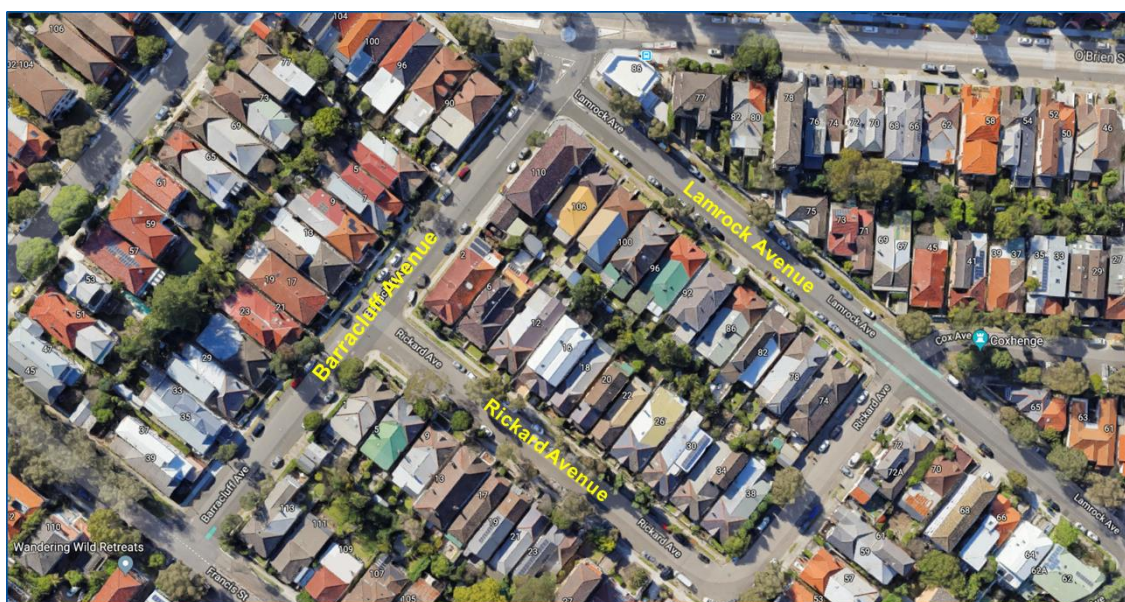


Figure 1. Barracluff Avenue, Bondi Beach.

Relevant Council resolutions are set out in the table below.

Table 1. Relevant Council resolutions.

Meeting and date	Item No.	Decision
Operations and Community Services Committee 3 November 2020	OC/5.1/20.11	<p>That Council:</p> <ol style="list-style-type: none"> 1. Receives and notes the petition against the closure of Barracluff Avenue, Bondi Beach. 2. Notes that over 500 submissions have been received from residents of Barracluff Avenue and surrounding streets by Council on the community consultation for traffic management in Barracluff Avenue 3. Further notes that over 95% of the submissions do not support the option of a road closure in Barracluff Avenue. 4. Does not support the closure of Barracluff Avenue. 5. Officers inform the key petitioner, residents of Barracluff Avenue and Rickard Avenue, and the Bondi Precinct Committee of this resolution.
Council 16 June 2020	CM/5.2.2/20.06(2)	<p>That Council further develops design options for Barracluff Avenue and undertakes community consultation with the residents of Barracluff Avenue and adjoining streets on the following two scenarios:</p> <ol style="list-style-type: none"> 1. Construction of pedestrian/traffic islands with associated line marking and signage at the intersections of Barracluff Avenue and Francis Street, and Barracluff Avenue and Lamrock Avenue, Bondi Beach, as shown in Drawing 9005 Issue A attached to this report. Including the installation of kerb extensions in Barracluff Avenue on both sides of the road opposite: <ol style="list-style-type: none"> (a) 23 Barracluff Avenue and 25 Barracluff Avenue. (b) 5 Barracluff Avenue and 7 Barracluff Avenue. 2. Construction of a road closure of Barracluff Avenue in the vicinity of 21 Barracluff Avenue.

3. Technical Analysis

Figure 2 shows the community consultation area for the surveys. Residents from approximately 800 properties were surveyed. Bondi and Bondi Beach Precinct committees were also notified.

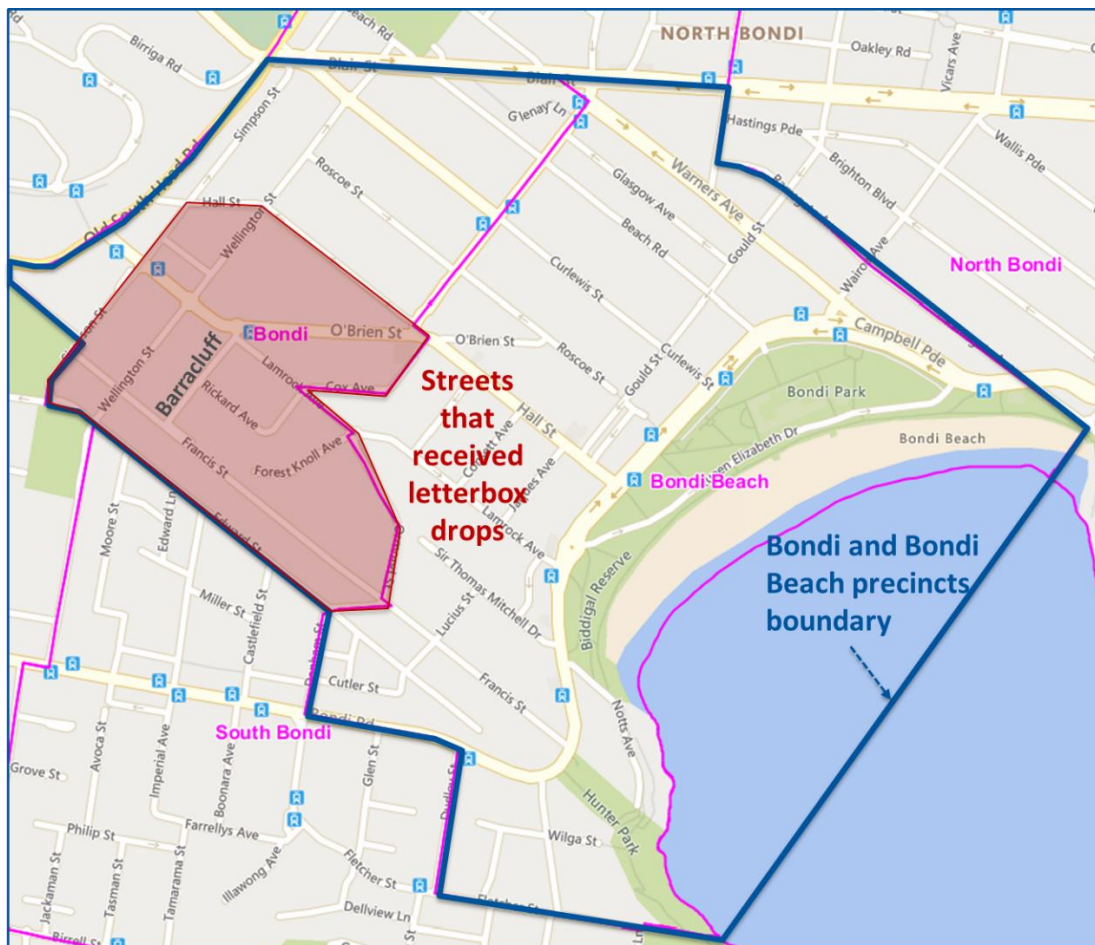


Figure 2. Community consultation area.

Community feedback on intersection treatments and kerb extensions in Barracluff Avenue

Figure 3 presents the community feedback on Option 1, pedestrian refuge islands with kerb extensions. 62% of residents were in favour of this option, with feedback requesting angle parking to be considered.

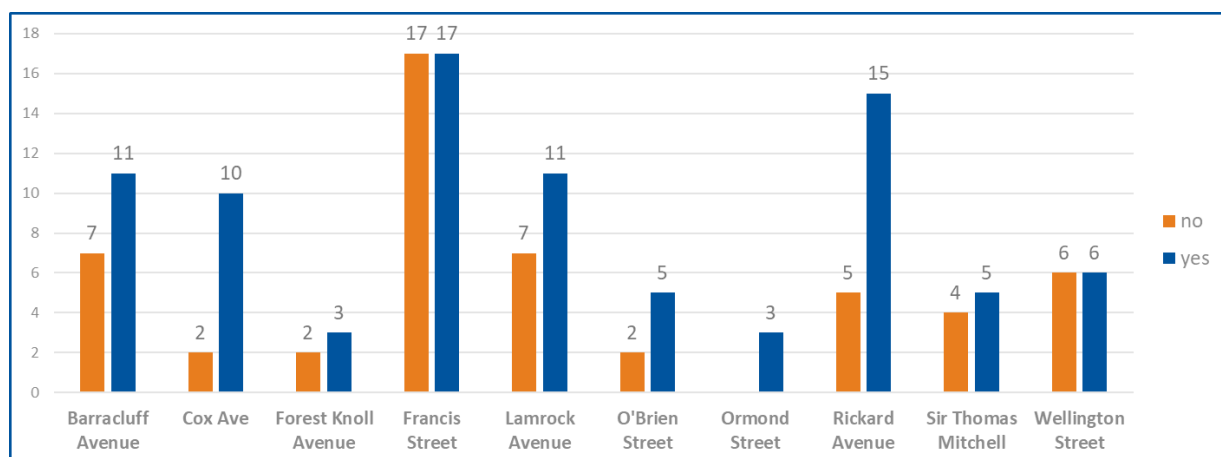


Figure 3. Community feedback analysis on Option 1 – Pedestrian refuge islands with kerb extensions.

Community feedback on closure of Barracluff Avenue

Figure 4 presents the community feedback on Option 2, closure of Barracluff Avenue. 62% of residents were in opposed to this option. A petition containing 222 signatures was also opposed to this option.

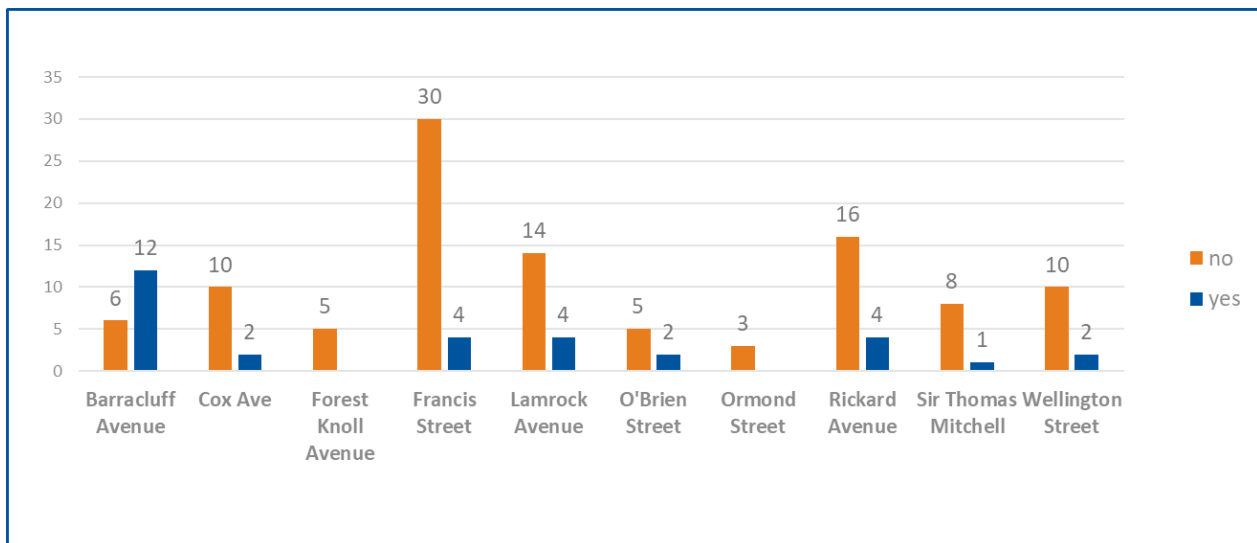


Figure 4. Community feedback analysis on Option 2 – Road closure.

Further options for analysis

Two more options with Barracluff Avenue not closed but with angle parking on either the southern or northern side of the street have been developed. These are in addition to the original traffic calming option with parallel parking on both sides of the street.

Concept designs have been prepared for the three traffic calming options.

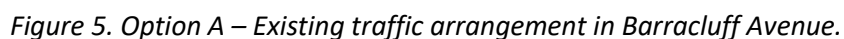
It is proposed to take four options back to the residents of Barracluff Avenue for feedback, one being to leave things as they are. Table 2 presents these options as well as the likely parking implications.

Table 2. Options for further community consultation and parking implications.

	Option A	Option B	Option C	Option D
Description	No change	Original pedestrian refuge island design with kerb extensions and parallel parking	Pedestrian refuge island design with kerb extensions and 60-degree angle parking on the northern side of Barracluff Avenue	Pedestrian refuge island design with kerb extensions and 60-degree angle parking on the southern side of Barracluff Avenue
Parking spaces available on Barracluff Avenue	40	33	46	42

The section of the Bondi Junction–Bondi Beach bike route along Barracluff Avenue between Francis Street and Rickard Avenue will be retained.

Concept designs for Options A to D are presented below in Figures 5 to 8 and attached to the report.



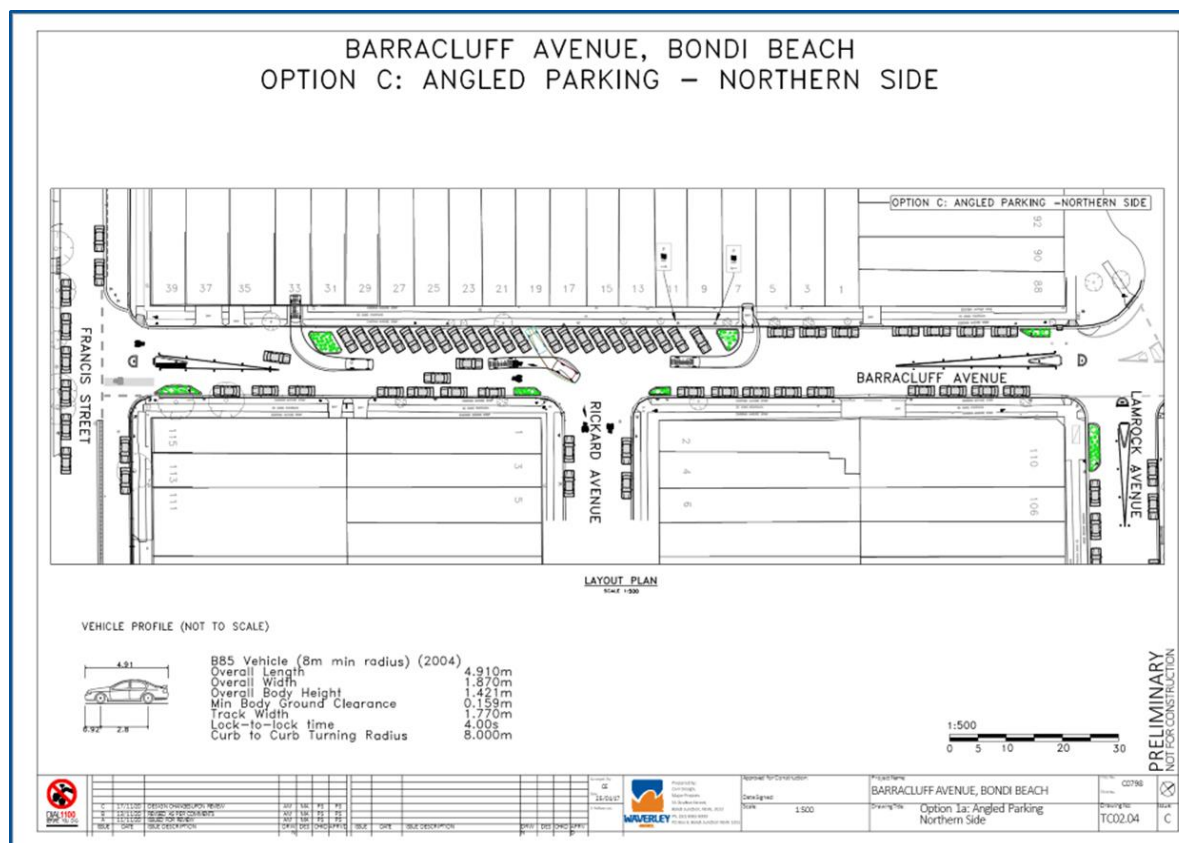


Figure 7. Option C – Pedestrian refuge island design with kerb extensions and 60-degree angle parking on the northern side of Barracluff Avenue.

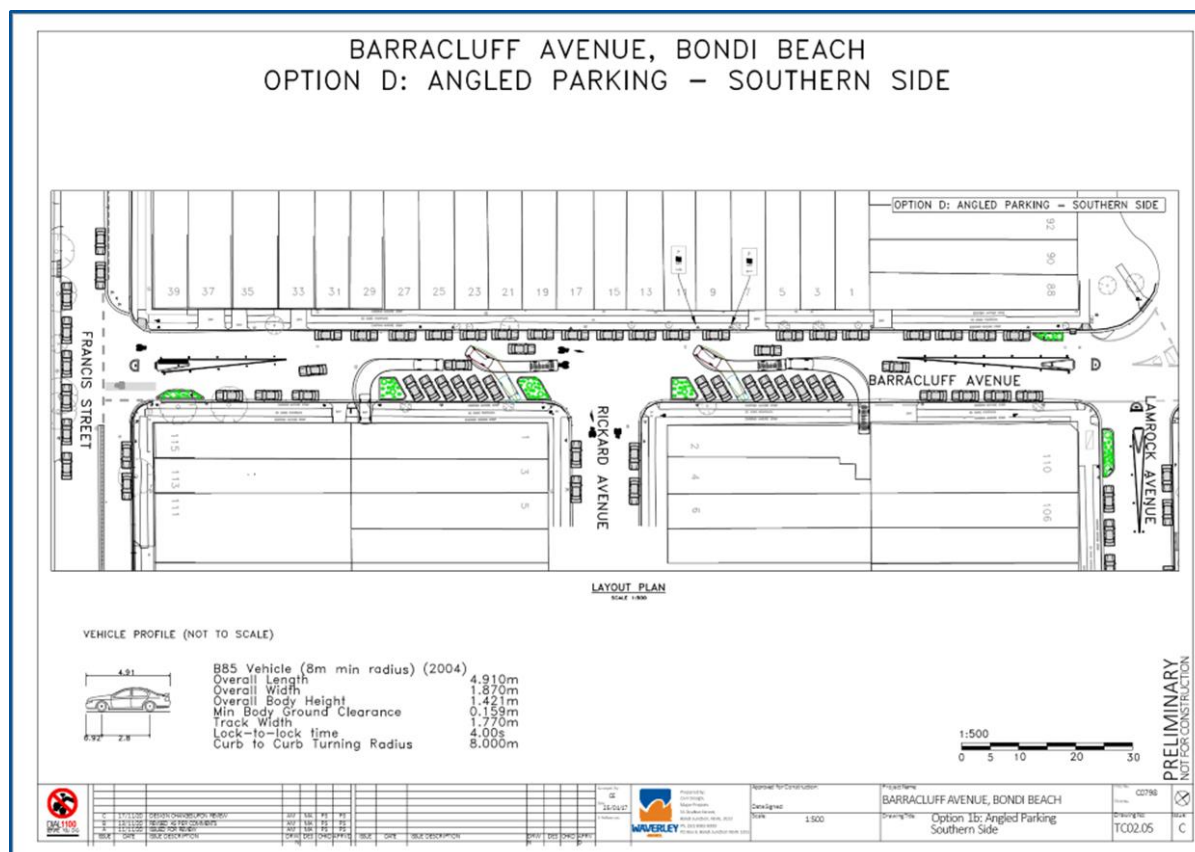


Figure 8. Option D – Pedestrian refuge island design with kerb extensions and 60-degree angle parking on the southern side of Barracluff Avenue.

4. Financial Information for Council's Consideration

Council currently has not allocated funds to the cost of installing a traffic calming scheme as one has not been determined.

5. Attachments

1. Option A [↓](#)
2. Option B [↓](#)
3. Option C [↓](#)
4. Option D [↓](#)

OPTION A: EXISTING ARRANGEMENT

39 37 35 33 31 29 27 25 23 21 19 17 15 13 11 9 7 5 3 1

92 90 88

BARRACLUFF AVENUE

FRANCIS STREET

LAMROCK AVENUE

115 113 111

1 3 5

2 4 6

110 106

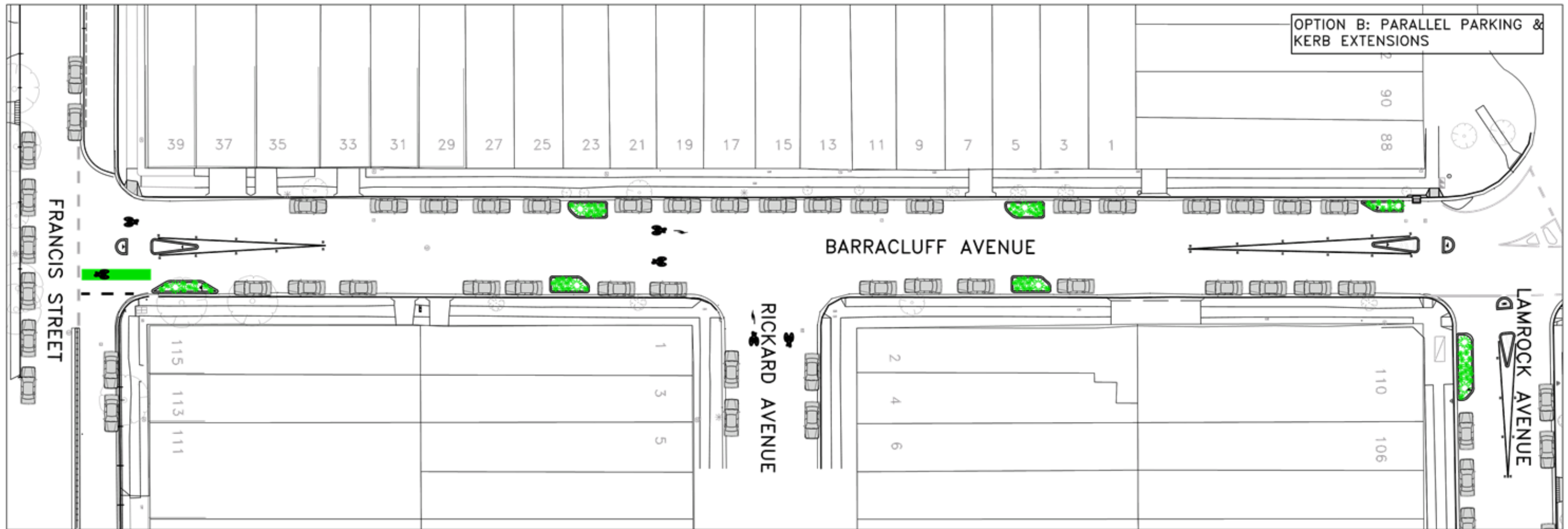
LAYOUT PLAN
SCALE 1:500

PRELIMINARY
NOT FOR CONSTRUCTION

										Surveyed By: CE										<div><div><div></div><div></div></div><div>Waverley Council</div></div> <div>Prepared by: Civil Design, Major Projects 55 Grafton Street, Bondi Junction, NSW, 2022 Ph: (02) 9083 8000 PO Box 9, Bondi Junction NSW 1535</div>										Approved for Construction:										Project Name: BARRACLUFF AVENUE, BONDI BEACH										PRCD No. C0798										<div></div>									
										Date: 25/01/17																				Date Signed:										Drawing Title:										Drawing No: TC02.00										Issue: C									
										X Reference:										Scale: NOT TO SCALE										OPTION A - EXISTING ARRANGEMENT																																							
C	17/11/20	DESIGN CHANGES UPON REVIEW	AM	AM	PS	PS					ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD																																																				
B	23/09/20	ISSUED FOR TRAFFIC COMMITTEE	AM	AM	RH	CH																																																															
A	17/09/20	ISSUED FOR REVIEW	AM	AM	RH	CH																																																															
ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD					ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD																																																				

BARRACLUFF AVENUE, BONDI BEACH

OPTION B: PARALLEL PARKING AND KERB EXTENSIONS



LAYOUT PLAN
SCALE 1:500

PRELIMINARY
NOT FOR CONSTRUCTION



ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD	ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD
C	17/11/20	DESIGN CHANGES UPON REVIEW	AM	AM	PS	PS							
B	23/09/20	ISSUED FOR TRAFFIC COMMITTEE	AM	AM	RH	CH							
A	17/09/20	ISSUED FOR REVIEW	AM	AM	RH	CH							

Surveyed By:
CE
Date:
25/01/17
X-References:



Prepared by:
Civil Design,
Major Projects
55 Grafton Street,
Bondi Junction, NSW, 2022
Ph: (02) 9083 8000
PO Box 9, Bondi Junction NSW 1555

Approved for Construction:
Date Signed:
Scale: NOT TO SCALE

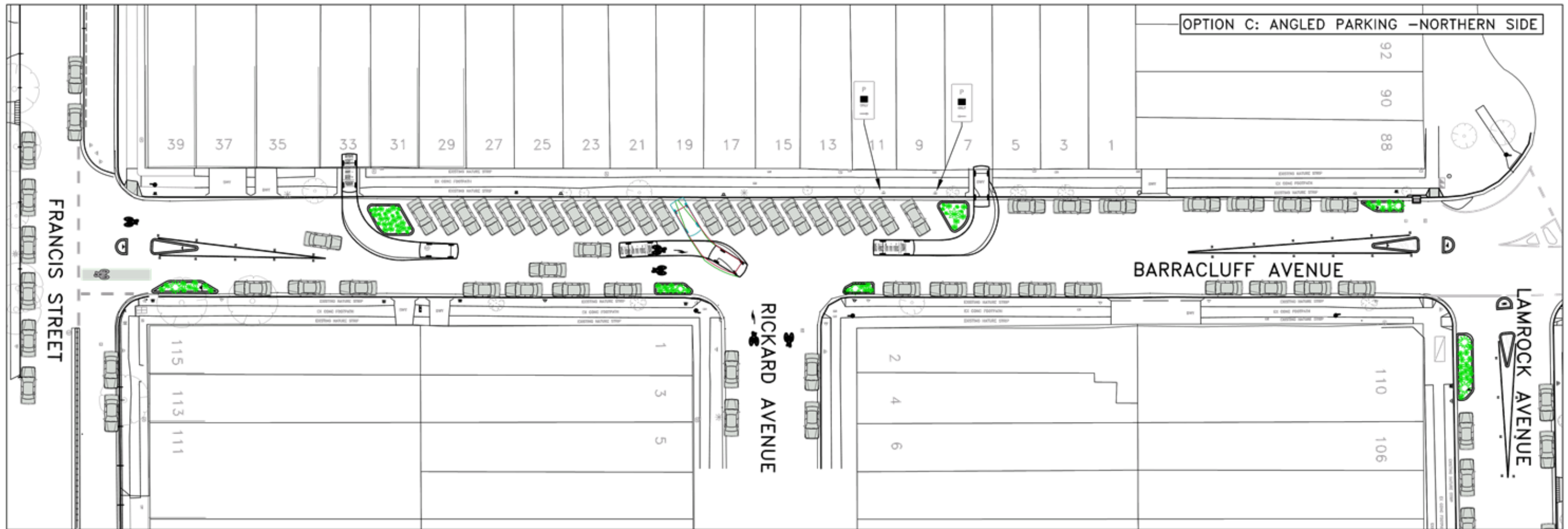
Project Name:
BARRACLUFF AVENUE, BONDI BEACH
Drawing Title:
OPTION B: PARALLEL PARKING
& KERB EXTENSIONS

PRC No.
C0798
Drawing No:
TC02.01

Issue:
C

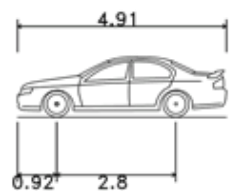
BARRACLUFF AVENUE, BONDI BEACH

OPTION C: ANGLED PARKING – NORTHERN SIDE



LAYOUT PLAN
SCALE 1:500

VEHICLE PROFILE (NOT TO SCALE)



B85 Vehicle (8m min radius) (2004)
 Overall Length 4.910m
 Overall Width 1.870m
 Overall Body Height 1.421m
 Min Body Ground Clearance 0.159m
 Track Width 1.770m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 8.000m



PRELIMINARY
NOT FOR CONSTRUCTION



ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD	ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD
C	17/11/20	DESIGN CHANGES UPON REVIEW	AM	MA	PS	PS							
B	13/11/20	REVISED AS PER COMMENTS	AM	MA	PS	PS							
A	11/11/20	ISSUED FOR REVIEW	AM	MA	PS	PS							

Surveyed By:
CE
Date:
25/01/17
X-References:



Prepared by:
Civil Design,
Major Projects
55 Grafton Street,
Bondi Junction, NSW, 2022
Ph: (02) 9083 8000
PO Box 9, Bondi Junction NSW 1555

Approved for Construction:
Date Signed:
Scale: 1:500

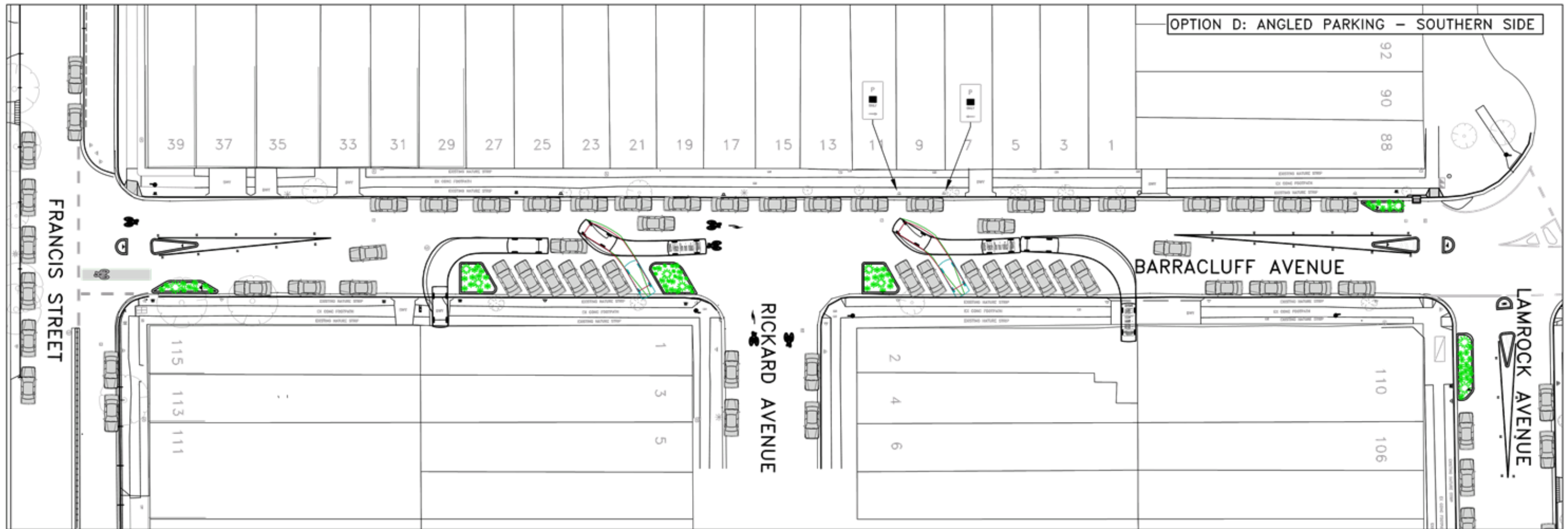
Project Name:
BARRACLUFF AVENUE, BONDI BEACH
Drawing Title:
Option 1a: Angled Parking
Northern Side

Project No:
C0798
Drawing No:
TC02.04

Issue:
C

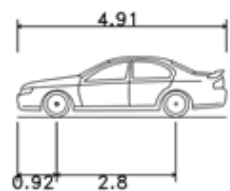
BARRACLUFF AVENUE, BONDI BEACH

OPTION D: ANGLED PARKING – SOUTHERN SIDE



LAYOUT PLAN
SCALE 1:500

VEHICLE PROFILE (NOT TO SCALE)



B85 Vehicle (8m min radius) (2004)
 Overall Length 4.910m
 Overall Width 1.870m
 Overall Body Height 1.421m
 Min Body Ground Clearance 0.159m
 Track Width 1.770m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 8.000m



PRELIMINARY
NOT FOR CONSTRUCTION



ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD	ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD
C	17/11/20	DESIGN CHANGES UPON REVIEW	AM	MA	PS	PS							
B	13/11/20	REVISED AS PER COMMENTS	AM	MA	PS	PS							
A	11/11/20	ISSUED FOR REVIEW	AM	MA	PS	PS							

Surveyed By:
CE
Date:
25/01/17



Approved for Construction:

Date Signed:
Scale: 1:500

Project Name:

BARRACLUFF AVENUE, BONDI BEACH

Drawing Title:

Option 1b: Angled Parking
Southern Side

PROJ No: C0798

Drawing No:

TC02.05

Issue: C

REPORT
TC/V.02/20.11

Subject: New Year's Eve Special Events - Dudley Page Reserve and Local Streets - Traffic Management Plans

TRIM No.: SF20/5667

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the traffic arrangements for the following special events in accordance with the Traffic Management Plan attached to the report, subject to the Traffic Management Plan being forwarded to Transport for NSW for its approval of road closures and clearways:
 - (a) New Year's Eve event at Dudley Page Reserve.
 - (b) Military Road clearways.
 - (c) Closure of Bondi Road.
2. Notes that the special events may not proceed due to COVID-19 restrictions.
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 the Traffic Committee for consideration. The events are:

- Special Event 1 – 2020 Dudley Page New Year's Eve Event at Dudley Page Reserve clearways.
- Special Event 2 – Military Road clearways.
- Special Event 3 – Bondi Road closure.

The three special events may not proceed due to as yet unknown COVID-19 restrictions during the New Year's Eve celebrations. This report allows for the traffic control required if they do occur.

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

2. Introduction/Background

Changes are proposed to the traffic management plan from the previous year's report. The changes for Dudley Page Reserve are based on a social distanced group of up to 500 people. The 2019–2020 event catered for around 2,500 people.

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.

Table 1. Proposed road closures and clearways schedule for Dudley Page (tentative).

Special Event 1 - Dudley Page Reserve closures - Thursday 31st December 2020 to Friday 1st January 2021		
Description	Locations	
Primary Road Closures	Victory Street between Portland Street & Gilbert Street	
	Military Road from Blake Street to Lancaster Road	
	Blake Street between Portland Street & 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 - 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	
Special Event 2 - Additional Military Road clearways for viewing		
Description	Locations	
Clearway	Military Road between driveway to property No.130 Military Road and Loombah Road	
Special Event 3 - Bondi Road closures		
Description	Locations	
Road Closures	Bondi Road between Old South Head Road and Council Street	
	Note: STA buses and Emergency vehicles excepted	

Transport for NSW 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. Traffic Management Plan [↓](#)



TRAFFIC MANAGEMENT PLAN

**Waverley Council
Community New
Year's Eve Events**

**Dudley Page Reserve
and viewing corridors**

**Thursday 31st
December 2020**

Contents

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Special Event 1 - Traffic Control Plans and Clearways.....16

Traffic Management Plan Details

Event Date: Thursday 31st December 2020
 Event Time: 8pm Thursday to 12:30am Friday 1st January 2021
 Event Organiser: Waverly Council
 Document Author: Hamoon Bahari / Calum Hutcheson

Road Closures and Special Event Clearways

Special Event 1 - Dudley Page Reserve closures - Thursday 31st December 2020 to Friday 1st January 2021		
Description	Locations	
Primary Road Closures	Victory Street between Portland Street & Gilbert Street	
	Military Road from Blake Street to Lancaster Road	
	Blake Street between Portland Street & 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 - 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	
Special Event 2 - Additional Military Road clearways for viewing		
Description	Locations	
Clearway	Military Road between driveway to property No.130 Military Road and Loombah Road	
Special Event 3 - Bondi Road closures		
Description	Locations	
Road Closures	Bondi Road between Old South Head Road and Council Street	
	Note: STA buses and Emergency vehicles excepted	

Approvals

New South Wales Police: Date: t.b.a.

Roads & Maritime Services: Date: t.b.a.

Waverly Council: Date: t.b.a.

Authority of the TMP

This Traffic Management Plan (TMP) when approved by the relevant authorities, becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Dudley Page Reserve New Year's Eve Event will operate.

In case of emergencies, or for the management of incidents, the NSW Police is not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

Planning Contacts

Organisation	Contact	Email
Waverley Council	Corey O'Malley	Corey.OMalley@waverley.nsw.gov.au
Eastern Suburbs Police Area Command	Duty Officer	eastsubtraffic@police.nsw.gov.au
Eastern Region, State Transit	Bushara Gidies	Bushara_Gidies@sta.nsw.gov.au
NSW Transport Management Centre	Jay Rubie	Jay.Rubie@tmc.transport.nsw.gov.au

Special Event Overview

1) Objectives

- a) To ensure that three special event road closures and clearways in the Traffic Management Plan are conducted safely with minimum disruption to the community. The special events are:
 - i) Dudley Page Reserve – Tentative at this stage, may not proceed.
 - ii) Military Road clearways – Tentative at this stage, may not proceed.
 - iii) Bondi Road closure – Tentative at this stage, may not proceed.
- b) To comply with requirements of Occupational Health & Safety Act 2000.
- c) To isolate the event from traffic.
- d) To manage reduced capacity of road system.
- e) To minimise traffic impact on non-event community & emergency services.

2) Description

- a) Dudley Page Reserve Special Event (Figures 1 to 4):
 - i) An area of the reserve will be fenced off with patron access only. The event will provide patrons with a managed event area to view the harbour activities. The event will be held from 8pm to 12:30am.
 - ii) Military Road will be closed between Lancaster Road in the north and Blake Street in the south from around 6 pm to most traffic and should be treated as a shared zone.
 - iii) Residents will be notified of the event through letterbox drops and newspaper notification two weeks prior.
- b) Military Road Special Event (Figure 5):
 - i) Clearways will be in place along both sides of Military Road between No. 130 Military Road in the north and Loombah Road in the south
- c) Bondi Road Special Event (Figure 6):
 - i) Bondi Road will be closed between Old South Head Road and Council Street.

3) Public Transport

- a) STA bus routes on Military Road will be allowed through the road closure under caution of increased pedestrian movement. The effected road should be treated as a shared zone. Arrangements will be made for a bus storage area at the intersection of Hunter St and Military Rd for south bound buses. This is to allow for greater safety at the entrance to the event. STA has approved the proposed bus storage area.
- b) Council, STA and Police require the TCP's shown in the TMP to aid in the safe management of the public and public transport.

- 4) **Traffic Control** – Police and contractors will implement the Traffic Control Plans.
- 5) **Detours** – Detours will be in place along roads accessing Old South Head Road, Gilbert Street, Portland Street, Military Road and Blake Street.
- 6) **Clearways** – Clearway zones will be in place around Dudley Page Reserve, Military Road and Portland Street.
- 7) **Access** – An emergency access lane will be maintained along Military Road.
- 8) **Security** – Security will always be on site.
- 9) **Execution** – This Traffic Management Plan has been developed in consultation with Waverly Council, NSW Police and STA. It will be implemented on the night under the supervision of NSW Police.
- 10) **Roads and Maritime Services** authorisation of road closures is required.
- 11) **Waverly Council** is to approve the final event arrangements via the Local Traffic Committee and impose appropriate conditions to conduct the event.
- 12) **Notification of Road Closures** – Road closures will be advertised through:
 - a) Local Newspapers.
 - b) Resident and Business Letterbox drop.
 - c) Temporary Variable Message Sign boards

Advertisements will be placed in papers a minimum 7 days before the event.
- 13) **Emergency Vehicle Access** – Emergency Services (fire and ambulance) will be formally notified of this event. Police will ensure that emergency vehicles have access through the road closure should an incident occur.
- 14) **Cleaning Facilities** – Roads will be cleared of debris prior to re-opening after the event.

Physical Survey of the Route

Item	Verified	Action Taken
All one-way Streets are as described	<input type="checkbox"/>	N/A
Block access to local businesses	<input type="checkbox"/>	N/A
	<input checked="" type="checkbox"/>	All Emergency Services to be notified of event.



Item	Verified	Action Taken
Block Ambulance access		Police to facilitate emergency vehicle access
Block local resident access	<input checked="" type="checkbox"/>	Limited access provided under police or nominated traffic management contractor control
Block Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Block public transport access	<input checked="" type="checkbox"/>	STA buses will be allowed through barricades
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/>	N/A
Road signage – existing/temporary	<input checked="" type="checkbox"/>	Detour signage
Signalised intersections	<input type="checkbox"/>	N/A
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	N/A

Contingency Plan Checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/>	Police to assess weather conditions on site and close event if necessary. No other authorisations required.
Accident on the route	<input checked="" type="checkbox"/>	Action to be taken by Police
Breakdown of vehicle or heavy vehicle	<input checked="" type="checkbox"/>	Action to be taken by Police
Security of participants	<input checked="" type="checkbox"/>	Security on the day
Security of very important persons (VIPs)	<input checked="" type="checkbox"/>	Security on the day

Types of closures

Closure with resident access allowed – Are closure points manned by Police and/or event staff allowing for resident access to their properties. They are typical manned barrier boards.

Closure with no resident access – Are closure points where residents cannot get through for local access. Residents can access their property via the closure point at the intersection of Gilbert Street & Lancaster Road.

Half Road Closures – are where only one direction is closed to traffic.

Variable message sign locations and messages

Variable Message Signs will be used to advise motorists of pertinent traffic information.

Location	Variable Message Sign Board	
	Sign message prior to event	Sign message during event
South western corner of Military Road and Dover Road	Military Road Closed 31 December between Lancaster and Blake Street	Military Road Closed 6pm - 2am STA Buses Only
North eastern corner of Military Road and Lancaster Road	Military Road Closed 31 December between Lancaster and Blake Street	Military Road Closed 6pm - 2am STA Buses Only

Figures

Figure 1: Special Event 1 - Dudley Page Reserve – Road Closures

Figure 2: Special Event 1 - Dudley Page Reserve – Clearways

Figure 3: Special Event 1 - Dudley Page Reserve – Bus Operations

Figure 4: Special Event 1 - Dudley Page Reserve – Variable Message Sign Board Locations

Figure 5: Special Event 2 – Military Road Special Event Viewing Corridor

Figure 6: Special Event 3 – Bondi Road clearways

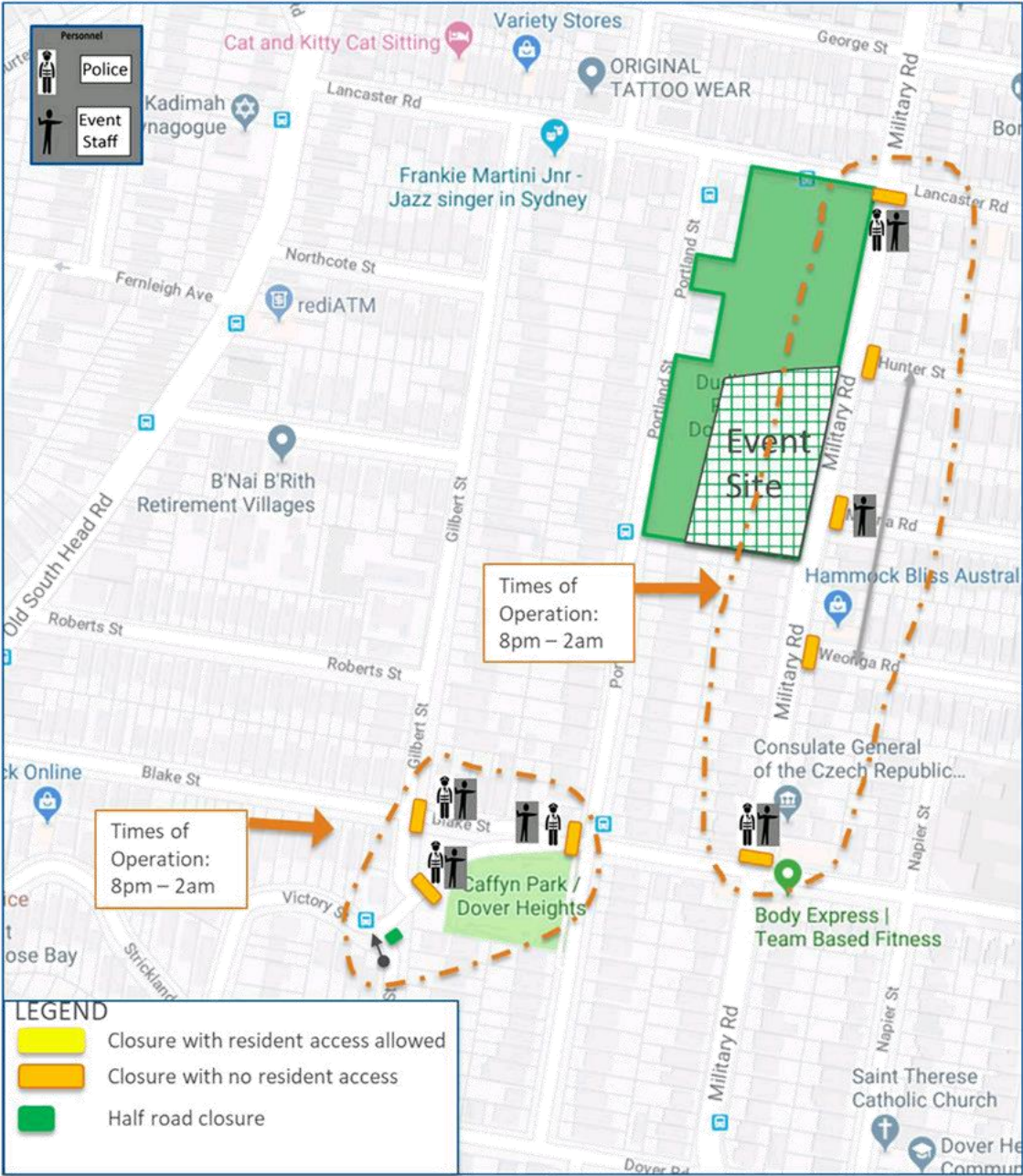
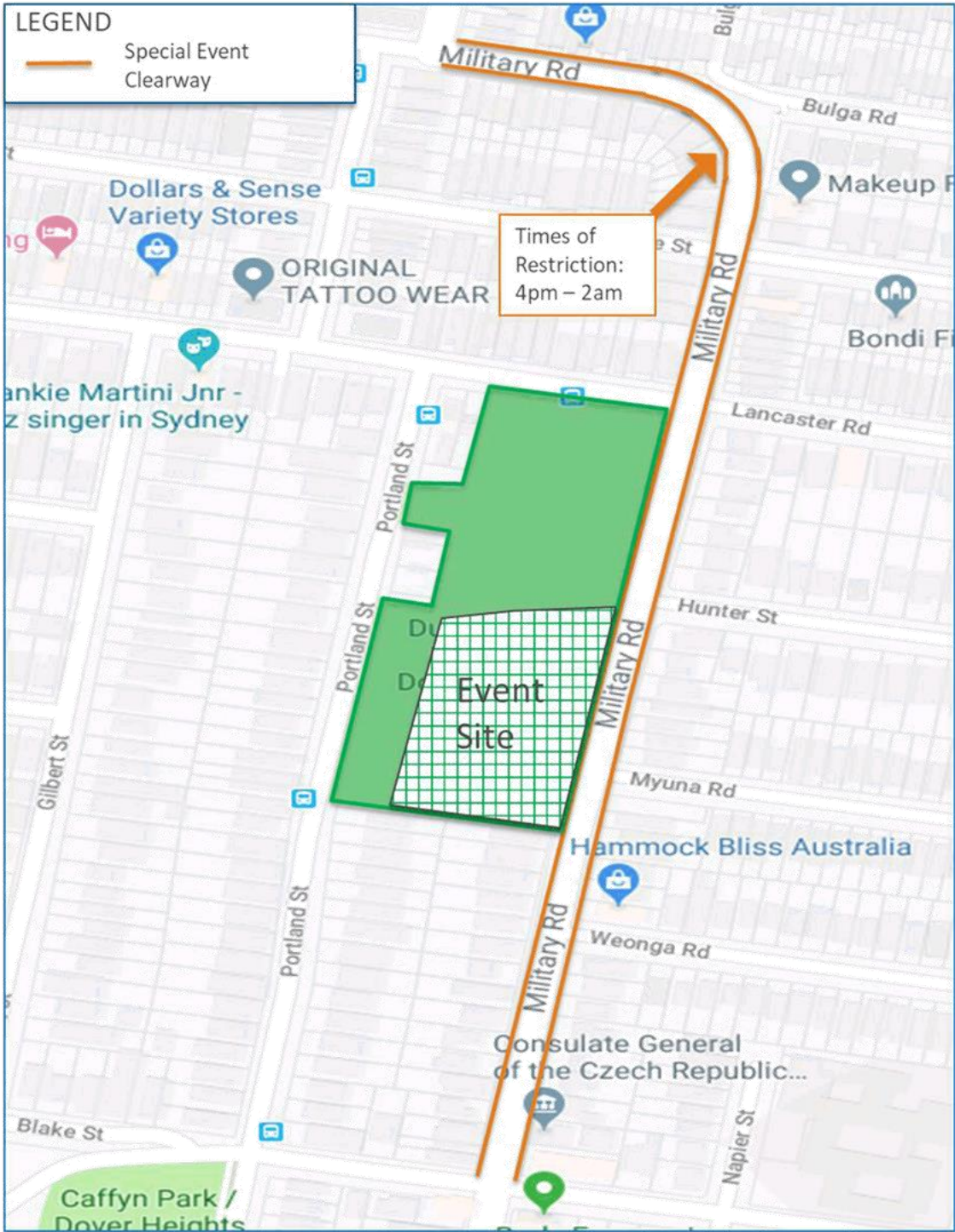


Figure 1: Special Event 1 - Dudley Page Reserve – Road Closures



Clearways

Figure 2: Special Event 1 - Dudley Page Reserve – Clearways



Revision 6, 29 November 2019

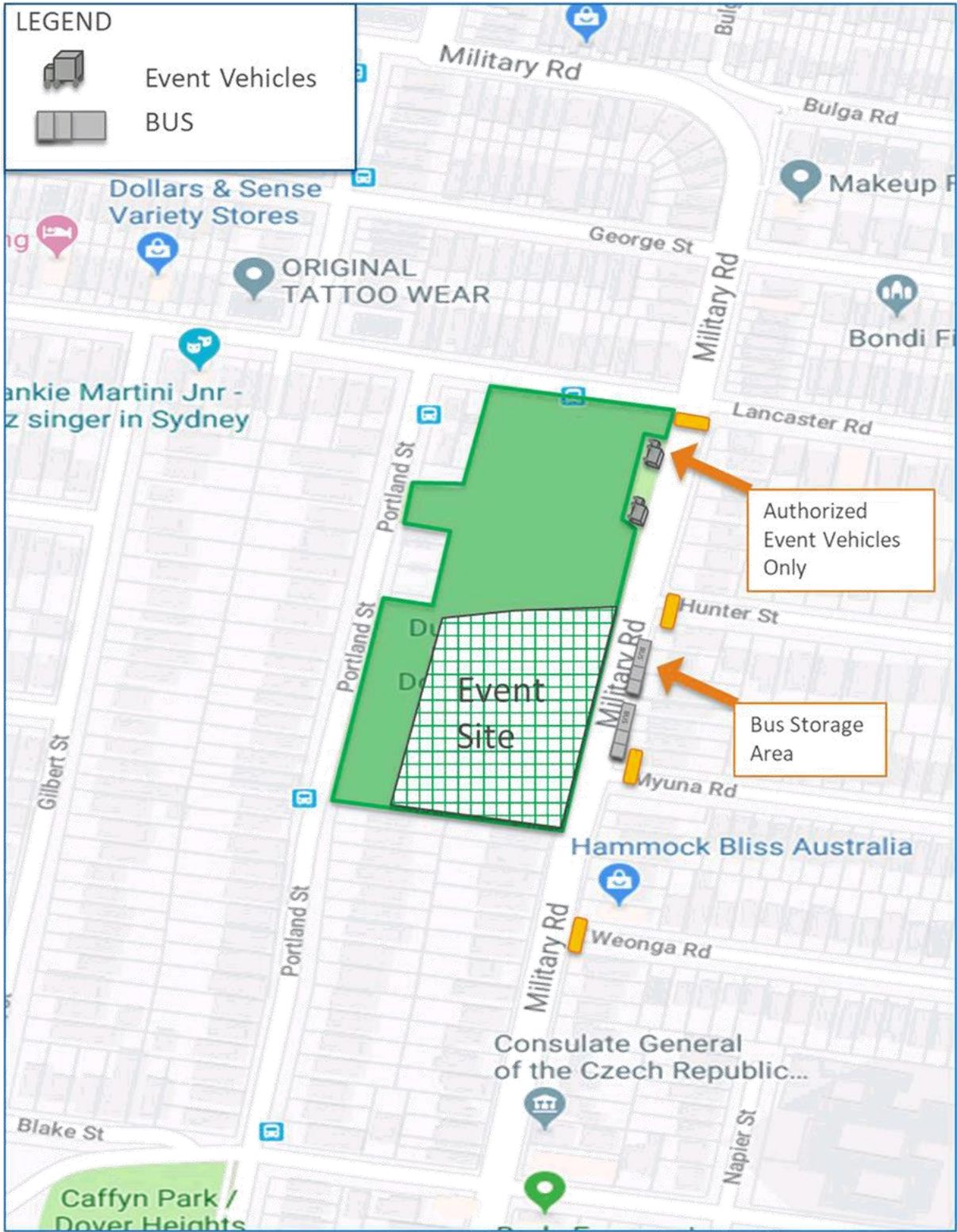


Figure 3: Special Event 1 - Dudley Page Reserve – Bus Operations



Revision 6, 29 November 2019



Figure 4: Special Event 1 - Dudley Page Reserve – Variable Message Sign Board Locations

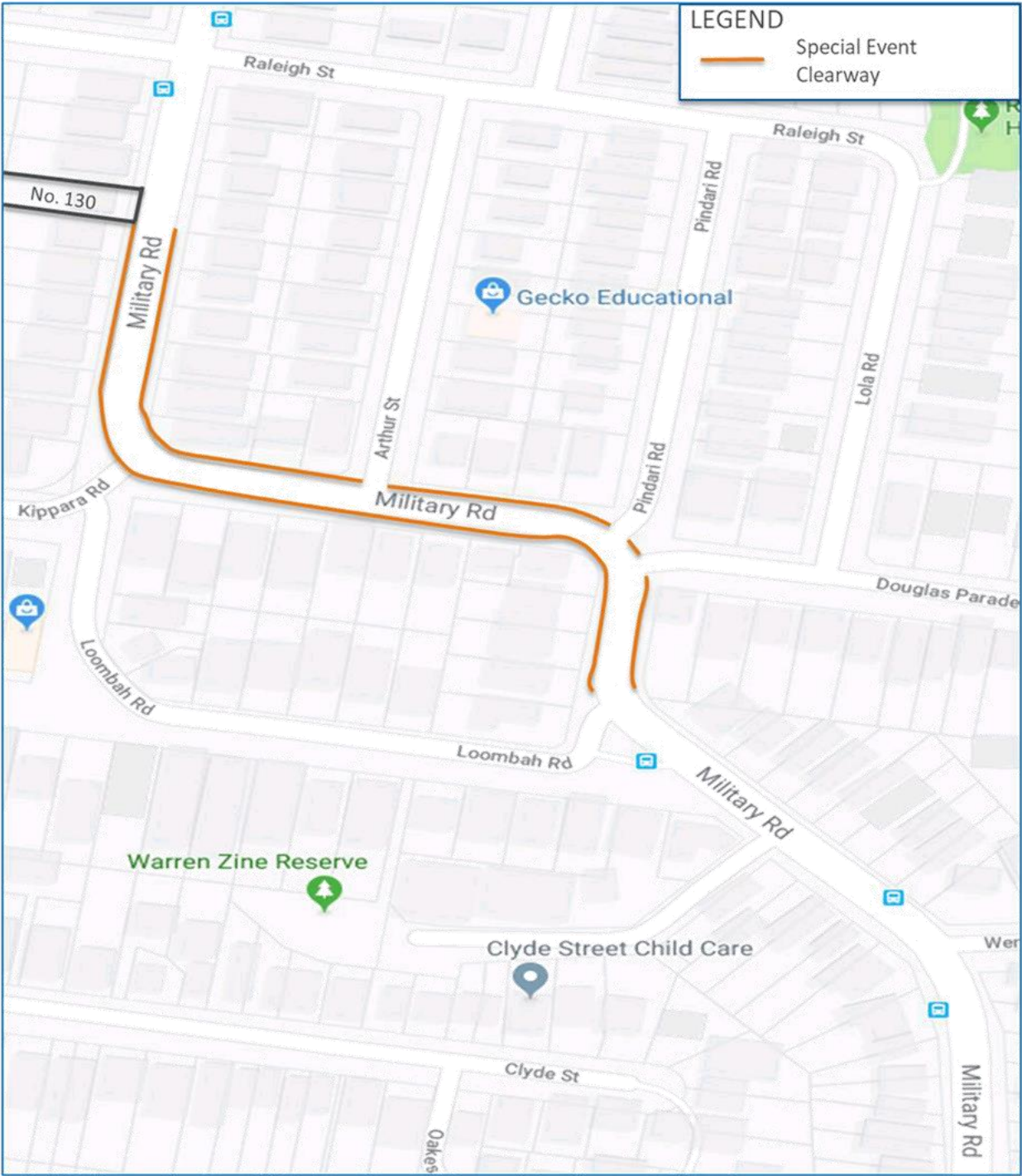


Figure 5: Special Event 2 – Military Road Special Event Viewing Corridor

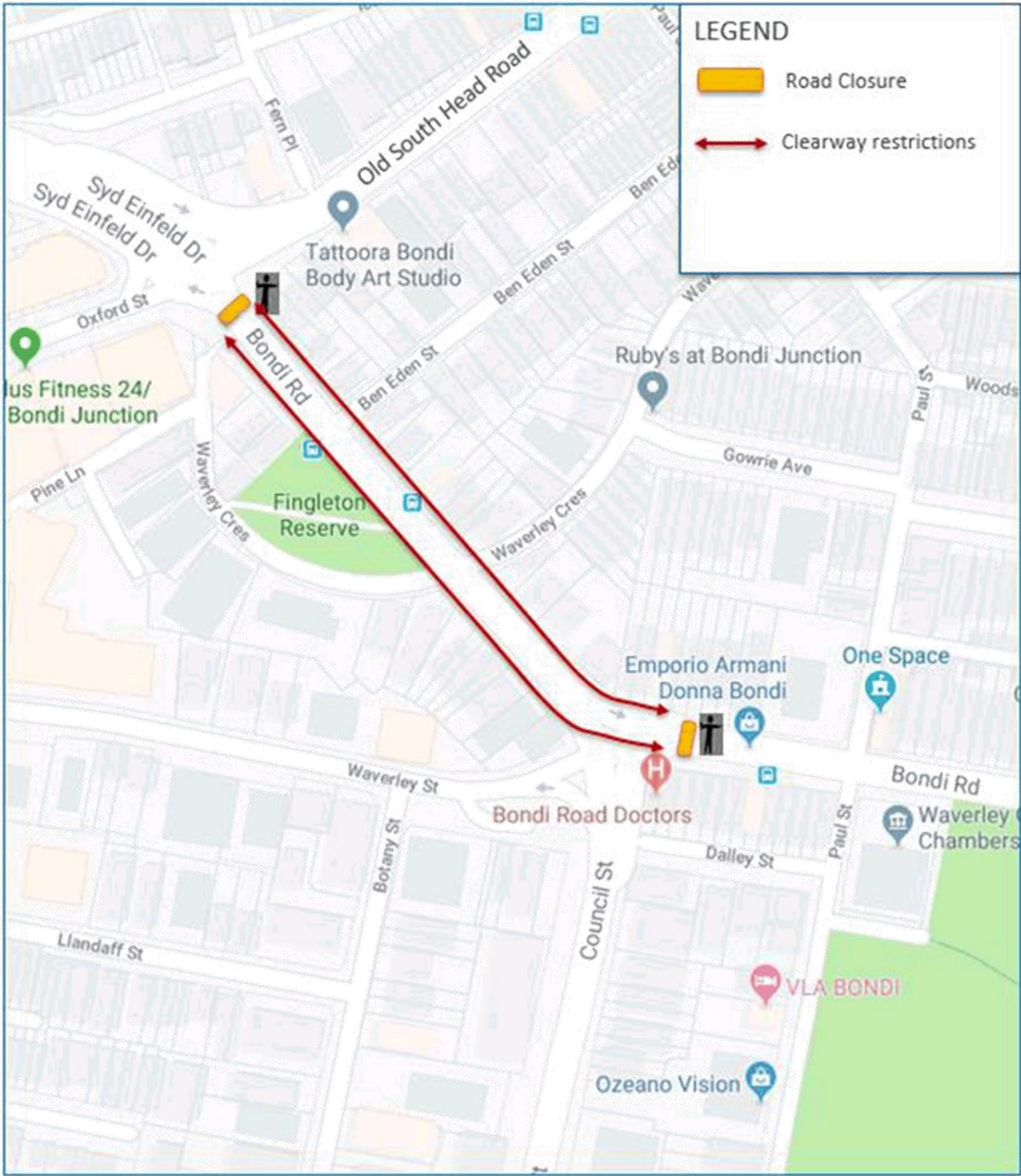


Figure 6: Special Event 3 – Bondi Road clearways

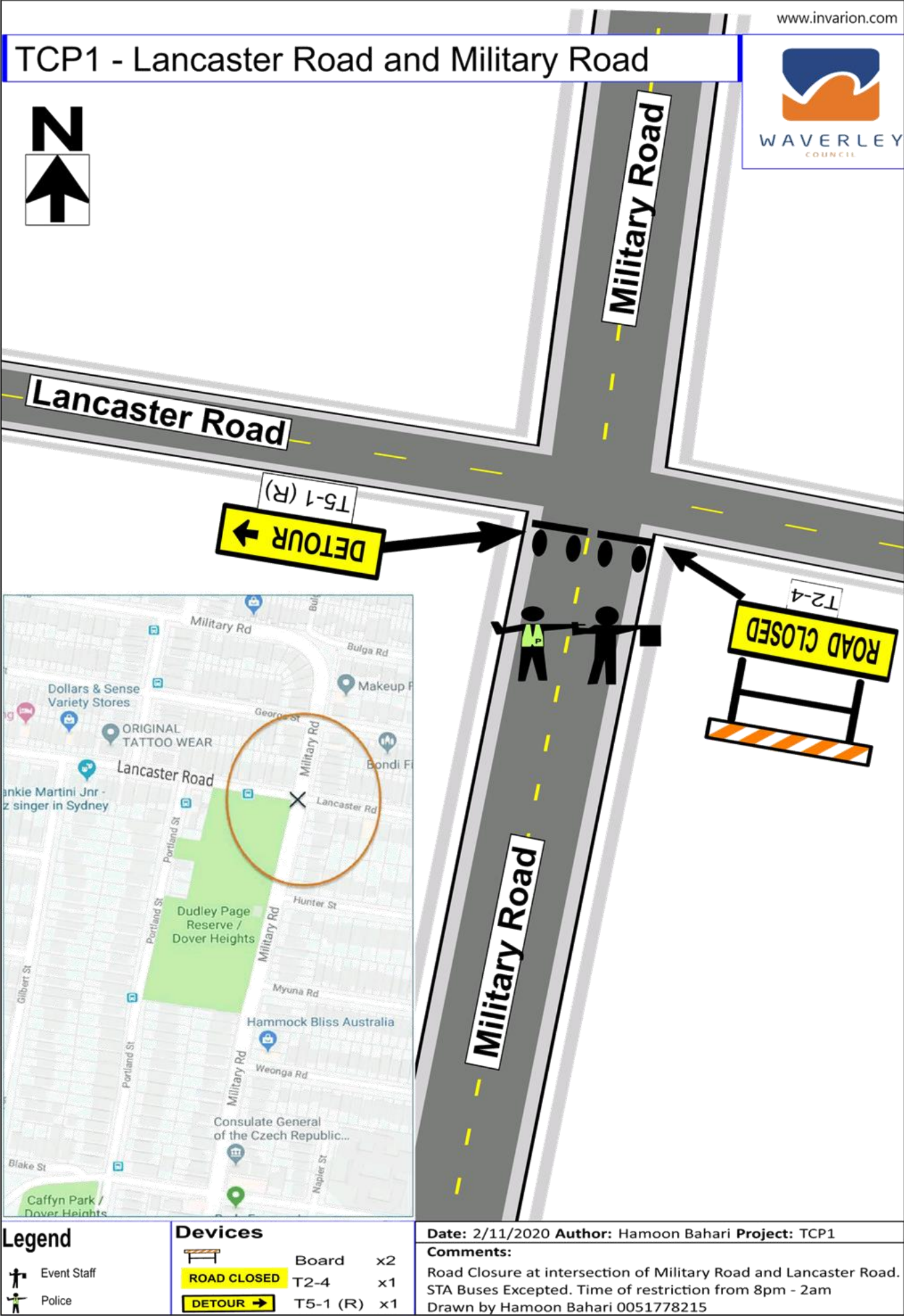
Special Event 1 - Traffic Control Plans and Clearways

Traffic Control Plans and clearways - Special Event 1	
Plan	Description
Dudley Page Reserve	TCP locations
TCP 1	Lancaster Road and Military Road
TCP 2	Military Road and Hunter, Myuna, and Weonga
TCP 3	Blake Street and Victory Street closures
TCP 4	Military Road and Blake Street
Clearways	Special Event 1 - Military Road

www.invarion.com

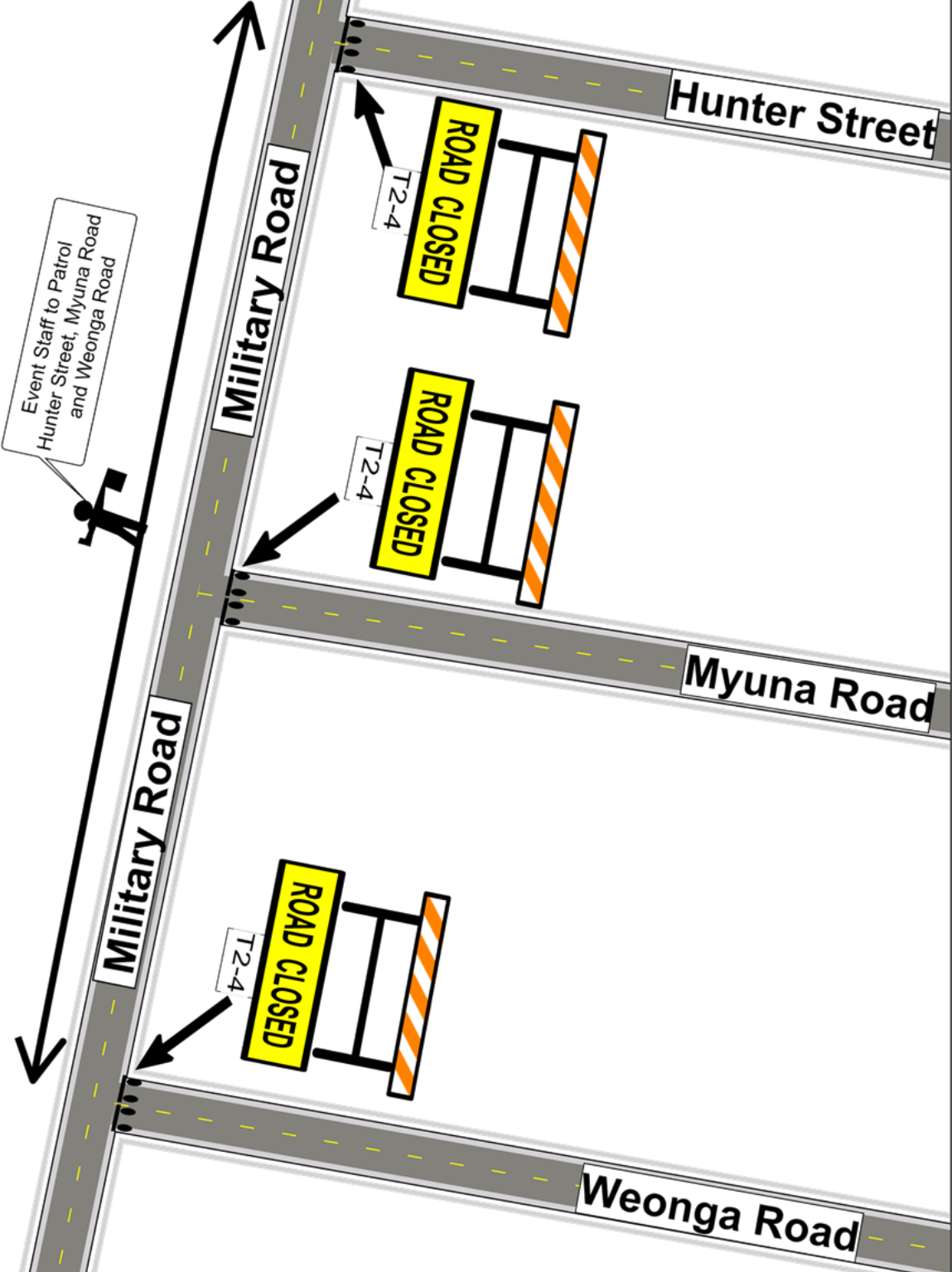
Dudley Page Reserve Overview - TCP Locations





TCP2 - Military Road and Hunter, Myuna and Weonga

www.invarion.com



Legend

Event Staff

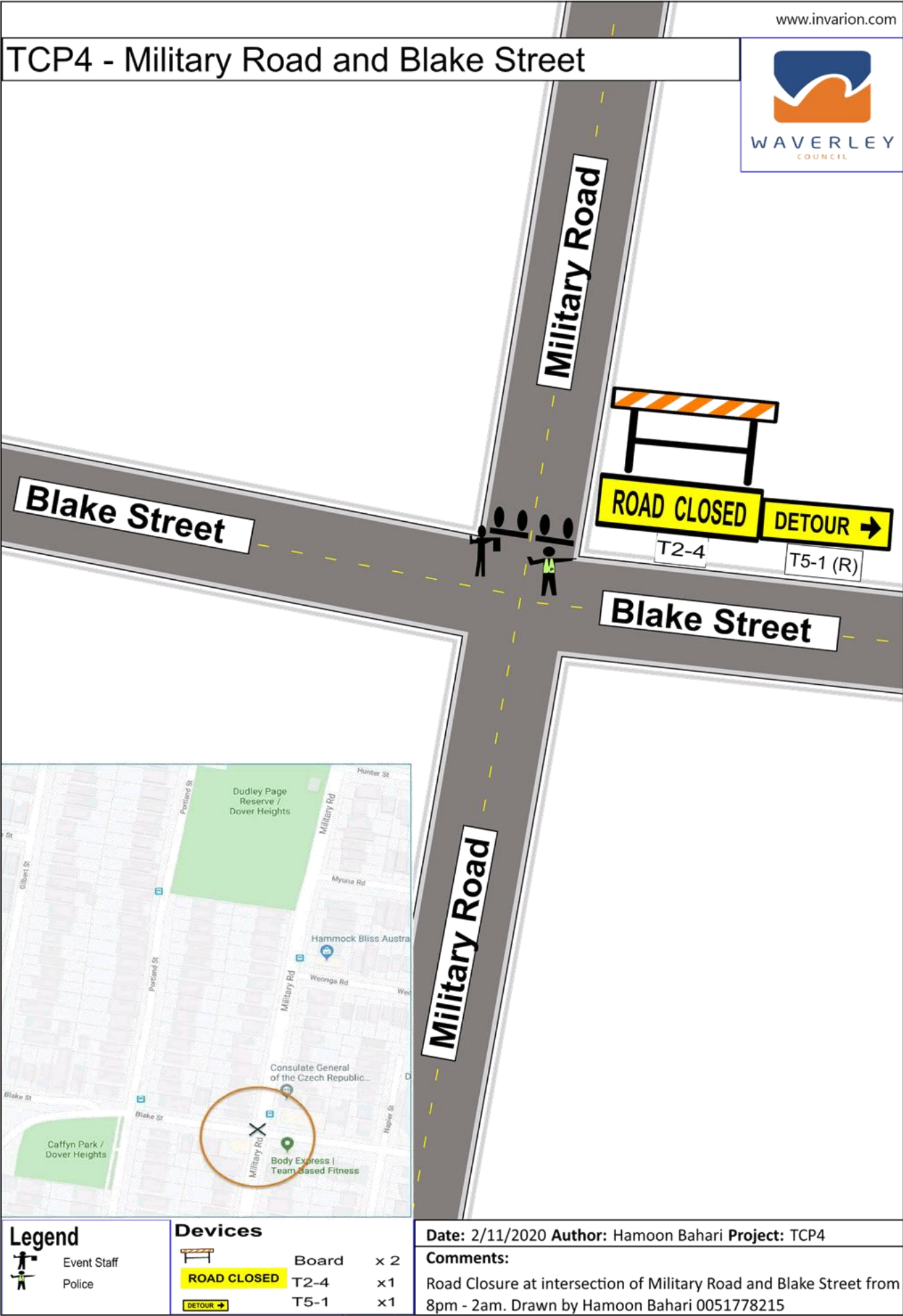
Devices

	Board	x 6
	T2-4	x 3

Date: 2/11/2020 Author: Hamoon Bahari Project: TCP2

Comments:
Road Closures at intersections of Military Road and Hunter Street, Myuna Road and Weonga Road. Time of Restriction from 8pm - 2am. Excepted. Drawn by Hamoon Bahari 0051778215





REPORT
TC/V.03/20.11

Subject: Rose Bay Secondary School - Temporary Drop-off/Pick-up Zones - Review

TRIM No: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council reduces the length of the existing 72-metre 'Kiss and Ride, No Parking 8.00 am–9.00 am, 2.30 pm–4.00 pm, school days only' zone on the western side of Hardy Street, Dover Heights, to 62 metres, as shown in Figure 5 of the report.

1. Executive Summary

In February 2020, Rose Bay Secondary College (see Figure 1) requested Council to increase the number/length of kiss and ride zones near the school to accommodate increased parking demands before and after school. The increases have been attributed to parents driving their children to and from school as a result of COVID-19.

In May 2020, Council approved two pick-up and drop-off zones outside the school. The zones are shown in Figure 2. Council resolved that a review of the zones would be undertaken after three months.

This report provides the outcomes of the review.

- No changes are recommended to the 20-metre kiss and ride zone on the eastern side of Hardy Street (just north of the existing marked pedestrian crossing).
- No changes are proposed to the 73-metre bus zone along the western side of the school.
- A reduction in the length of the 72-metre kiss and ride zone south of the school on Hardy Street to 62 metres is recommended.

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

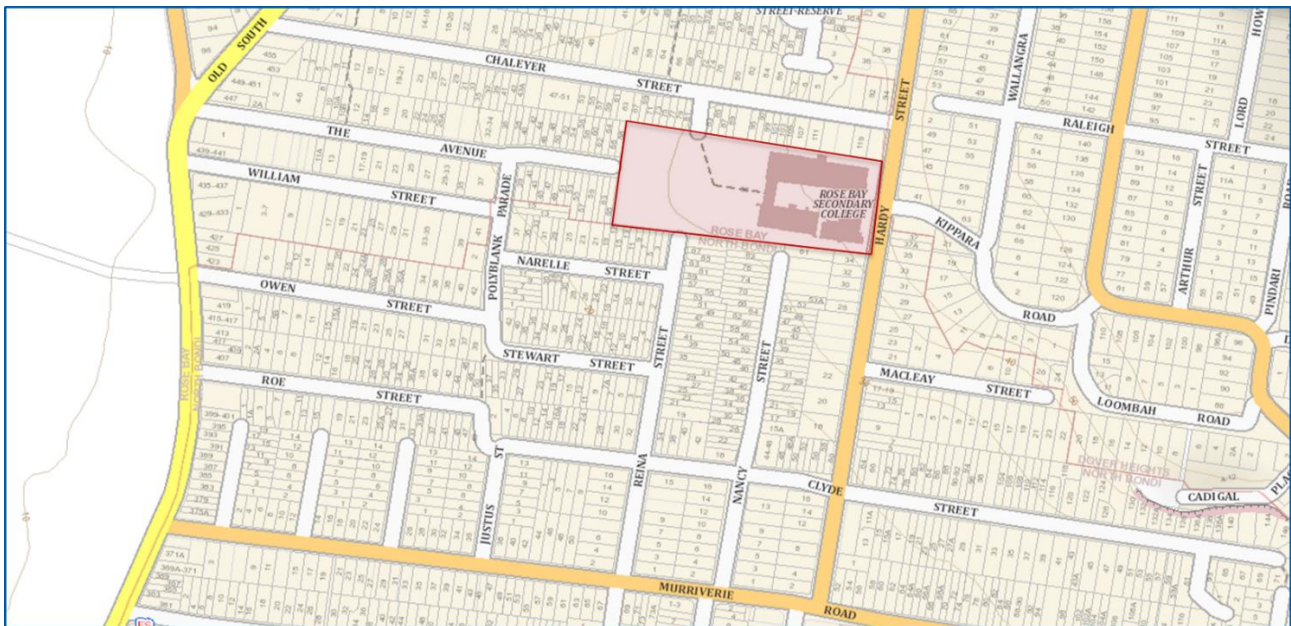


Figure 1. Site location.

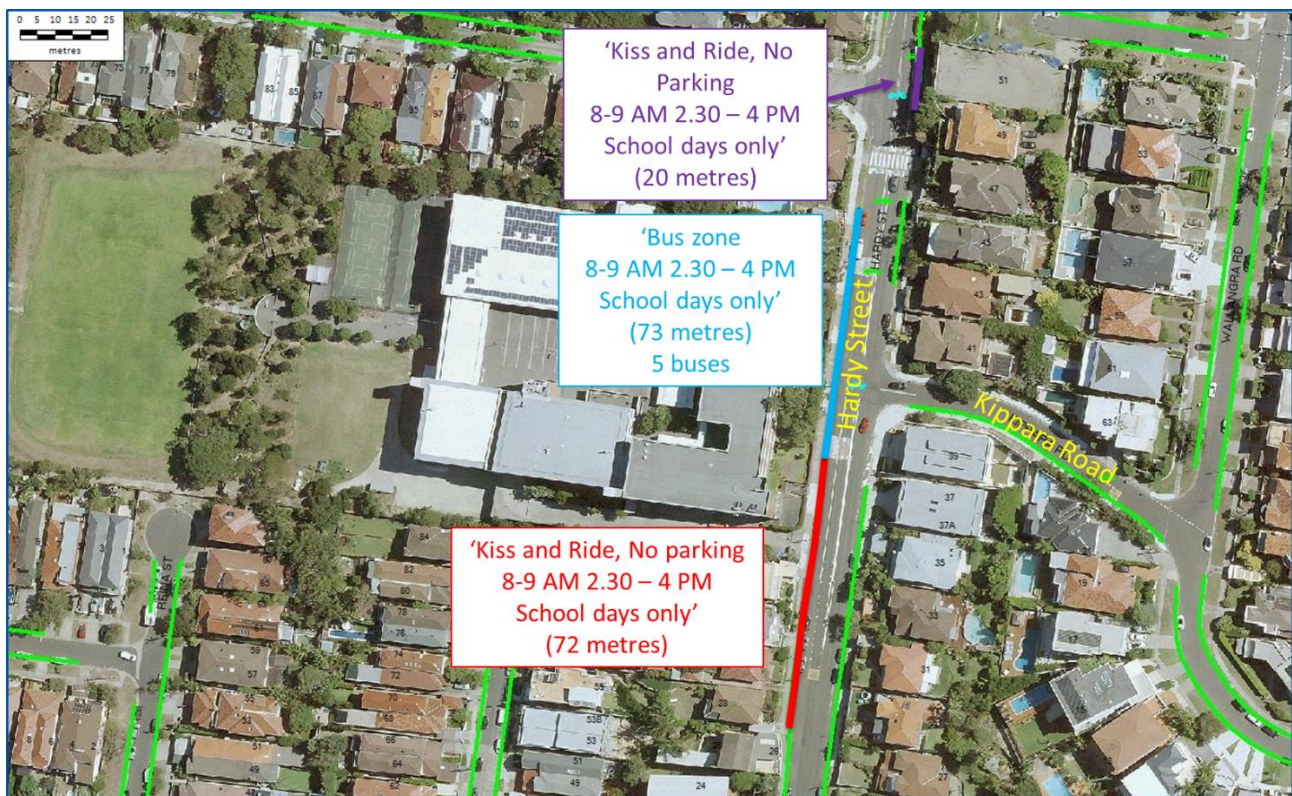


Figure 2. Parking and signage currently in place in response to parking demands associated with COVID-19.

2. Introduction/Background

Changes to parking signage along Hardy Street, Rose Bay were implemented in June 2020. These changes resulted in an increase in kiss and ride (two-minute) parking and a reduction in bus and unrestricted parking.

A site inspection was conducted in September 2020 as part of a three-month review to assess the impacts of the parking changes.

Morning demands by parents dropping off children were high. Afternoon demands were less.

In the afternoon, up to four buses parked in the kiss and ride zone area waiting for the bus zone to clear. A peak queue of nine buses was observed at 3.37 pm on the day of the site inspection. Twelve buses serviced the school on this afternoon.

Council parking patrol officers patrolled the operation of the kiss and ride zones in the week commencing Monday, 12 October 2020. Some drivers were found to be parked illegally and were infringed. The parking patrol officers reported that:

- Parents were using these spaces during school times.
- The use of available spaces was high.
- Parents were not observed to be abusing the two-minute time limits.
- The spaces are useful and helpful for parents and school kids.

3. Technical Analysis

Location 1 - Hardy Street east, north of marked pedestrian crossing

The drop-off/pick-up zone on the eastern side of Hardy Street is well utilised in the morning and afternoon. No changes are recommended at this location (see Figure 3).

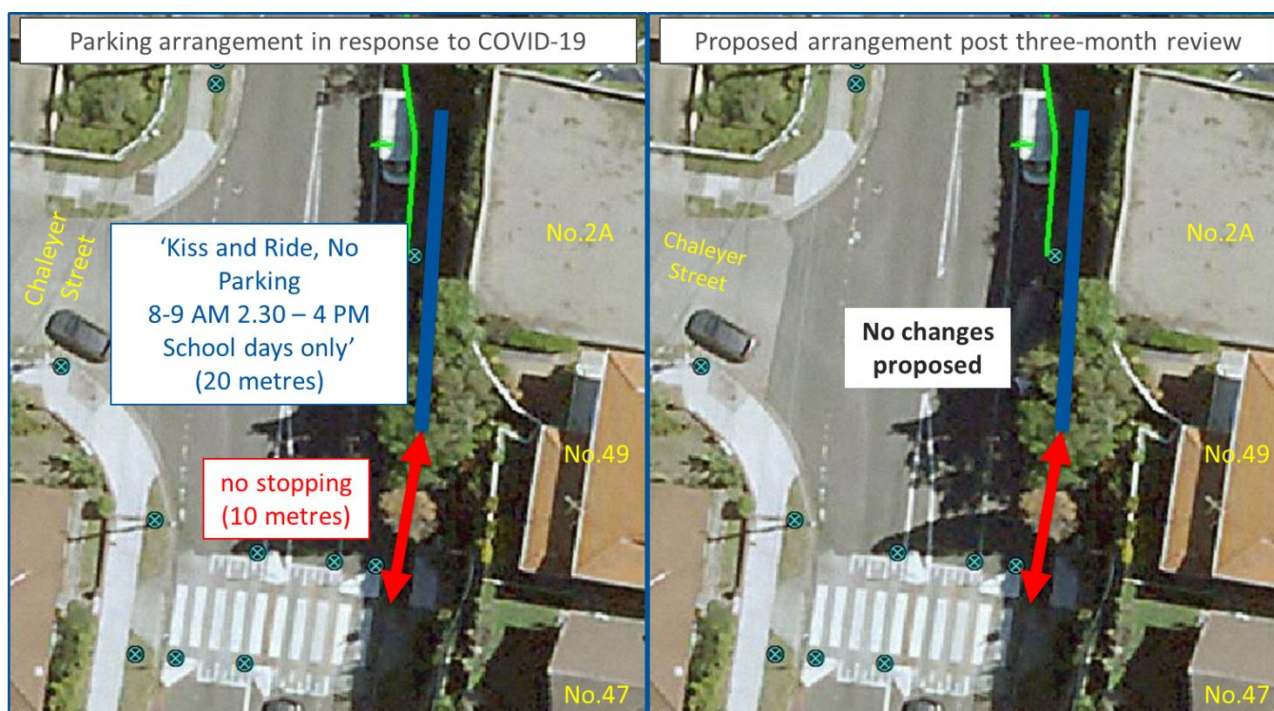


Figure 3. Location 1 – Hardy Street east, north of marked pedestrian crossing.

Location 2 – Western side of Hardy Street, 93-metre bus zone adjacent to school

The bus zone on the western side of Hardy Street is well utilised in the morning and afternoon. The bus queue in the afternoon extends back into the drop-off/pick-up zone. This does not adversely affect drop-off/pick-up activities here as afternoon demands are peak prior to the bus peak queuing back.

No changes are proposed to the length of the bus zone (see Figure 4).



Figure 4. Location 2 – Western side of Hardy Street, 93-metre bus zone adjacent to school.

Location 3 – Western side of Hardy Street, south of the school

The drop-off/pick-up zone on the western side of Hardy Street is well utilised in the morning. Demands are less in the afternoon occurring before most of the buses arrive. This leaves room for buses to utilise this zone in the afternoon.

The length of ‘No Parking, Kiss and Ride’ can be reduced and still accommodate morning and afternoon demands. A reduction in length from 72 metres to 62 metres, as shown in Figure 5, is recommended.



Figure 5. Location 3 –Western side of Hardy Street, south of the school.

4. Financial Information for Council's Consideration

Council will supply, install or remove signage with funds from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.04/20.11**Subject:** 2 Ormond Street, Bondi Beach - Car Share Space**TRIM No.:** SF17/2465**Author:** Carolyn New, Sustainable Transport Officer
Clint Yabuka, Manager, Strategic Transport**Authoriser:** Dan Joannides, Executive Manager, Infrastructure Services**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5.5-metre GoGet car share space outside 2 Ormond Street, Bondi Beach, on the east side immediately adjacent to the southern side of the driveway.

1. Executive Summary

This report recommends the installation of a GoGet car share space Ormond Street, Bondi Beach.

The proposed car share space is one of two spaces in the Bondi Beach and Bondi Junction area investigated in October 2020. After consultation, only one site was considered suitable for recommendation. This was the site outside 2 Ormond Avenue, Bondi Beach (see Figures 1 and 2).

The new space is in addition to the 93 approved on-street car share parking spaces in the Waverley local government area (LGA). These are allocated between two car share operators: GoGet (84 spaces) and Car Next Door (nine spaces).

The car share space will replace a '2P 8 am–10 pm Permit Holders Excepted Area 4' space.

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



Figure 1. Site location.



Figure 2. Car share zone location.

2. Introduction/Background

Council supports car share as a tool to be used in addressing high levels of car ownership, traffic and parking congestion in the Waverley LGA, as well as providing other environmental benefits.

The introduction of each car share vehicle removes around 10 or more private vehicles from our congested streets. Data from local car share operators confirms that this is a conservative estimate.

Council's Car Share Policy aims to support and increase the use of sustainable transport so that Waverley residents walk, cycle and catch public transport more often.

One of the car share operators, GoGet, surveyed their membership in 2019 to identify locations where residents would like a car share space outside their building. Council reviewed these sites with a view to consulting on suitable locations over a gradual time period during the COVID-19 pandemic.

3. Technical Analysis

Council selected two sites for consultation in October from those submitted by GoGet. They are:

- Adjacent to the driveway to 2 Ormond Street, Bondi Beach.
- Adjacent to the driveway at 26 Allens Parade, Bondi Junction.

The feedback from the consultation for 26 Allens Parade was not significant enough to warrant the car share space. This may change in the future.

Notification letters regarding the 2 Ormond Street site were delivered to 98 residences in the distribution area identified in Figure 3. A copy of the notification letter was also sent to the car share operator. A copy of the notification letter is attached.



Figure 3. Notification area (hatched).

Council received eight responses to the notification letter with respect to Ormond Street. Four responses were in support of the car share space, three were opposed to the car share space and one other suggested an alternative location on the street.

Four responses were received in support of the proposal, with reasons given including:

- New car share space would be helpful and allow resident not to purchase a car.
- Location much more suitable for an older car share user resident.
- Need for more car share spaces in the community.

Of the three responses received in opposition to the car share space:

- One from Sir Thomas Mitchell Street was opposed in-principle as the car share operation, GoGet, was a business for-profit. This respondent stated they were a member of Car Next Door, which was preferred as there was no need to take over public property.

Council advice: Car Next Door is a different business model. It started with peer-to-peer resident-owned vehicles. They now also have dedicated on-street car share spaces, which they are keen to grow. Both Car Next Door and Go Get provide positive choices for residents who choose to minimise their car dependency.

- Two responses from Ormond Street were concerned about losing car spaces and the constraints that would place on existing resident car share parking, as well as the perception there were already sufficient car share spaces in the area.

Council advice: one car share can be used by many residents and therefore reduce the need for those residents without off-street parking to own their individual car, but still have access to a car when needed. There is an over demand for car share in Waverley, with some cars not being available when required. This can result in car share members purchasing their own car. There are

183 residents within 250 metres of this space who use Go Get services. Demand for use of cars parked here is expected to be high.

A further response was a suggestion for a car share space to be allocated on the western side of the road outside 7 Ormond Street. The suggestion was that this could be marked for a small car. Council does not prefer this location.



Figure 4. Location to install car share space signs.

Signage

The proposed signage is shown below.



Figure 5. Proposed signage.

4. Financial Information for Council's Consideration

Partial cost recovery for the investigation of the proposed car share space will be charged to the relevant operators at \$515.50.

Car share operators are responsible for the cost and installation of signage and pavement markings required for their operation. These car share locations are not positioned in metered parking areas and therefore the installation of the spaces will not lead to any direct financial loss to Council.

As this space is within a resident parking scheme area, an annual permit of \$440 applies. No fee applies for electric vehicles.

5. Attachments

1. Ormond Street Car Share Space notification letter [↓](#)



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

Our ref: SF20/2321

16 September, 2020

To the resident

Re: Proposed Car Share Space – Outside 2 Ormond Street, Bondi Beach

Dear resident,

Residents of Bondi Beach could soon have access to an additional car share vehicle. This is proposed to be located on Ormond Street where there is demand for more car share spaces from Waverley residents.

Council supports car share schemes because they help to reduce the number of vehicles on our streets. Membership survey data provided by our car share operators indicates that car ownership by car share members is significantly reduced after joining the car share program. They usually sell their car, or extra car, or postpone the purchase of a car which ultimately helps to reduce traffic and parking congestion, noise and air pollution in the Waverley area. Research shows car share users make fewer trips by car and the total distance they drive is significantly reduced. They also walk more and use more public transport.

DESCRIPTION OF WORKS

Changes to parking signage

Single parking space (5.5m in length) as located below, to be signposted 'No Parking, Authorised Car Share Vehicles Excepted'.

No. of car share members in 250m radius

183

Location of installation – also shown on map overleaf

The car share site is located outside 2 Ormond Street, on the south-east side of the street, near the intersection with Sir Thomas Mitchell Drive. The site is immediately adjacent to the driveway at 2 Ormond Street.

Estimated timeframe

The proposal must be considered by the Waverley Traffic Committee, estimated to be in October, and then approved by Council before proceeding. Should the proposal be approved, signage is expected to be installed by end 2020.

Have your say

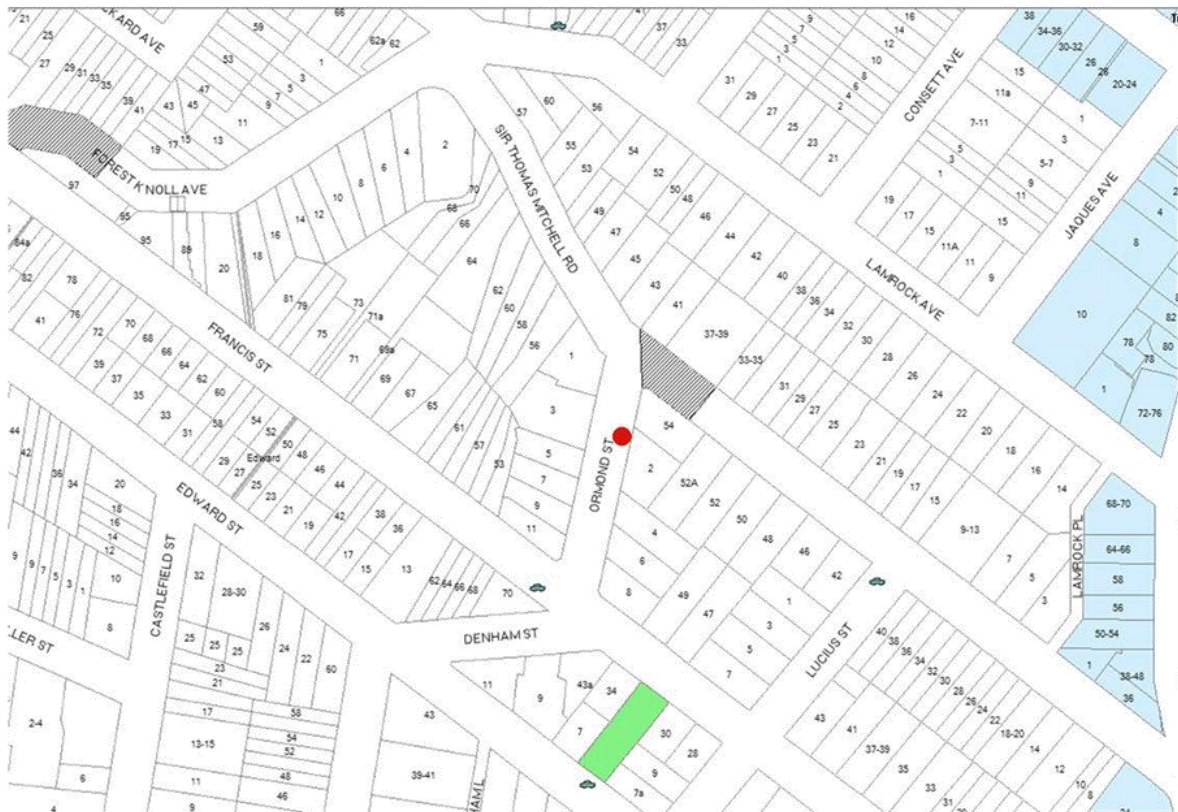
Council will assess the responses received on this proposal before making a recommendation on the space. Please let us know whether you support this proposal or not by emailing transport@waverley.nsw.gov.au or phoning Customer Service on 9083 8000 before **Wednesday 7 October, 2020**

Contact us

Phone: 9083 8000 Fax: 9387 1820
Email: info@waverley.nsw.gov.au
Web: www.waverley.nsw.gov.au

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www.youtube.com/user/WavCouncil



● Proposed location of single spaced car share pod

🚗 Existing car share pod

REPORT
TC/V.05/20.11

Subject: 13 Reina Street, North Bondi - 'P Motor Bikes Only' Parking

TRIM No: A14/0145

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 'P Motor Bikes Only' zone between the driveways of 13A and 13B Reina Street, North Bondi.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the 'P Motor Bikes Only' parking zone, as necessary.

1. Executive Summary

Council has received a request from residents at 13A and 13B Reina Street, North Bondi for consideration to be given to installing a 'P Motor Bikes Only' parking zone between the driveways to the two properties (see Figure 1). Currently, there are no parking restrictions between these driveways.

The request arises because of cars being parked between the two driveways overhanging into one or the other driveway. The motor bike parking restrictions aim to stop this practice.

The distance between the driveways is 3.4 metres. This is less than the 4.2 metres which has been adopted as the maximum distance between driveway splays before motor bike parking is considered. 4.2 metres can accommodate an average small car.

The proposed motor bike parking zone is shown in Figure 2.

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



Figure 1. Site location.



Figure 2. Proposed motorbike signage in the spaces between the driveways to 13A and 13B Reina Street.

2. Introduction/Background

There are no parking restrictions in this section of Reina Street. A standard car parked between the driveways would potentially overhang over either one or both driveways and impact the access of the driveways.

The space between the driveways of 13A and 13B Reina Street is approximately 3.4 metres. It is insufficient to fit a small car. Motor bike parking is recommended.

3. Technical Analysis

Austroads guidelines and Council resolutions support the use of motorbike parking spaces in circumstances such as the space between 13A and 13B Reina Street.

Austroads' Guide to Traffic Management - Part 11: Parking (Section 7.8.3), states that motorbike parking provision can be achieved by utilising under-sized parking spaces. The Traffic Committee and Council have supported this principle and have previously been in favour of installing 'P Motor Bikes Only' zones in short sections of kerb where other vehicles would obstruct vehicular access.

Warrants

Criteria for consideration when assessing the justification for installing a 'P Motor Bike Only' zone are presented below.

1. Distance check – 4.2 metres has been adopted as the maximum distance between driveway spaces for motorbike parking to be considered. The distance between the two driveways is approximately 3.4 metres. The distance check is satisfied.
2. Motor bike parking demand check and evidence of cars over hanging driveways – A site visit was conducted on 1 October 2020. More than 90% of the kerb-side parking on Reina Street was occupied with cars close to but not parking over driveways. The high demands will result in cars being parked between the driveways of 13A and 13B from time to time. Feedback from a survey of residents indicated some motor bike ownership which would utilise the motor bike parking if provided. These conditions warrant consideration of installing motor bike parking.
3. Resident views check – 21 residents on Reina Street were surveyed by letterbox drop. Of these:
 - (a) Seven responses were received by Council.
 - (b) Four responses were in favour of the motor bike parking.
 - (c) Three responses objected to the motor bike parking.
 - (d) Residents of 13A and 13B Reina Street were in favour of the proposal.
 - (e) The main reason for objection is high parking demands combined with limited parking available on Reina Street.

The above indicates sufficient support from residents to install motor bike parking.

The proposed motor bike parking zone will have no impacts on street parking for cars. There is sufficient resident support to warrant its' installation. A motor bike parking zone as shown in *Figure 2* is recommended.

Signage

The proposed signage is shown below.

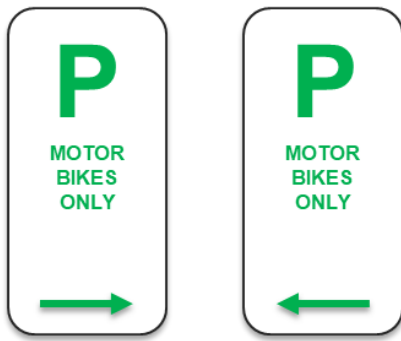


Figure 3. Proposed signage.

4. Financial Information for Council's Consideration

Council will fund the cost of installing the signs from existing budgets if the signage is approved.

5. Attachments

Nil.

REPORT
TC/V.06/20.11

Subject: 64-66 Wallangra Road, Dover Heights - No Stopping between Driveways

TRIM No: A14/0145

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 'No Stopping' zone between the northern end of the driveway of 64 Wallangra Road, Dover Heights, and the southern end of the driveway of 66 Wallangra Road, Dover Heights.

1. Executive Summary

Council is proposing to install a No Stopping zone between the driveways of 64 and 66 Wallangra Road, Dover Height, to facilitate safer traffic movement between Wallangra Road and Kippara Road (see Figure 1 and Figure 2). This is required due to conflicts between vehicles passing each other on Wallangra Road just north of Kippara Road. The No Stopping zone provides a holding area for southbound traffic to give way to northbound traffic.

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



Figure 1. Site location.



Figure 2. Location of proposed No Stopping line.

2. Introduction/Background

64 and 66 Wallangra Road are located in proximity to the intersection of Wallangra Road and Kippara Road. There are no parking restrictions between the driveways of these two properties.

3. Technical Analysis

The existing carriageway reduces to a single lane when cars are parked on both sides of the road.

There are potential conflicts between two-way traffic on Wallangra Road in the vicinity of the driveways to properties 64 and 66 Wallangra Road.

The proposed No Stopping zone is intended to prevent vehicles from parking at this location, leaving a holding area for southbound traffic. Drivers can still pause and give way to opposing traffic despite the No Stopping signage. The NSW Road Rules define 'give way' for a driver or pedestrian as:

- If the driver or pedestrian is stopped—remain stationary until it is safe to proceed, or
- In any other case—slow down and, if necessary, stop to avoid a collision.

4. Financial Information for Council's Consideration

Council will meet the cost of installing signage from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.07/20.11

Subject: 6A Niblick Street, North Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 14.5-metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along the Griffith Avenue frontage of 6A Niblick Street, North Bondi.
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 6A Niblick Street, North Bondi, for the installation of a construction zone along the Griffith Avenue frontage (see Figure 1).

Council officers propose the installation of a 14.5-metre construction zone as shown in Figure 2.

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

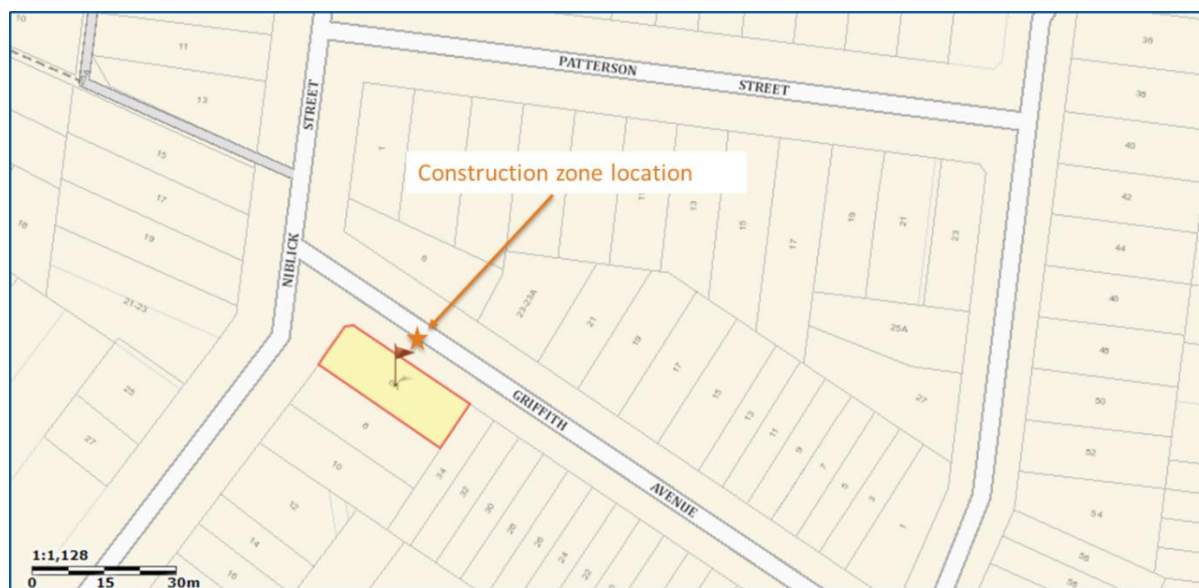


Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone be signposted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply the applicant with transferable permits to be used on the applicant's construction vehicles. The Traffic Committee and Council's requirements for permit approvals are a minimum length of 9 metres along the site frontage with a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 29 metres on Griffith Avenue, 4 metres of which is taken up by part of a No Stopping zone at the intersection of Griffith Street with Niblick Street. There is also a 3.5-metre-wide driveway within the 29-metre frontage.

The applicant has requested a 25-metre construction zone along the Griffith Street frontage.

Council officers consider the length to be too long, as it results in the loss of too many on-street parking spaces. Instead of providing the 25-metre zone, Council officers propose to install a shorter 14.5-metre construction zone. This will leave 10.5 metres for two unrestricted parking spaces.

The existing and recommended parking allocation is shown below.

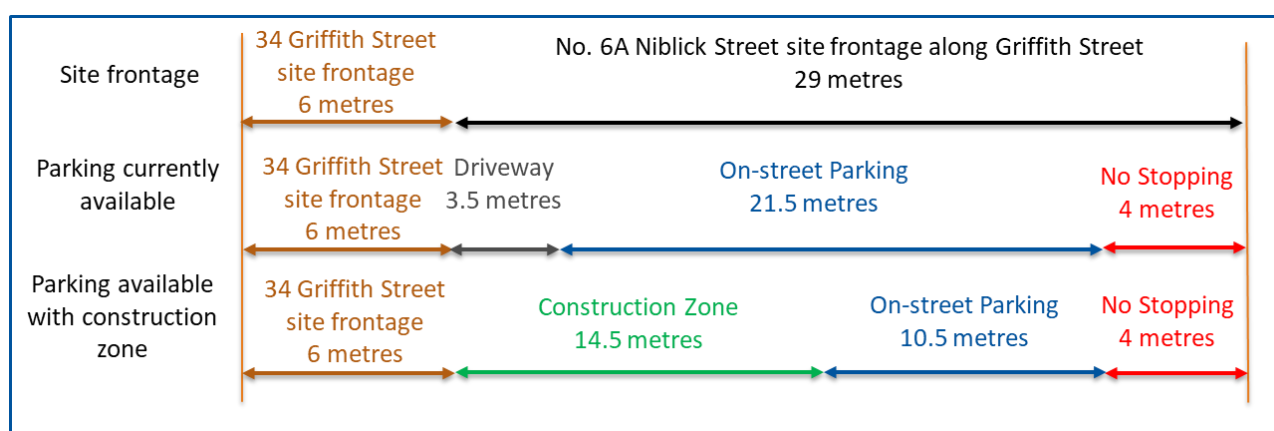


Figure 3. On-street parking allocation.

Table 1. Application details.

Applicant	Jackson Bannister
Development application	DA-15/2020
Works	Alterations and additions to dwelling including first floor addition and new swimming pool at rear.
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	29 metres
Road	Griffith Avenue
Existing parking	No parking restrictions
Length requested by applicant	25 metres
Length to be signposted	14.5 metres
Effective constriction zone - Total length available for construction	14.5 metres
Duration	Six months
Fee area	Residential area without parking restrictions
Estimated fees	\$965.70 per week

Signage

The proposed signage is shown below.

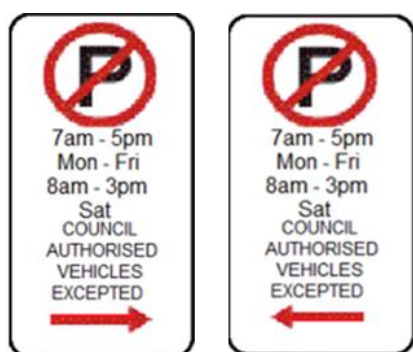


Figure 4. Proposed signage.

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 2020–2021 financial year are:

- \$66.60 per metre per week in a residential area.
- \$92.20 per metre per week in a commercial and mixed-use area.
- \$377.00 per metered (ticket) car parking space per week in addition to above fees (where applicable).

The cost to the applicant for the 14.5 metres made available for construction vehicles will be \$965.70 per week (14.5 metres x \$66.60 per metre).

5. Attachments

Nil.

REPORT
TC/V.08/20.11

Subject: 57 Glenayr Avenue, North Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 12-metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone in front of 57 Glenayr Avenue, North Bondi.
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 57 Glenayr Avenue, North Bondi, for the installation of a 12-metre construction zone on Glenayr Avenue (see Figure 1).

Council officers propose the installation of a 12-metre zone as shown in Figure 2.

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

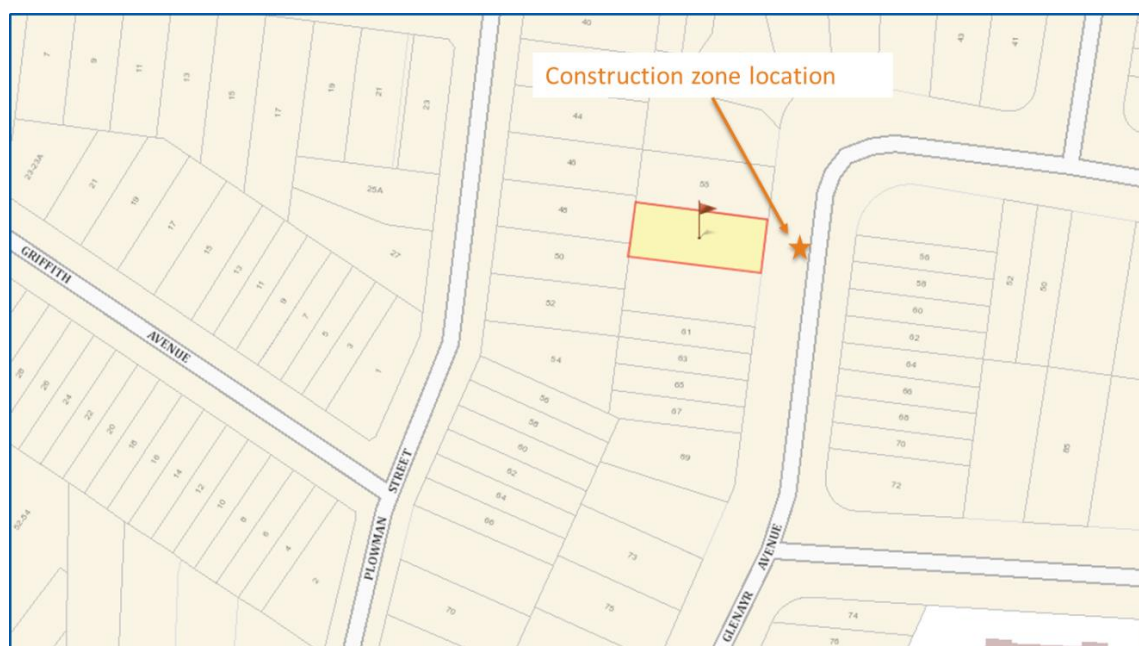


Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone be signposted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply applicant with transferable permits to be used on the applicant's construction vehicles. The Traffic Committee and Council's requirements for permit approvals are a minimum length of 9 metres along the site frontage with a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 12 metres on Glenayr Avenue. Currently, there are no parking restrictions along the frontage on Glenayr Avenue.

The applicant has requested a 12-metre construction zone. This is supported.

The existing and recommended parking allocation is shown below.

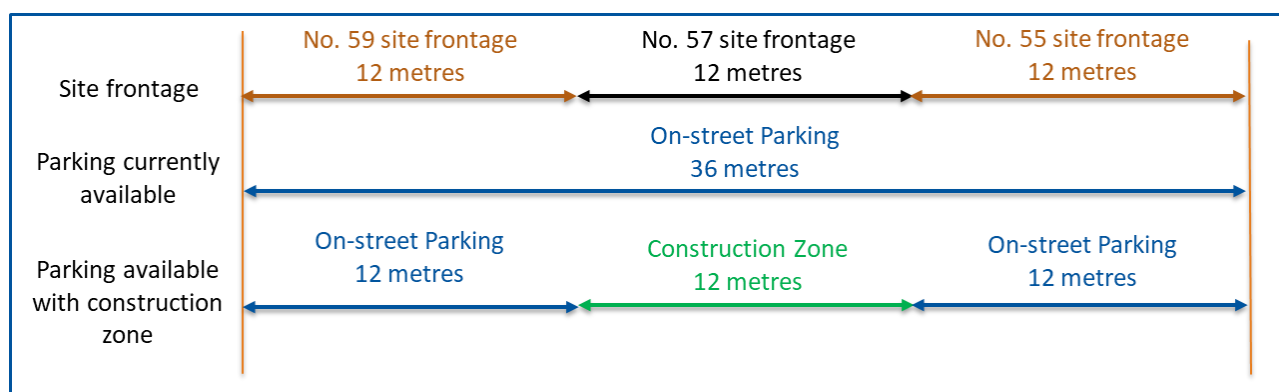


Figure 3. On-street parking allocation.

Table 1. Application details.

Applicant	Timberworx Unlimited Pty Ltd
Development application	DA-132/2020
Works	Alterations and additions to residential flat building including strata subdivision
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	12 metres
Road	Glenayr Avenue
Existing parking	No parking restrictions
Length requested by applicant	12 metres
Length to be signposted	12 metres
Effective constriction zone - Total length available for construction	12 metres
Duration	18 weeks
Fee area	Residential area without parking restrictions
Estimated fees	\$799.20 per week

Signage

The proposed signage is shown below.

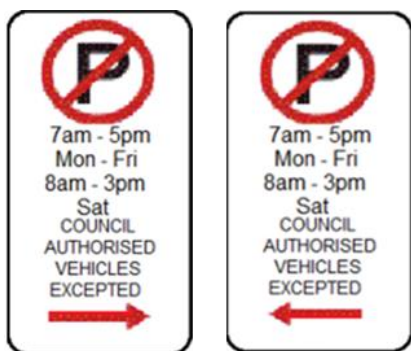


Figure 4. Proposed signage.

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 2020–2021 financial year are:

- \$66.60 per metre per week in a residential area.
- \$92.20 per metre per week in a commercial and mixed-use area.
- \$377.00 per metered (ticket) car parking space per week in addition to above fees (where applicable).

The cost to the applicant for the 12 metres made available for construction vehicles will be \$799.20 per week (12 metres x \$66.60 per metre).

5. Attachments

Nil.

REPORT
TC/CV.01/20.11

Subject: Guide for Assessment of Construction Zone Applications

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. Endorses the process in the report for the assessment of construction zone applications.
2. Endorses the 'Guide for construction zones in Waverley' attached to the report.
3. Publishes the guide on Council's website.
4. Delegates authority to Executive Manager, Infrastructure Services, to modify the assessment process or guide.

1. Executive Summary

This report presents the approach being undertaken by Council officers when assessing an application for a construction zone. Construction zones are provided adjacent to building sites under construction. They provide exclusive use by a builder of untimed parking outside a development within approved construction hours

Endorsement from Council of the assessment process by is sought. This is required to assist in streamline processing of applications and to provide Council a framework to approve applications.

Construction zones are approved by Council taking into consideration the recommendations of the Traffic Committee. The assessment procedure presented in this report defines the factors to be taken into consideration when assessing an application prior to assessment by the Traffic Committee. This includes:

- Length of the zone.
- Impacts on neighbouring properties.
- Impacts on on-street parking.

Fees apply to construction zones. The fees reflect the length of road taken up plus additional road parking alienated by the construction zone.

A guideline for applicants has been prepared (Attachment 1). This guide will be updated from time to time as required.

2. Introduction/Background

Council receives applications for construction zones for most approved developments. The provision of a construction zone can benefit neighbours by making the area in front of a development available to construction workers leaving less likelihood of construction workers parking in front of their dwellings.

Builders/developers do not have an automatic right to a construction zone. Council must assess the impacts on neighbours and street parking / traffic conditions.

Shortages of available street parking in Waverley limit the length of construction zones to the site frontage in most cases (including the driveway).

3. Technical Analysis

Assessment criteria

Length of the zone

The minimum length of a construction zone is 9 metres. This can accommodate a small rigid vehicle in most circumstances. It can accommodate an 8.8 metre rigid vehicle if there is sufficient room at either end to facilitate manoeuvring into and out of the zone. The additional manoeuvring room can be provided by using the space in front of a driveway next door or an adjacent no parking, no stopping, or bus zone.

The effective length of the construction zone includes the driveway associated with the property whether or not it is within the signposted construction zone.

Impacts on neighbouring properties

There can be circumstances where the site frontage is less than 9 metres. In this case the minimum 9 metre construction zone would need to extend across part of a neighbouring property. In these circumstances, the applicant is required to liaise with the affected neighbour and attempt to reach an agreement for the intrusion.

Council reserves the right to intervene if a satisfactory arrangement cannot be resolved. Council is under no obligation to approve an application for a construction zone.

Impacts on on-street parking

Construction zones longer than the 9-metre minimum can have adverse impacts on parking where demands are high. Council reserves the right to limit the length of the zone to mitigate impacts on residents.

Fees apply for construction zones that leave an adjacent length of road that is too short to park in shall be charged for that alienated space. The construction zone length plus the alienated space is referred to as the 'effective construction zone length.' In some circumstances, it may not be part of the signposted zone.

Typical assessments

Each site can have its own unique characteristics which are treated on a case by case basis. Three recent assessments of construction zones are presented below as examples. The assessments include two figures:

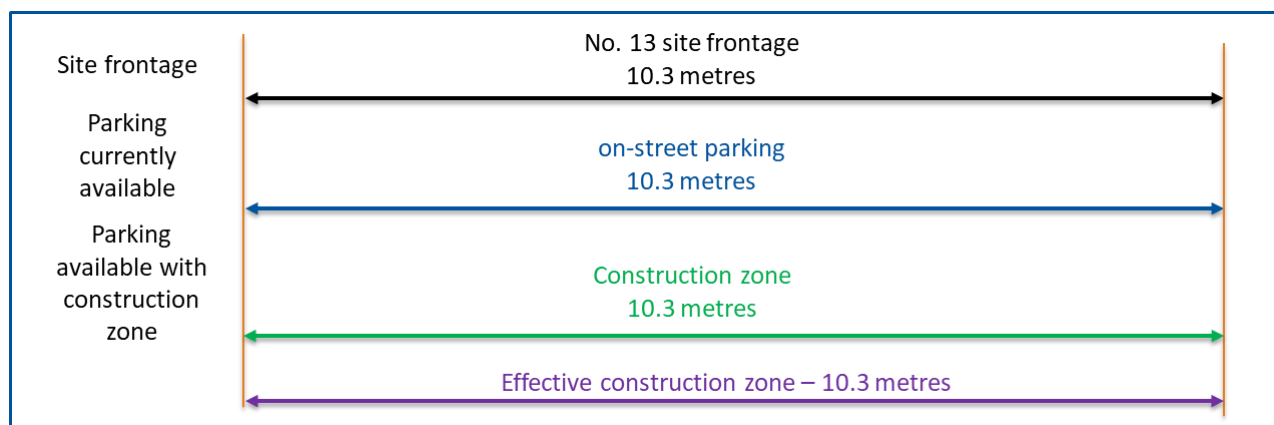
- A figure identifying the on-street parking allocation so that the impacts can be better understood.
- A figure showing the locations the construction zone signs are proposed to be installed.

Example 1 – Construction zone over full frontage of property

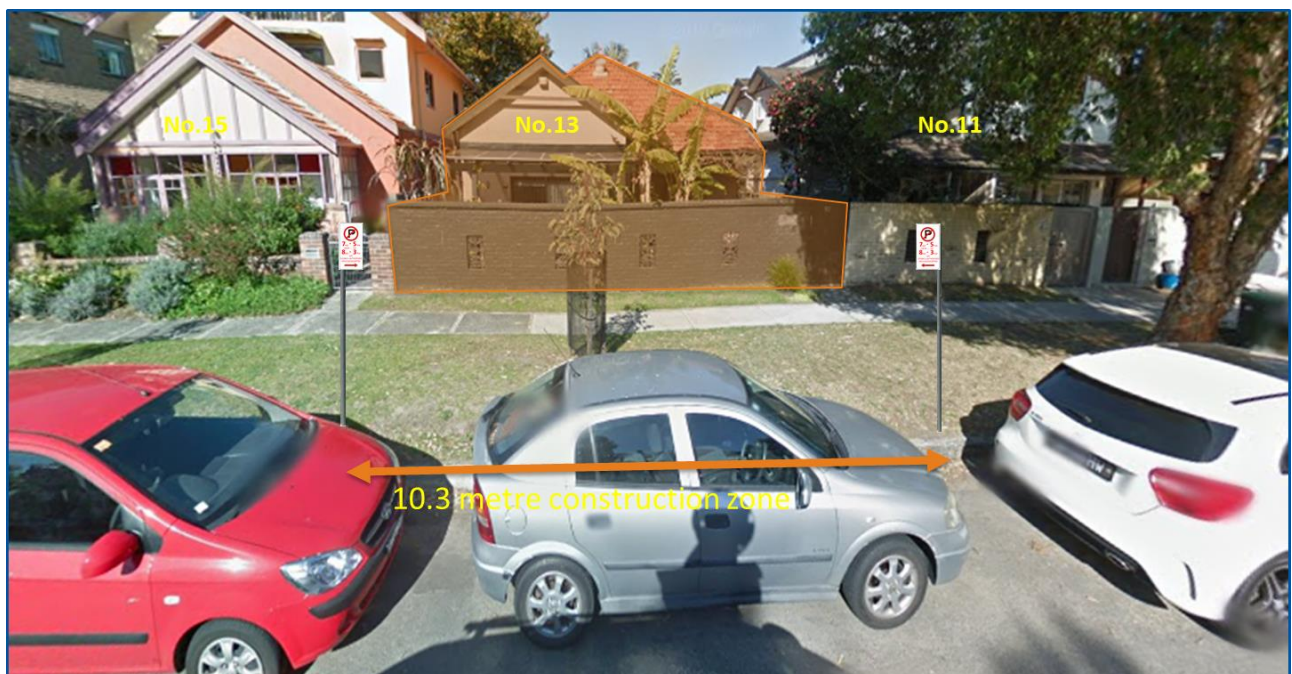
The application was for a 10.3-metre construction zone.

- Minimum length = 9 metres.
- Length applied for = 10.3 metres.
- Property frontage = 10.3 metres.
- Effective construction zone (the length that fees are applied to) = 10.3 metres.

This is a basic application with no impacts on adjacent properties or on-street parking beyond the site frontage. An application for more than 10.3 metres would be refused unless residents adjacent agreed to the extension and the loss of parking would be insignificant. An application for 9 metres would have been approved. In this case the builder was allocated 10.3 metres for the full site frontage as requested.



Example 1. On-street parking allocation.



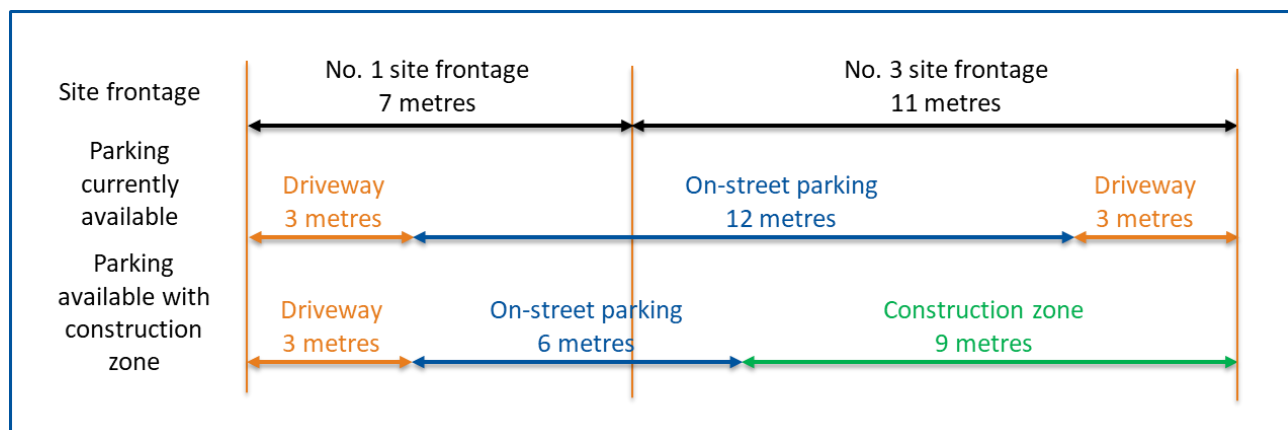
Example 1. Location to install construction zone signs.

Example 2 – Construction zone over part of a property

The application was for a 6-metre construction zone for a property at no. 3 (see figure below).

- Minimum length = 9 metres.
- Length applied for = 6 metres.
- Property frontage = 11 metres.
- Effective construction zone (the length that fees are applied to) = 9 metres.

In this case, the construction zone was set at the Council minimum of 9 metres. It could have been extended to 11 metres (the site frontage) but this would have alienated 4 metres of space outside the adjacent property. Installing a 9-metre zone would leave a length long enough to park a car beside the zone. This is beneficial for residents for this case as the street itself does have enough on street parking to satisfy demands.



Example 2. On-street parking allocation.



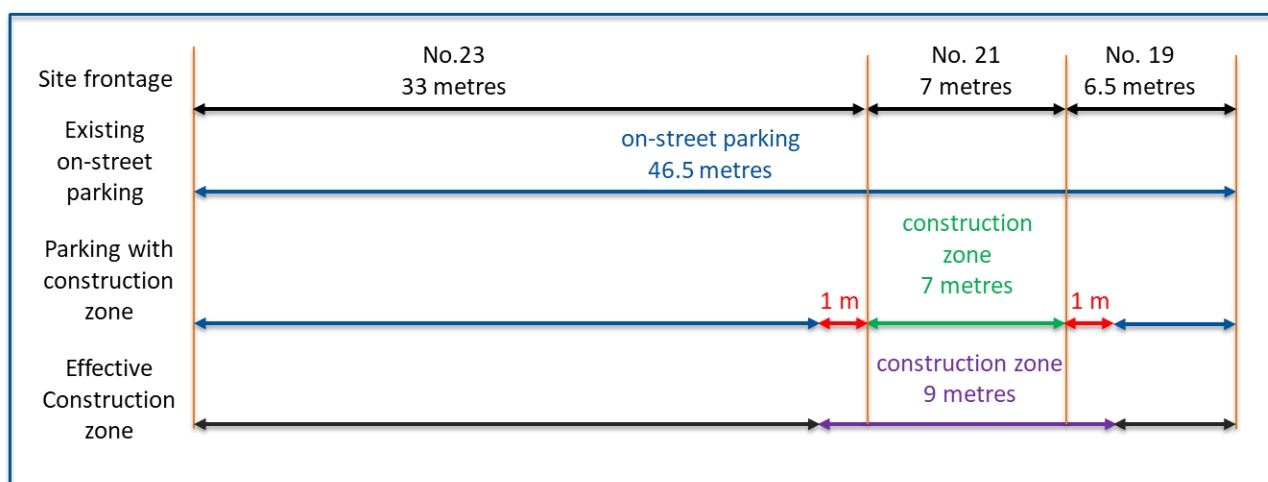
Example 2. Location to install construction zone signs.

Example 3 – Construction zone extending over an adjacent property

The application was for an 8-metre construction zone for a property at no. 21 (see figure below).

- Minimum length = 9 metres.
- Length applied for = 8 metres.
- Property frontage = 7 metres.
- Effective construction zone (the length that fees are applied to) = 9 metres.

In this case, the property frontage at 7 metres was less than the minimum of 9 metres. The applicant was required to consult with the neighbouring properties for their views on extending the zone into the frontage of their properties. In this case, the neighbours objected. Council considered the objections but determined that it was in the interest of all to provide the 9-metre minimum length with an encroachment of 1 metre on either side of the subject property. This is beneficial for residents for this case as it helps avoid construction vehicles parking elsewhere and impacting other residents and businesses.



Example 3. On-street parking allocation.



Example 3. Location to install construction zone signs.

4. Financial Information for Council's Consideration

The applicant is required to pay an approved construction zone application fee, which covers the cost of administration and signage plus a usage charge. Usage charges for the 2020–21 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.
- \$377.00 per metered (ticket) car parking space per week in addition to above fees (where applicable).

5. Attachments

1. Guide for construction zones in Waverley [↓](#)

Guide for construction zones in Waverley

1. Introduction

Construction zones are provided adjacent to building sites under construction. They provide exclusive use by a builder of untimed parking outside a development within approved construction hours.

Builders/developers do not have an automatic right to a construction zone. Council must assess the impacts on neighbours and street parking / traffic conditions. Shortages of available street parking in Waverley limit the length of construction zones to the site frontage in most cases (including the driveway).



2. Construction zones in Waverley Council's area

Construction zones in Waverley are different to "Works Zones" you may find elsewhere. They are signposted as 2 minute "No parking" zones with the builder authorised by Council to park for longer periods during approved construction hours.



For an approved construction zone, the builder is issued with a number of permits (usually 4) which people can then place on their dashboard when parking in the zone. The builder distributes and collects the permits when needed.

Anyone can park in these construction zones to pick up and drop off passengers for up to 2 minutes (the No Parking rule applies here). The only other vehicles that can be parked in this zone are the builders vehicles with permits. Permit vehicles do not have a time limit.

This method of providing construction zones guarantees the builder that parking will be available during deliveries and critical activities. It also benefits nearby residents by having construction vehicle parked outside the building site rather than outside their homes as much as possible.



3. Timing for approval of a construction zone

The applicant should allow a minimum of six weeks for an approval time. This is because the approval requires assessment, reporting, review by Council's traffic committee, and approval by Council. It is a legal requirement. There are no short cuts.

The steps in the process are:

1. An application is submitted to Council.
2. The location, length, and impacts on parking and residents is assessed by a Council officer.
3. Changes to length and location are made if necessary.
4. A report is prepared for Waverley Traffic Committee. TfNSW, Police, The State Member or representative, and a Councillor review the report and make a recommendation to Council. Other stakeholders may also have input to the recommendation (State Transit, other Councillors, residents etc.)
5. Council reviews the recommendation and then decides whether or not to approve the application.
6. Council officers then arrange for the signs to be installed.

The Waverley Traffic Committee are held on the fourth Thursday of every month (check Council's website for dates).

Applications must be received at least three weeks prior to the meeting date.

Council approval is generally given at the next Council meeting (check Council's website for dates).

4. Minimum time period for construction zones

The minimum time period for a construction zone is 13 weeks (around 3 months).

5. Processing time

Construction zones have to go through an approval process to ensure that they can be legally enforced. This includes:

1. Consulting with neighbours if the zone extends to out the front of their property (this rarely occurs).
2. Submission of the application to the Waverley Council Traffic Committee from which a recommendation to Council is made.
3. Council decision considering the recommendation from the Waverley Council Traffic Committee.
4. Installation of the signs by Council's maintenance team.

This can easily take 6 to 8 weeks as Council and the traffic committee meet on a monthly basis.



Advice to builders:

- Check the Council website for the dates of traffic committee meetings. Construction zones applications need to be lodged 3 weeks prior to the meeting. Allow more time if your zone may impact on neighbouring properties.
- Apply early even if you haven't finalised the date that you want the construction zone to commence.

6. Construction zone locations and length

Construction zones less than 9 metres (including driveways) will not be considered. You can extend this length to encompass the width of the property.

If you wish to have a construction zone that extends beyond the property boundary then you must attempt to consult with the affected neighbour and reach an agreement that the neighbour does not object to the extension. In the event that there are differences of opinion between yourself and the neighbour Council officers will make a recommendation to the Waverley Traffic Committee for Council to consider.

Some general rules apply:

1. The minimum length of the construction zone is 9 metres plus any adjacent parking that is made inaccessible due to the remaining length being unable to accommodate a car.
2. If the length nominated results in adjacent parking being inaccessible due to the construction zone then the requested length will be extended to include this. See note 1 below.
3. The site frontage is used as the default length for the construction zone. Variations to this include:
 - a. If the site frontage is less than 9 metres the construction zone will have to extend across adjacent property/s. In this case concurrence from the occupiers of the adjacent properties must be sought by the applicant. Council will determine whether to proceed with the application if concurrence from the adjacent occupiers cannot be confirmed.
 - b. The construction zone and adjacent parking can be constrained by other parking restrictions outside the site frontage. These include no stopping, bus zone, taxi zone, mail zone, etc. This can result in the construction zone not being able to be across the full site frontage. Note the 9 metre minimum has to be provided which may



result in extending across adjacent properties.

- c. The site frontage may include a driveway to a property which is to be kept clear if it is required for use by the current occupants. This would typically apply to a refurbishment / enhancement of a residential flat building. Note the 9 metre minimum has to be provided which may result in extending across adjacent property/s.

7. Waverley car space lengths

Parking lengths to assess against loss of parking adjacent to a construction zone are:

1. 5 metres for an end space (typically adjacent to a driveway)
2. 5.5 metres for an intermediate space (a space with parking or physical constraints on both sides).
3. 5.7 metres for a car space adjacent to a physical object such as a kerb extension.

These lengths are based on parking patterns in Waverley. They are slightly less than lengths specified in Australian Standard. This is to the benefit of the applicant when attempting to minimise costs.



8. General conditions for construction zones

The following conditions typically apply to Construction zones. Additional conditions may apply to a specific site.

1. The applicant must notify adjacent properties of the construction zone at least 14 days before the installation of the construction zone and include contact details for the supervisor responsible for the construction zone. A copy of the notification letter and distribution map must be provided to Council.
2. The applicant must provide safe pedestrian access adjacent to the works zone during the hours of operation. All traffic and pedestrian control must be in accordance with the current version of AS1742.3 and its associated handbook RMS' Traffic Control at Work Sites Manual.
3. It is an offence under Section 667 of the Local Government Act 1993 to wilfully remove, destroy, deface, damage or otherwise interfere with notices or signs erected by Council. The applicant must immediately notify Council of any lost or damaged signs adjoining the



building site.

4. The applicant is liable for any damage to persons or property arising from the works and must take all reasonable measures to prevent such damage.
5. The applicant uses the Construction/construction zone at their own risk. Council is not responsible for any loss, damage, injury or death relating to the applicant's use of the zone.
6. Council may suspend or restrict the operation of a Construction Zone for major events. Special traffic arrangements may be required during the Christmas and New Year period (generally from early December to 2 January) and other major event days. The applicant must make their own enquiries about any major events near their development site.
7. Works are to be undertaken between 7:00am - 5:00pm, Monday to Friday, or between 8:00am-3:00pm Saturdays. Works outside these hours must be approved by Council.