



WAVERLEY TRAFFIC COMMITTEE MEETING

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

10.00 AM, THURSDAY 25 FEBRUARY 2021

Waverley Council
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AGENDA

Apologies

Declarations of Interests

Adoption of Previous Minutes by Council - 26 November 2020 13

The recommendations contained in Part 1 - Matters Proposing that Council Exercise its Delegated Functions - of the minutes of the Waverley Traffic Committee meeting held on 26 November 2020 were adopted by Council at its meeting on 8 December 2020, with the following changes:

1. TC/V.01/20.11 - Barracluff Avenue, Bondi Beach - Traffic Calming Scheme

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

‘That Council adopts option D with investigation of the following design modifications for community consultation:

1. Replace current blisters and incorporate footpath extensions on all corners.
2. Move the proposed intersection treatment on the corner of Barracluff Avenue and Francis Street towards the south in order to create a safer pedestrian outcome.
3. Consider the reintroduction of parking for cars or dedicated motorcycle parking on the western side of Barracluff Avenue at the intersection of Francis Street.’

2. TC/C.01/20.11 - 40 km/h Speed Limit Changes - Traffic Control Devices - Park Parade and Dickson Street

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

‘That Council officers:

1. Subject to providing analyses of traffic and pedestrian flows, consults the community on, but not limited to, the following options for the intersections of Park Parade and Dickson Street at Birrell Street:
 - (a) Proposed kerb extensions, as set out in Attachments 1 and 2 of the Traffic Committee report.
 - (b) Proposed kerb extensions, as per Option 1 above, with a ‘No Right Turn’ traffic restriction on exit into Birrell Street.
 - (c) Traffic island (offset ‘centre’ refuge) similar to the design at the intersection of Wellington Street and Bondi Road, if technically feasible.
 - (d) No action.

2. Prepare a report on the community consultation for the Traffic Committee's consideration.'
3. TC/CV.01/20.11 – Guide for Assessment of Construction Zone Applications.

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

'That Council:

1. Notes the recommended 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 adapt the assessment process or guide as deemed necessary.
5. Officers review the initial guidelines prior to publication for their terminology, grammar and internal Council feedback.'

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.01/21.02 20 Scott Street, Bronte - Temporary Road Closures for Modular Housing Delivery (DA-194/2019)..... 28

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Temporarily closes 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.
 - (k) Obtaining written approval from Randwick City Council in relation to implementation of parking restrictions on Randwick Council roads.
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.02/21.02 40 km/h Speed Limit Changes - Traffic Control Devices - Park Parade, Bondi (A18/0579) 121

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the design of the rubber hump traffic control devices as shown in Attachment 1 (Option 3) of the report, including a 12-month trial of the rubber speed humps outside No. 10 and No. 32 Park Parade.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

TC/C.03/21.02 40 km/h Speed Limit Changes - Traffic Control Devices (Line Marking Group) (A18/0579) 129

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the designs of the 18 signage and line marking traffic control treatments attached to this report for construction at:
 - (a) Alfred Street.

- (b) Birrell Street between Bronte Road and Carrington Road.
 - (c) Birrell Street between Goldie Avenue and Henrietta Street.
 - (d) Bronte Road between Birrell Street and Church Street.
 - (e) Bronte Road between Birrell Street and Ebley Street.
 - (f) Bronte Road between Victoria Street and Church Street.
 - (g) Bronte Road (near Bronte House).
 - (h) Chesterfield Parade between Arden Street and St Thomas Street.
 - (i) Fletcher Street Between Denham Street and Sandridge Street.
 - (j) Gipps Street between Henrietta Street and Bronte Road.
 - (k) Grafton Street Between Leswell Street and Nelson Street.
 - (l) Grafton Street between Newland Street and Leswell Street.
 - (m) Langlee Avenue (east of Seaview Street).
 - (n) Macpherson Street between Arden Street and Evans Street.
 - (o) Macpherson Street between Evans Street and St Thomas Street.
 - (p) Ocean Street.
 - (q) Pacific Street between Gardyne Street and Bronte Road.
 - (r) Waverley Street between Botany Street and Hollywood Avenue.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

TC/C.04/21.02	40 km/h Speed Limit Changes - Review of Treatments on Bourke Street, Bennett Street and Botany Street (A18/0579).....	154
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COUNCIL OFFICER'S PROPOSAL:

That Council installs the following traffic calming treatments:

1. Rubber speed cushions at 13 Bourke Street, Queens Park, as shown in Figure 1 of this report.
2. A mountable roundabout at the intersection of Botany Street and Allens Parade, Bondi Junction, as shown in Figure 2 of this report.
3. Rubber speed cushions at 27 Bennett Street, Bondi, as shown in Figure 3 of this report.

TC/C.05/21.02 Denison Street, Bondi Junction - Community Bus and Taxi Parking (A14/0145). 170**COUNCIL OFFICER'S PROPOSAL:**

That Council installs an 11.4 metre 'No Stopping, Authorised Vehicles and Taxis Excepted, 10 Min Only' zone on the eastern side of Denison Street adjacent to the intersection of Spring Street.

TC/C.06/21.02 Birrell Street and Dickson Street Intersection, Bronte - Installation of C3 Line Marking (A14/0145) 173**COUNCIL OFFICER'S PROPOSAL:**

That Council installs golden yellow C3 line marking along the existing 'No Stopping' zone on the south-east corner of the intersection of Birrell Street with Dickson Street for 10 metres on either side.

TC/C.07/21.02 Carlisle Street, Tamarama - Addition of parking space (A14/0145) 176**COUNCIL OFFICER'S PROPOSAL:**

That Council reduces the length of the existing No Stopping line-marking around the cul-de-sac on Upper Carlisle Street to provide 5 extra metres for car parking at the retaining wall (adjacent to property No.31).

TC/C.08/21.02 11 Pacific Avenue, Tamarama - 'P Motor Bikes Only' Parking (A14/0145) 179**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 'P Motor Bikes Only' zone between the driveways of 11 and 12 Pacific Avenue, Tamarama.
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/C.09/21.02 85 Birrell Street, Queens Park - 'P Disability Only' Zone (A18/0719)..... 183**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 6 metre long 'P Disability Only' parking zone outside 85 Birrell Street, Queens Park.

TC/C.10/21.02	3 Palmerston Avenue, Bronte - 'P Disability Only' Zone (A18/0719).....	186
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COUNCIL OFFICER'S PROPOSAL:

That Council installs a 6.0 metre 'P Disability Only' parking zone outside 3 Palmerston Avenue, Bronte.

TC/C.11/21.02	292 Birrell Street, Bondi - No Stopping Zone (A14/0145)	189
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COUNCIL OFFICER'S PROPOSAL:

That Council installs a 10-metre 'No Stopping' zone on the northern side of Birrell Street adjacent to property No. 292.

TC/C.12/21.02	Albert Street and St Thomas Street Intersection, Bronte - No Stopping Zones (A14/0145)	192
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a No Stopping zone at the intersection of St Thomas Street and Albert Street for:
 - (a) 8 metres on the western side of St Thomas Street north of Albert Street.
 - (b) 8 metres on the northern side of Albert Street west of St Thomas Street.
2. Installs unbroken yellow C3 lines along the 'No Stopping' zone.

TC/C.13/21.02	Ruthven Lane, Bondi Junction - Modification of No Parking Zone (A02/0637) ...	197
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COUNCIL OFFICER'S PROPOSAL:

That Council modifies the existing "No Parking: 8 AM – 9AM Thursday" zones in Ruthven Lane, Bondi Junction to "No Parking: 6 AM – 10 AM Thursday" and 1 Hour parking (permit holders excepted) at other times between 8 AM and 6 PM, Monday to Saturday.

TC/C.14/21.02	5 Pembroke Street, Bronte - No Parking Zone (A14/0145)	200
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COUNCIL OFFICER'S PROPOSAL:

That Council installs a 'No Parking' sign on the eastern side of Pembroke Street opposite No. 5 Pembroke Street as shown in Figures 1 and 2 of this report.

TC/C.15/21.02 14 Fletcher Street, Bondi - Construction Zone (A03/2514-04) 203**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 23 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone fronting 14 Fletcher Street on Glen 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.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/21.02 Bondi Pavilion Restoration and Conservation Project (SF21/617) 207****COUNCIL OFFICER'S PROPOSAL:**

That Council approves the proposal for Buildcorp to undertake construction forecourt works in two stages on Queen Elizabeth Drive (QED) as part of the Bondi Pavilion Restoration and Conservation project, as shown in Attachment 1 to the report.

TC/V.02/21.02 92 Ramsgate Avenue, Bondi Beach - Construction Zone (A03/2514-04) 220**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 along the frontage of 92 Ramsgate 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.

TC/V.03/21.02 3 Lancaster Road, Dover Heights - Construction Zone (A03/2514-04) 224**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 at 3 Lancaster Road, Dover Heights.
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.04/21.02 116-118 Brighton Boulevard, North Bondi - Construction Zone (A03/2514-04).. 228**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs an 18 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along the frontage of 116-118 Brighton Boulevard, 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.05/21.02 45-47 Ramsgate Avenue, Bondi Beach - Construction Zone (A03/2514-04) 232**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 20 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along the frontage of 45-47 Ramsgate 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.

TC/V.06/21.02 39 Beach Road, Bondi Beach - Construction Zone (A03/2514-04)..... 236**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 Excepted' construction zone fronting 39 Beach Road, 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.

TC/V.07/21.02 Mons Street and Tower Street Intersection, Vaucluse - No Stopping Zones (A14/0145) 240**COUNCIL OFFICER'S PROPOSAL:**

That Council installs 10 metre 'No Stopping' zones on the south-eastern and south western corners of the intersection of Mons Street and Tower Street, Vaucluse.

TC/V.08/21.02 59 Gould Street, Bondi Beach - Reduction of No Stopping Zone (A14/0145)..... 242**COUNCIL OFFICER'S PROPOSAL:**

That Council reduces the existing No Stopping Zone on the southern side of Glasgow Avenue at Gould Street from 26 metres to 10 metres.

TC/V.09/21.02 Turner Street, Bronte - Installation of C3 Line Marking along No Stopping zones (A14/0145) 245**COUNCIL OFFICER'S PROPOSAL:**

That Council installs C3 line marking along the existing statutory 'No Stopping' zones at the intersection of Turner Street and Ashley Street, Bronte, as shown in Figure 3 of this report.

TC/V.10/21.02 Yeshiva College - Modification of Pick-up/Drop-off Zone Restrictions (A14/0145) 248**COUNCIL OFFICER'S PROPOSAL:**

That Council modifies the existing 'No Parking, 7.30 am–9 am Mon–Fri, 3.30 pm–6 pm Mon–Thu, 2.30 pm–3.30 pm Fri, School Days' (pick-up/drop-off) zone in front of Yeshiva College on Flood Street, Bondi, to 'No Parking, 7.30 am–9 am Mon–Fri, 3 pm–5.30 pm Mon–Thu, 1.30 am–2.30 pm FRI.'

TC/V.11/21.02 Notts Avenue, Bondi Beach - Changes to Loading Zone Signage (A14/0145) 251**COUNCIL OFFICER'S PROPOSAL:**

That Council replaces the existing loading zone signs at the lower end of Notts Avenue, Bondi with 'Loading Zone, 8am-1pm' plus '2P, Meter Registration 1 pm-10pm, Permit Holders Excepted Area 8' signs.

TC/V.12/21.02 43 Mitchell Street, North Bondi (O'Donnell Street Frontage) - P Disability Space (A18/0719) 254**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5.4 metre 'P Disability Only' zone outside 43 Mitchell Street, North Bondi (O'Donnell Street frontage).

TC/V.13/21.02 92 O'Brien Street, Bondi Beach - 'P Disability Only' Zone (A18/0719)..... 257**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5.4 metre long 'P Disability Only' parking zone outside 92 O'Brien Street, Bondi Beach.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/21.02 Queen Elizabeth Drive - 'Electric Vehicle Excepted Only While Charging' Zone (A17/0477) 260****COUNCIL OFFICER'S PROPOSAL:**

That Council installs a "No Parking. Electric Vehicles Excepted Only While Charging" zone for one space adjacent to an existing space with the same restrictions on Queen Elizabeth Drive.

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, 26 NOVEMBER 2020**



Voting Members Present:

Cr P Masselos	Waverley Council – Chair
Sgt L Barrett	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr M Carruthers	Transport for NSW – Network and Safety Officer
Mr P Pearce	Representing Marjorie O’Neill, MP, Member for Coogee
Ms J Zin	Representing Gabrielle Upton, MP, Member for Vaucluse

Also Present:

Mr B Gidiess	State Transit – Traffic and Services Manager (Eastern Region)
Ms S Haider	Transport for NSW – Traffic Engineering Services
Cr T Kay	Waverley Council – Alternate Chair
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, Traffic and Transport
Mr P Cai	Waverley Council – Traffic Engineer

At the commencement of proceedings at 10.00 am, those present were as listed above, with the exception of Ms J Zin, who arrived at 10.06 am, and Cr D Wy Kanak, who arrived at 10.21 am.

At 11.10 am, Mr P Pearce left the meeting and did not return.

Apologies

There were no apologies.

Declarations of Pecuniary and Non-Pecuniary Interests

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

1. Cr T Kay declared a less than significant non-pecuniary interest item TC/V.07/20.11 – 6A Niblick Street, North Bondi – Construction Zone and informed the meeting that he lives in the vicinity of the subject site.

Adoption of Previous Minutes by Council - 22 October 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 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.

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.03/20.11 Gardyne Street and Macpherson Street, Bronte - No Stopping Zones.
- TC/C.07/20.11 9 Scott Street, Bronte - Temporary Road Closures for Modular Housing Delivery.
- TC/C.08/20.11 9 Scott Street, Bronte - Construction Zone.
- TC/V.04/20.11 2 Ormond Street, Bondi Beach - Car Share Space.
- TC/V.05/20.11 13 Reina Street, North Bondi - 'P Motor Bikes Only' Parking.
- TC/V.07/20.11 6A Niblick Street, North Bondi - Construction Zone.
- TC/V.08/20.11 57 Glenayr Avenue, North Bondi - 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.01/20.11 40 km/h Speed Limit Changes - Traffic Control Devices - Park Parade and Dickson Street at Birrell Street, Bondi (A18/0579)**

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

'Approves the designs for the intersections of Dickson Street at Birrell Street, Bronte, and Park Parade at Birrell Street, Bondi, including 10 metres of BB centre lines with raised pavement markers, as set out in Attachment 1 and 2 of the report.'

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

TC/C.02/20.11 40 km/h Speed Limit Changes - Traffic Control Devices - Tamarama Marine Drive (A03/0042-04)**COUNCIL OFFICER'S PROPOSAL:**

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

That Council:

1. Approves the detailed design of the pedestrian crossing on Tamarama Marine Drive, Tamarama, attached to the report.
2. Officers, during the design for construction, further investigate:
 - (a) The widening of the kerbside lane on the eastern side to allow for bus draw in.
 - (b) A traffic island to assist in the safe direction of traffic.
 - (c) The length of zigzags on the approach to the crossing.
3. Notes that Transport for NSW has issues with the recommendation pending a review of the design for construction.

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

D Vertoudakis addressed the meeting.

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Coogee, NSW Police

representative, RMS representative and Waverley Council representative (Chair).

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

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

'Restricts the mobility parking space in Marks Lane to 8 am–6 pm.'

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

S Awramenko addressed the meeting.

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

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'.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

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

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of a new clause 1(n), an amendment to clause 2 and the addition of a new clause 5, such that the recommendation now reads as follows:

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.
 - (n) An additional traffic controller on the shared zone component.
2. Approves the installation of a 15 metre x 4.5 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.
 5. Officers liaise with the applicant to determine appropriate time slots for the various activities that will occur when delivering materials to the site to minimise lane tapers.

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

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

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

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

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/20.11 Barracluff Avenue, Bondi Beach - Traffic Calming Scheme (A03/0042-04)****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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

D Robinson addressed the meeting.

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

'New Year's Eve event at Dudley Page Reserve, including a clearway on Lancaster Road between Military Road and Portland Street.'

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

TC/V.03/20.11 Rose Bay Secondary School - Temporary Drop-off/Pick-up Zones - Review (A14/0145)**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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.04/20.11 2 Ormond Street, Bondi Beach - Car Share Space (SF17/2465)**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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.05/20.11 13 Reina Street, North Bondi - 'P Motor Bikes Only' Parking (A14/0145)**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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.06/20.11 64-66 Wallangra Road, Dover Heights - No Stopping between Driveways (A14/0145)

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.07/20.11 6A Niblick Street, North Bondi - Construction Zone (A03/2514-04)

Cr T Kay declared a less than significant non-pecuniary interest in this item and informed the meeting that he lives in the vicinity of the subject site.

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/20.11 Guide for Assessment of Construction Zone Applications (A03/2514-04)****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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

That Council:

1. Notes the recommended 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 adapt the assessment process or guide as deemed necessary.

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

The representative of the Member for Coogee was not present for the consideration and vote on this item.

THE MEETING CLOSED AT 11.52 AM.

.....
SIGNED AND CONFIRMED
MAYOR
8 DECEMBER 2020

REPORT
TC/C.01/21.02

Subject: 20 Scott Street, Bronte - Temporary Road Closures for Modular Housing Delivery

TRIM No: DA-194/2019

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Temporarily closes 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.
 - (k) Obtaining written approval from Randwick City Council in relation to implementation of parking restrictions on Randwick Council roads.
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 20 Scott Street, Bronte (see Figure 1).

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 Tuesday and a Wednesday 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 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 Verna 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.
 - Arden Street – between Verna Street and Boundary Street.

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



Figure 1. Site location.

2. Introduction/Background

The development

The development at 20 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-194/2019). It will be constructed using pre-prepared modules which are delivered and installed over a two day period.

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 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 has completed a successful modular housing delivery and installation in Scott Street in January 2021. The operation was run smoothly with no issues.



Figure 2. Consultation area within Waverly LGA.

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	Module	Width (mm)	Length (mm)	Height (mm)	Weight (t)
Truck 1	Module A	4986	17210	4580	31
Truck 2	Module B	5000	17023	4580	31
Truck 3	Module C	5000	17023	4580	31
Truck 4	Module D	4950	17023	4580	31
Truck 5	Module E	3982	18000	4680	35
Truck 6	Module F	3982	18000	4680	35

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 6 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 Tuesday and a Wednesday 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 3 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 3. 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. 20 Scott Street Bronte - CVPPM - February 2021 [↓](#) .

PROPOSED RESIDENTIAL DEVELOPMENT

20 SCOTT STREET, BRONTE

Construction Vehicle and Pedestrian Plan of Management

18th December 2020

Revised 11th February 2021

MODSCAPE.

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



TABLE OF CONTENTS

1.0 INTRODUCTION.....	4
2.0 PROPOSED DEVELOPMENT.....	5
1. Site, Context and Existing Use.....	5
2. Proposed Development.....	5
3. Construction Program.....	6
4. Construction Process	6
3.0 TRAFFIC CONDITIONS.....	7
1. Traffic Conditions.....	7
2. Transport Services.....	7
4.0 PROPOSED CONSTRUCTION TRAFFIC MANAGEMENT PLAN.....	8
1. Construction Vehicle Route.....	8
2. Truck Movements.....	9
3. Construction Hours.....	9
4. Cranage and Materials Handling.....	9
5. Site Induction.....	9
6. Traffic Control Plans.....	9
7. Pedestrian Management.....	10
8. Hoardings.....	10
5.0 CRANAGE WORKS.....	11
1. Crane Lifting Plan.....	11
2. Risk Assessment.....	11

APPENDIX A	ARCHITECTURAL PLANS
APPENDIX B	TRANSPORT SERVICES
APPENDIX C	MODULES/TRUCK SIZES
APPENDIX D	TURNING PATH ASSESSMENT
APPENDIX E	TRAFFIC CONTROL PLAN
APPENDIX F	CRANE LIFT STUDY/RISK ASSESSMENT
APPENDIX G	RESIDENT NOTIFICATION
APPENDIX H	PROPOSED RUNNING SHEET FOR INSTALLATION

MODSCAPE.

LIST OF ILLUSTRATIONS

FIGURE 1	SITE PLAN
FIGURE 2	VEHICLE ROUTE

MODSCAPE.

1.0 INTRODUCTION

The client is currently in the process of applying for a Development Approval for a proposed new dwelling at 20 Scott Street, Bronte.

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 6 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 12 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 1 of DP89209 which occupies a rectangular shaped block of approximate 308m² with a street frontage to 20 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 occupied with an existing dwelling which is owner-occupied.

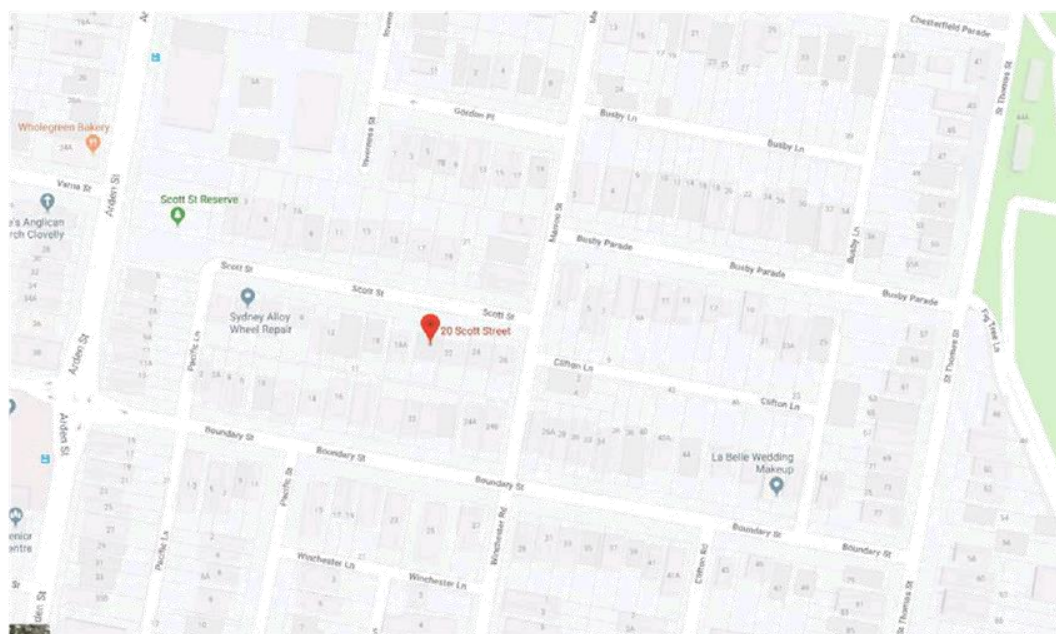


FIGURE 1 SITE PLAN

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 5 bathrooms
- Living, Dining and Kitchen
- Rumpus and Study

MODSCAPE.

- Laundry
- Garage
- External landscaping

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	2 weeks
Earthworks/In-Ground Services	4 weeks
Construction (including off-site fabrication)	14 weeks
Total	20 weeks

The total construction program of 20 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

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

MODSCAPE.

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.

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

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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.

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 not been developed yet, however we can confirmed that a lift study has been completed for another project in Scott Street.

This assessment confirmed that a 300T crane would be used.

All relevant permit applications will be made once DA is received.

5.2 RISK ASSESSMENT

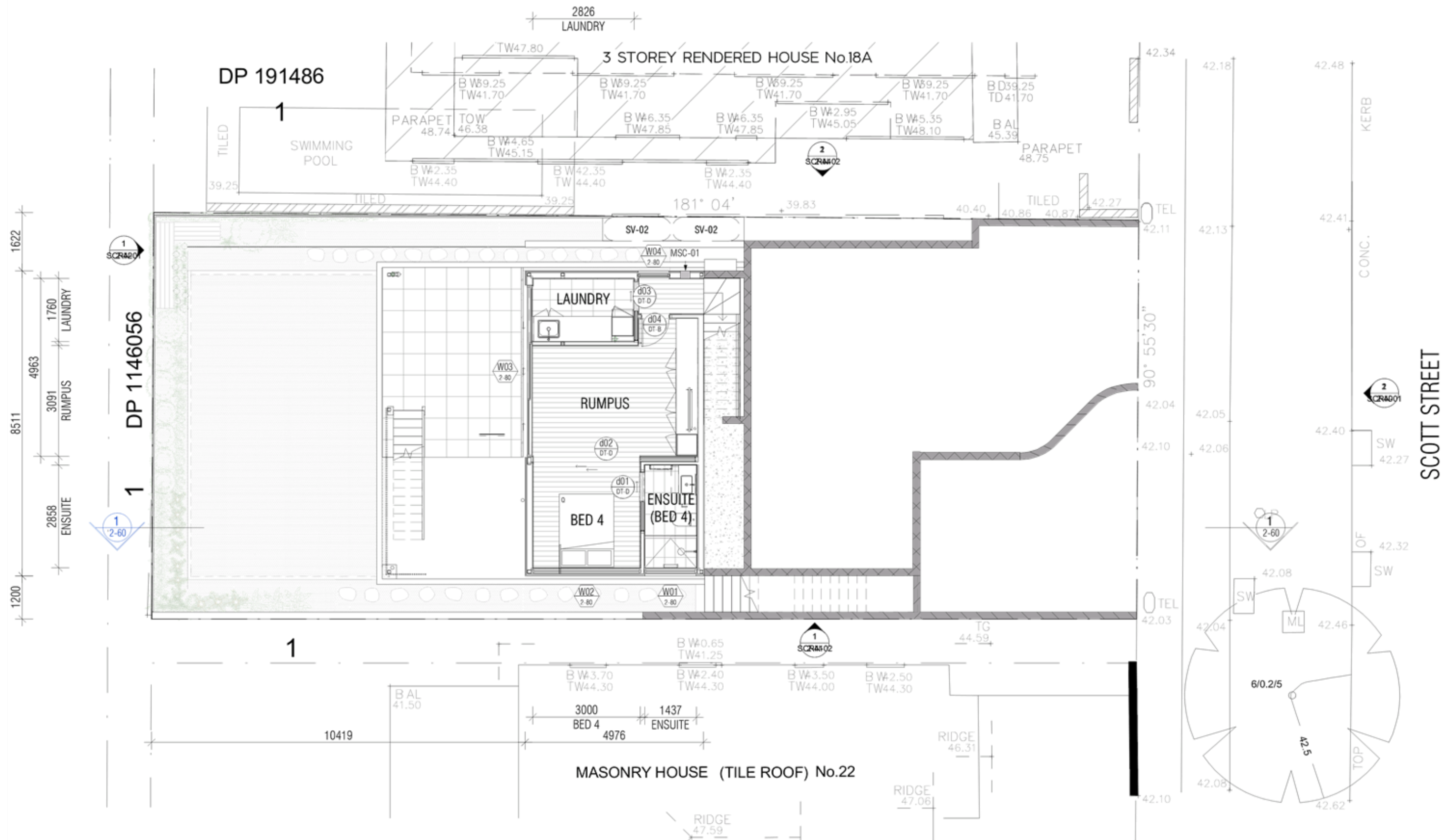
A site inspection has been completed and the key item identified was the required for Tiger Tales to certain locations.


These will be identified within the crane lifting plan which forms part of the permit applications.

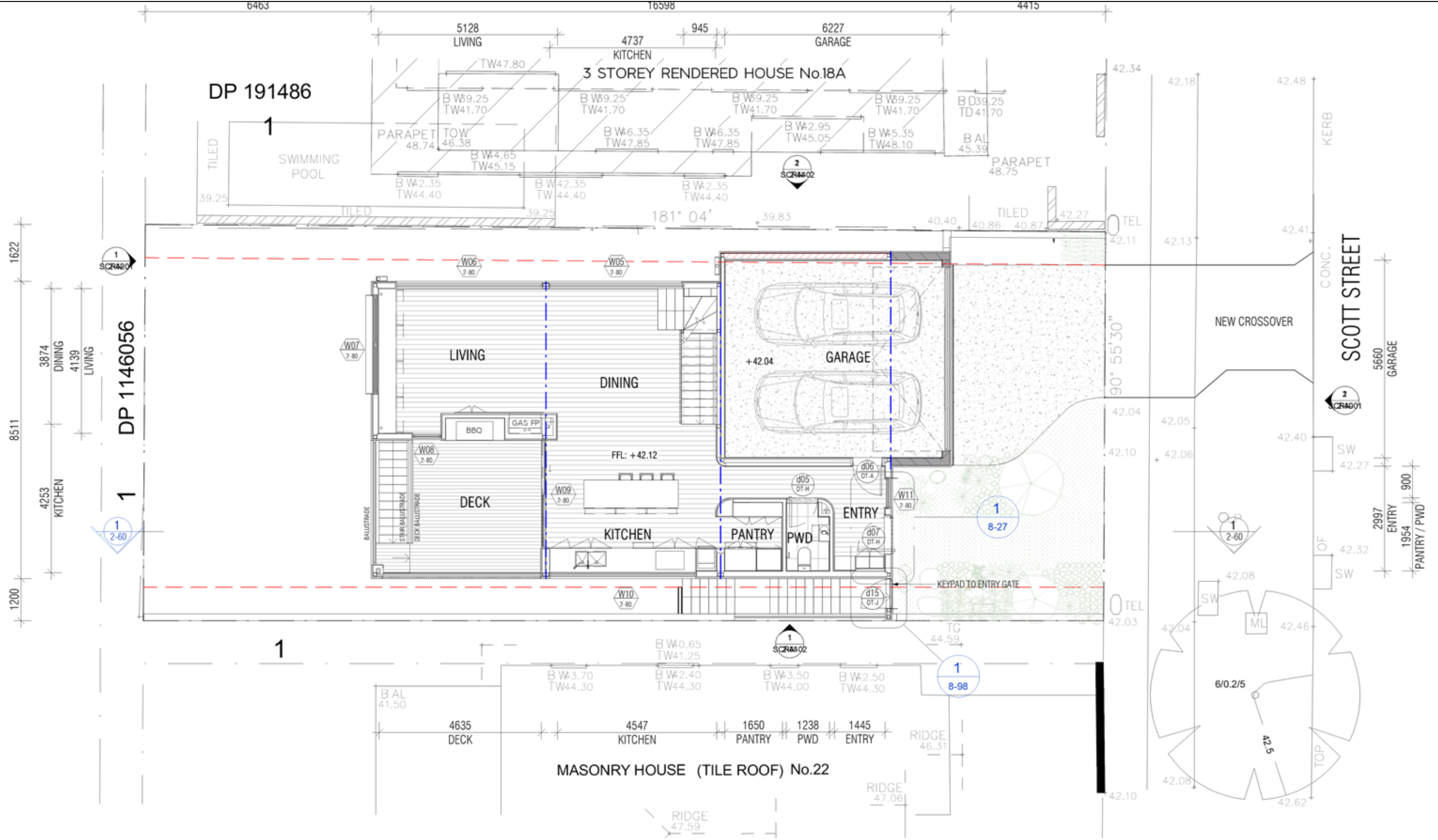
MODSCAPE.

APPENDIX A

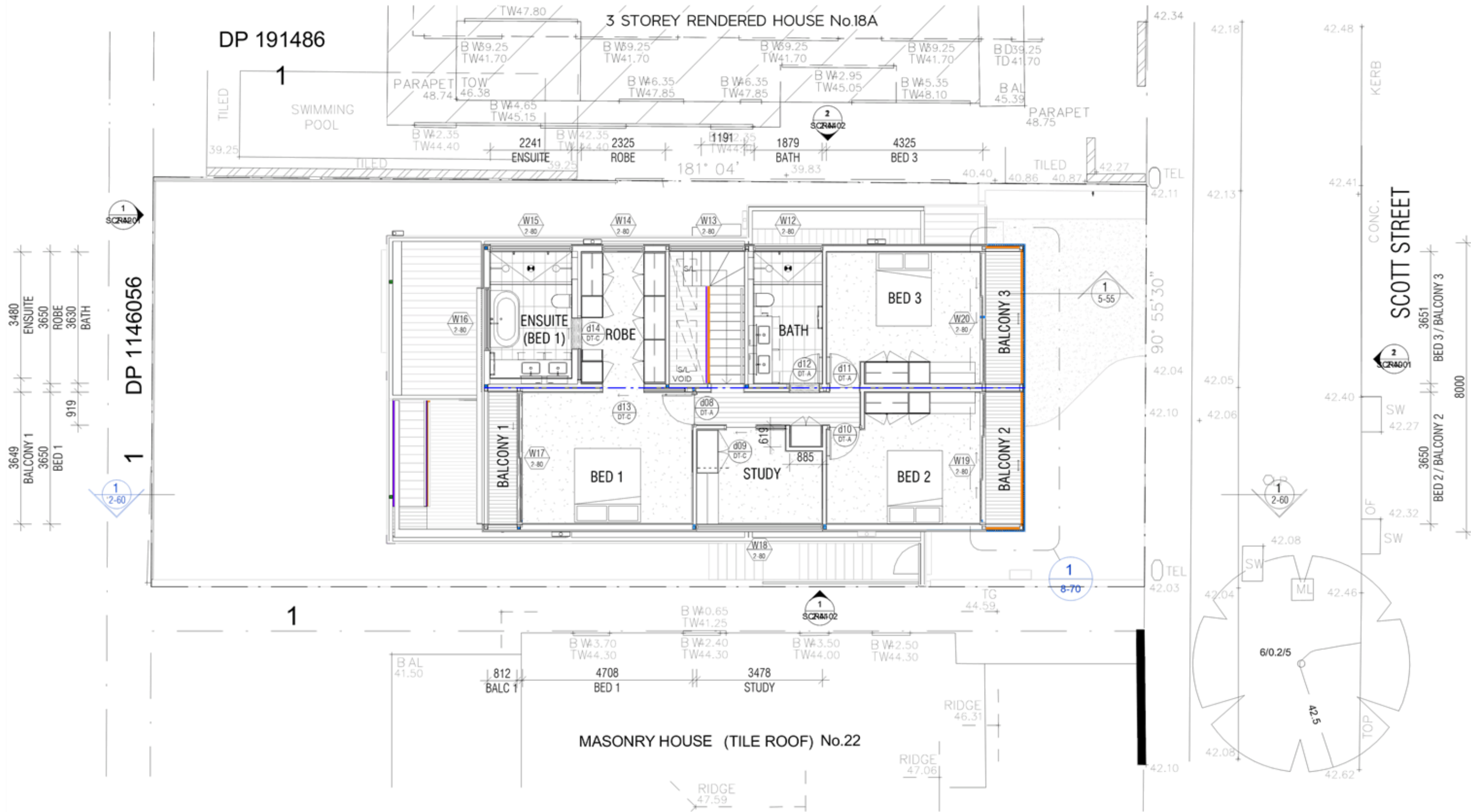
ARCHITECTURAL PLANS



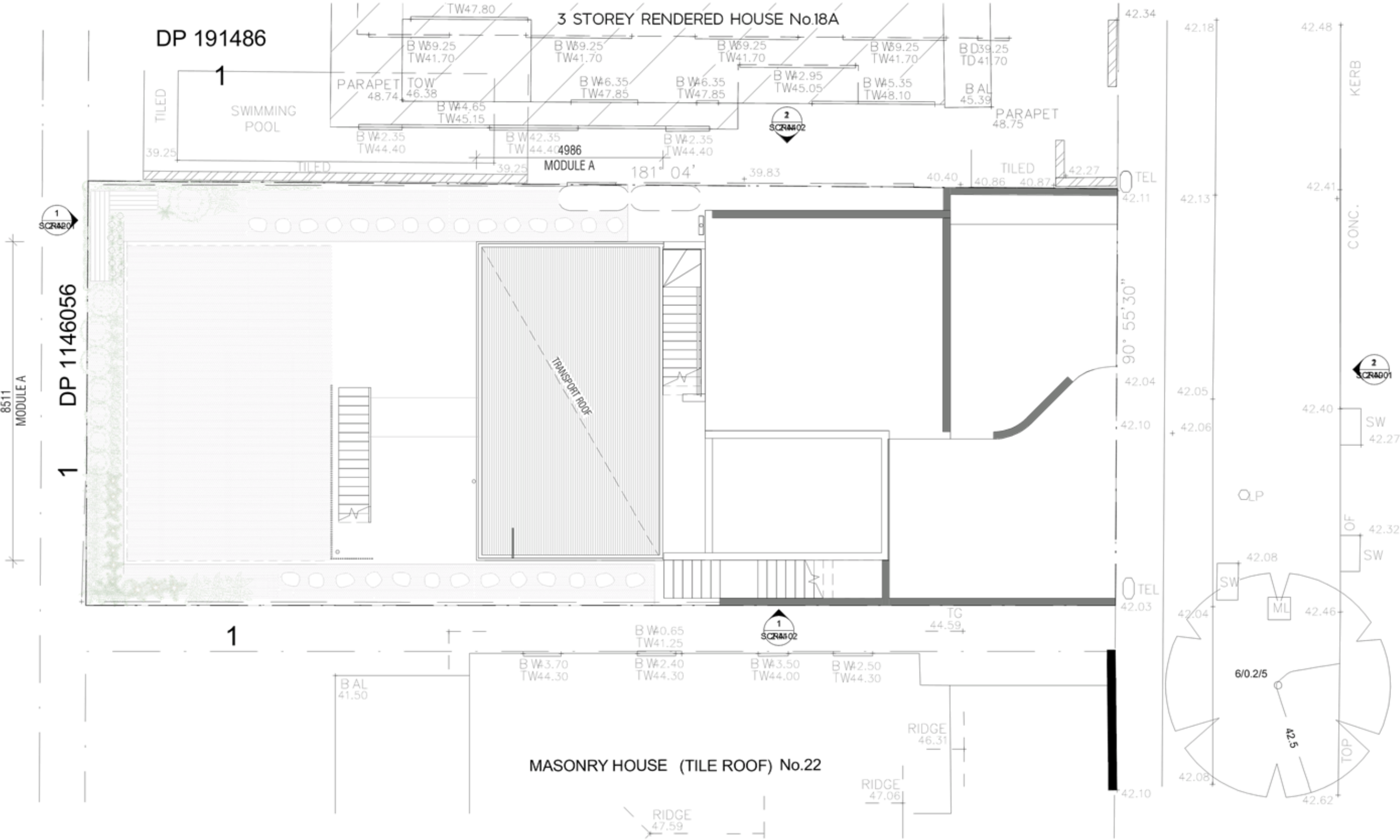
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P2	SET B	04.08.20	WV							
P1	SET A	03.07.20	WV							
issue	description	date	initials							
revision				sign off	copyright	company	orientation	project	drawing	details



revision				sign off	copyright	company	orientation	project	drawing	details		
A	CONTRACT SET	01.12.20	MG									
P4	SET B CLIENT UPDATES	13.11.20	WV									
P3	SET B UPDATES	11.09.20	WV									
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						MODSCAPE.						
						Anthony Puntigam & Vivienne Shahin						
						20 Scott Street Bronte						
						NSW 2024						
						Architectural Set						
						Ground Floor Plan						
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						1 : 100						
						A3						
						492						
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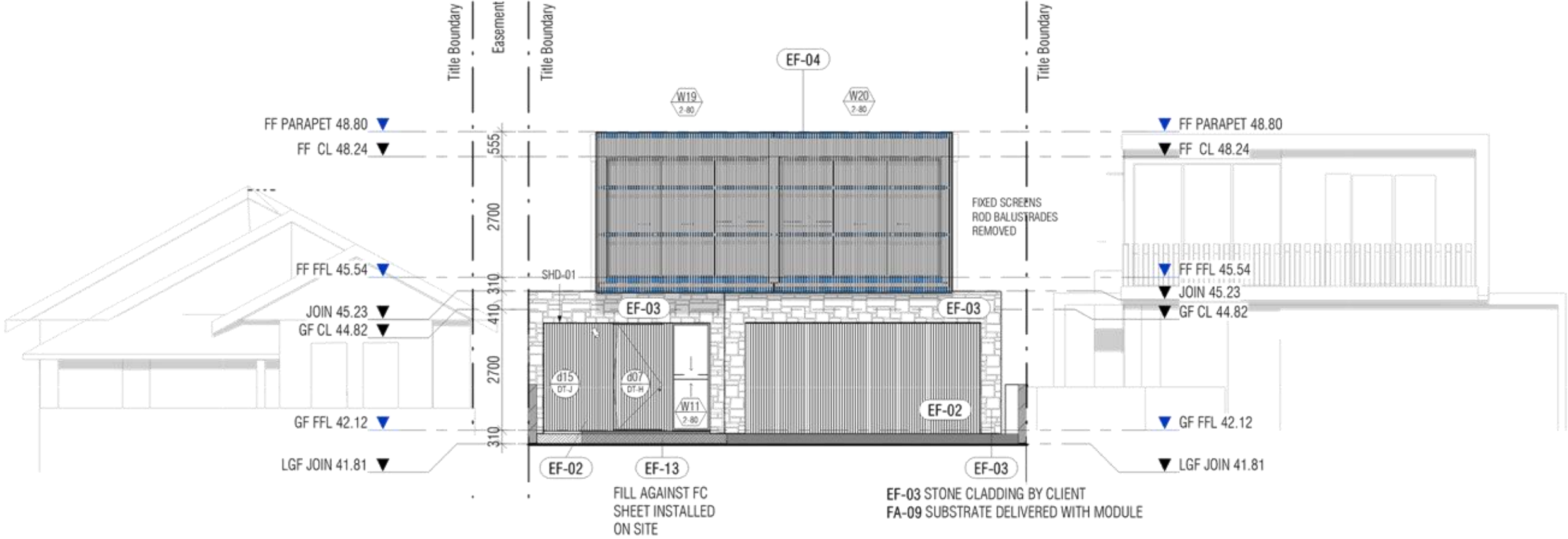
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<div>P3 SET B UPDATES11.09.20WV</div>				<div>Design Manager:</div>				<div>20 Scott Street Bronte</div>	<div>Lower Ground Floor</div>	<div>2-20</div>	<div>A</div>		
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Page 50

Page 51



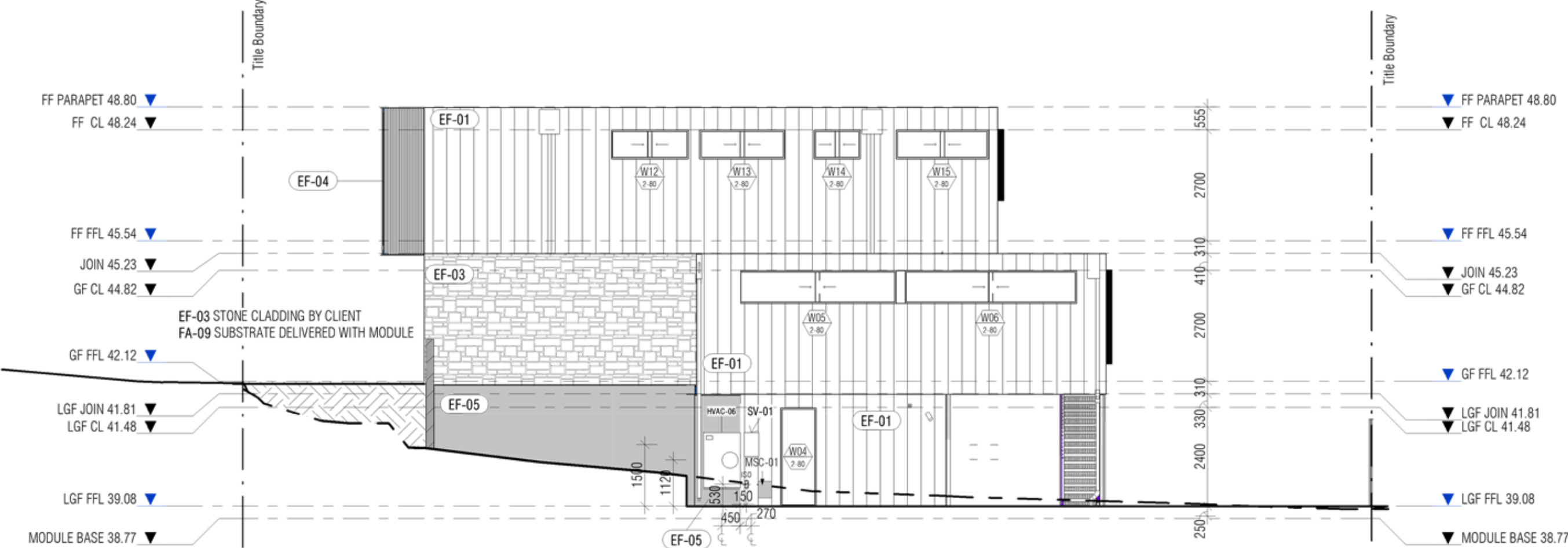
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P4	SET B CLIENT UPDATES	13.11.20	WV	Design Manager:					2-40			
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	SET B	04.08.20	WV	Technical:								
	SET A	03.07.20	WV	Design Intent:								
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430 Francis Street, Brooklyn, VIC 3012 Ph 93166000								WV Drawn	DEC 2020 Date	1 : 100 Scale	A3 Sheet Size	492 Job No.
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APPENDIX B

TRANSPORT SERVICES



SPECIALISTS IN BUILDING RELOCATION & OVERDIMENSIONAL LOADS

Asset Protection for Module Delivery 20 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
WWW.NUNNBROSHAULAGE.COM.AU

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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APPENDIX C

MODULE/TRUCK SIZES

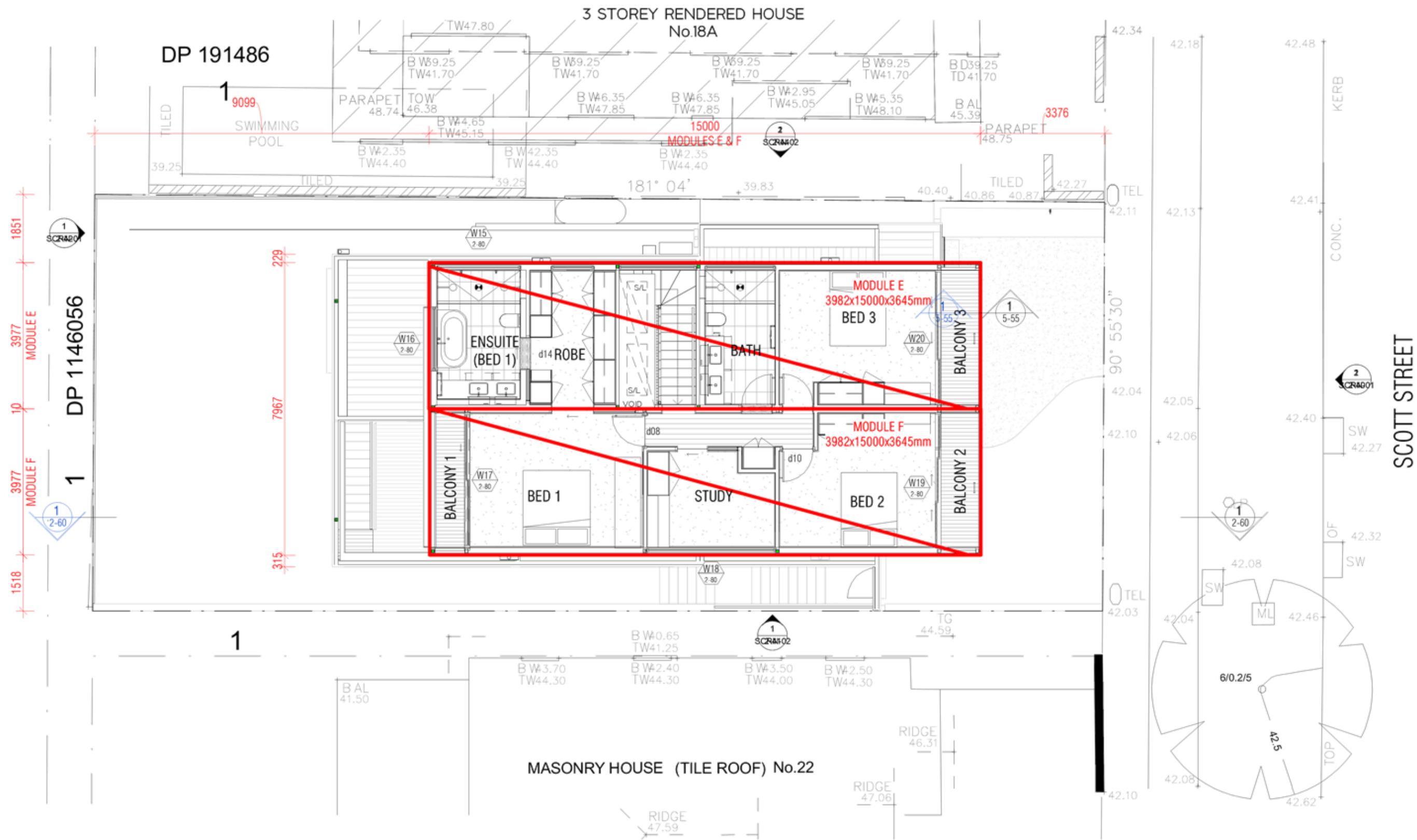
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20 Scott Street, Bronte

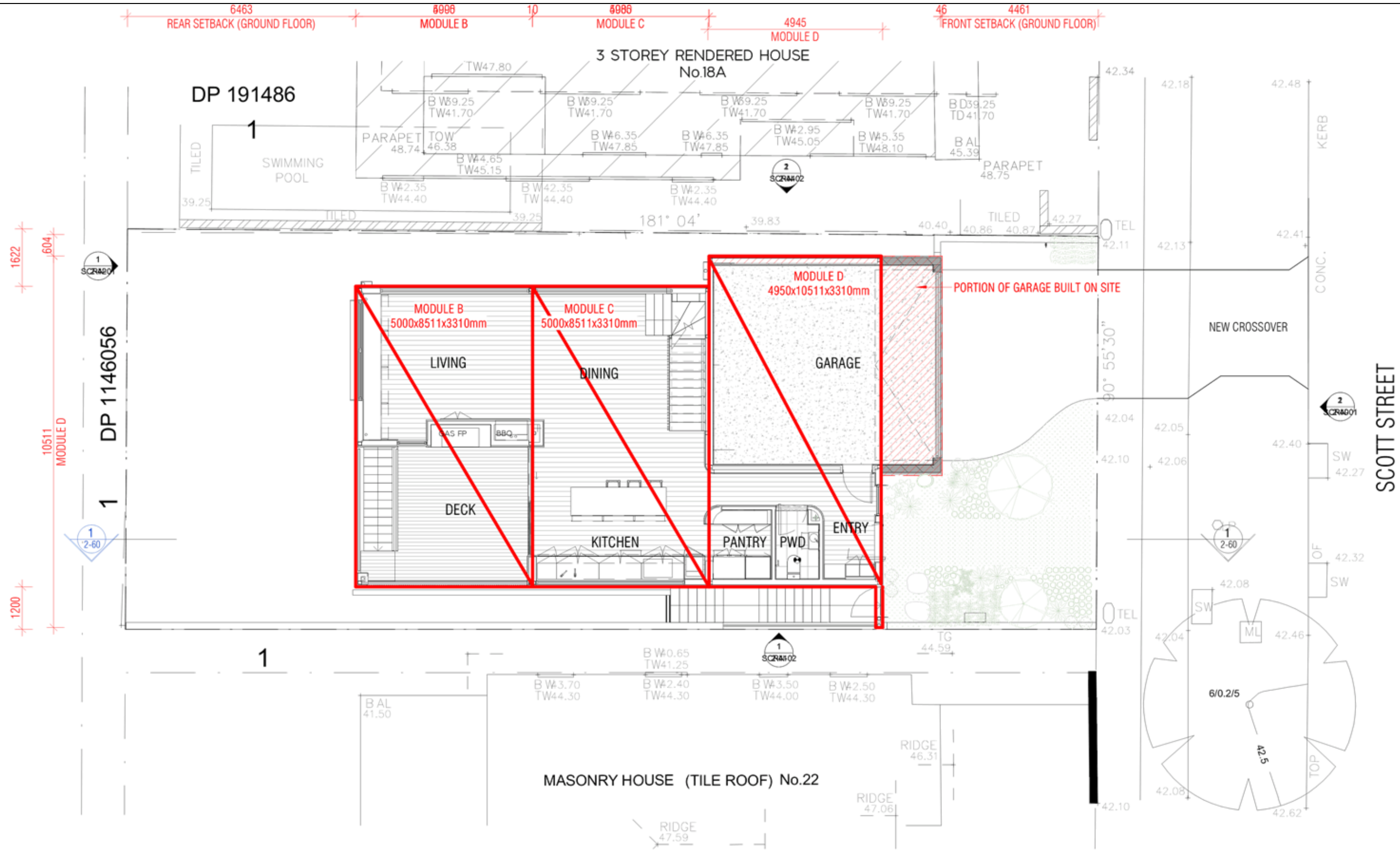
Module and Truck Sizes

Actual As Built Module Size				
Module	Width (mm)	Length (mm)	Height (mm)	Weight (t)
Module A	4986	8511	3310	11
Module B	5000	8511	3310	11
Module C	5000	8511	3310	11
Module D	4950	1051	3310	11
Module E	3982	15000	3645	15
Module F	3982	15000	3645	15

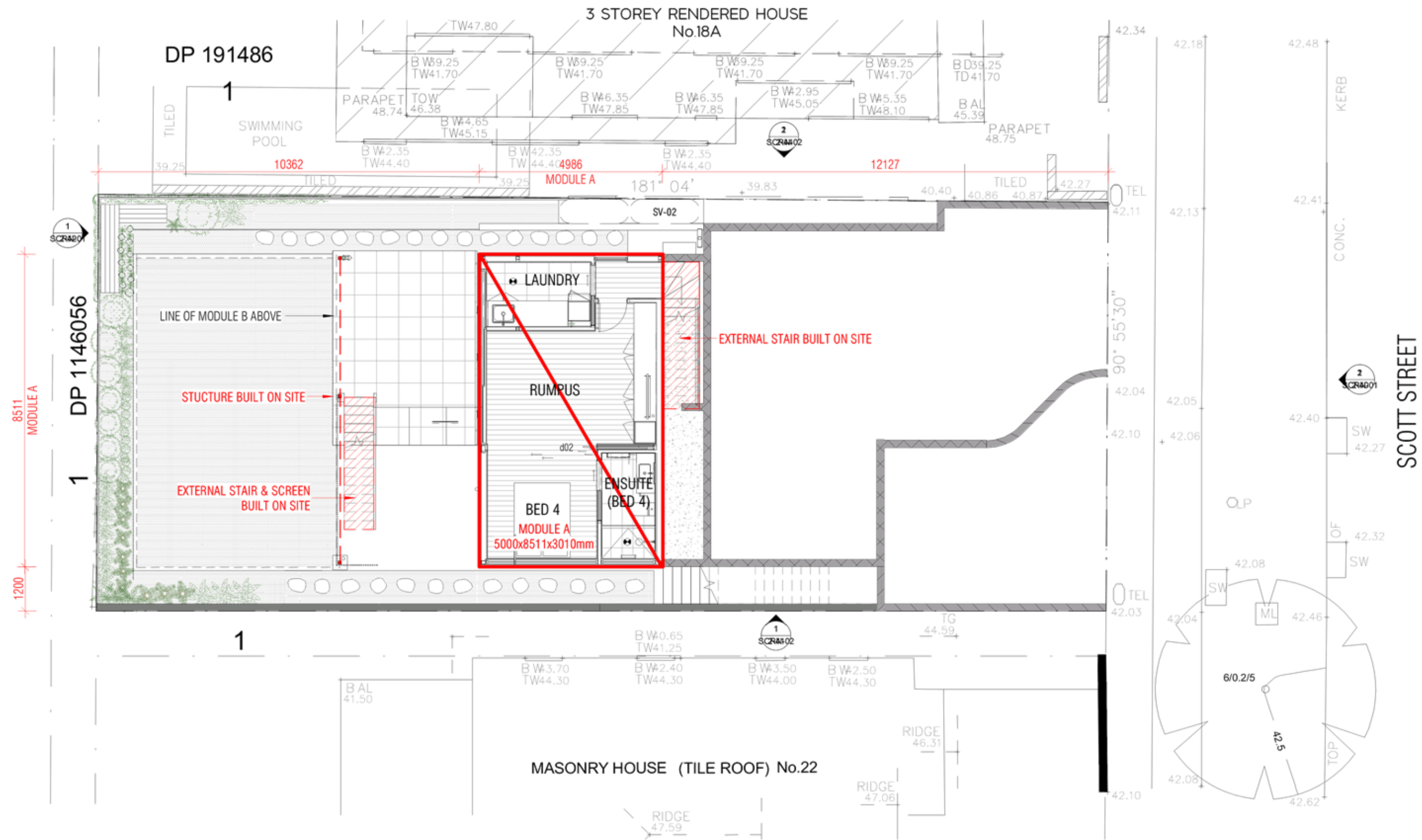
Truck size including Module Load					
Truck	Module	Width (mm)	Length (mm)	Height (mm)	Weight (t)
Truck 1	Module A	4986	17210	4580	31
Truck 2	Module B	5000	17023	4580	31
Truck 3	Module C	5000	17023	4580	31
Truck 4	Module D	4950	17023	4580	31
Truck 5	Module E	3982	18000	4680	35
Truck 6	Module F	3982	18000	4680	35



<div><div></div><div></div><div></div><div></div></div> <div><div>issue</div><div>description</div><div>date</div><div>initials</div></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 Ph 93166000</div>	<div></div>	<div>Anthony Puntigam & Vivienne Shahin</div> <div>20 Scott Street Bronte</div> <div>NSW 2024</div>	<div>Architectural Set</div> <div>First Floor Module Plan</div> <div><div>WV</div><div>Drawn</div><div>DEC 2020</div><div>Date</div></div>	<div>Drawing No.</div> <div>1-62</div> <div><div>1 : 100</div><div>Scale</div><div>A3</div><div>Sheet Size</div><div>492</div><div>Job No.</div></div>	<div>Revision</div> <div>A</div>
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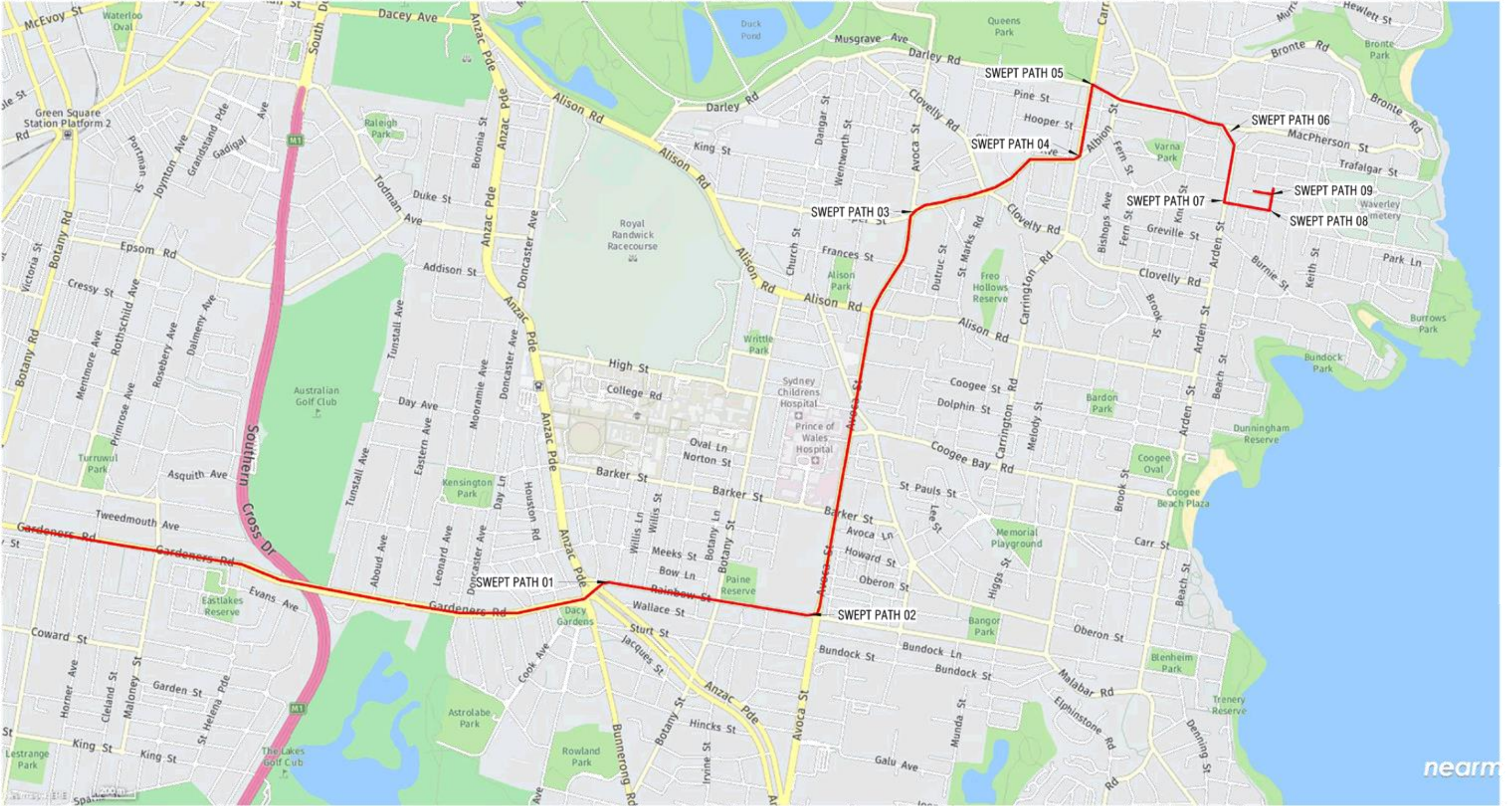


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revision				sign off		copyright		company		orientation		project		drawing		details			

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APPENDIX D

TURNING PATH ASSESSMENT



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				Design Manager:													
				Technical:													
				Design Intent:													
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

A Traffic Management P1 SET B				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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 01	Drawing No.		Revision									
14.12.20				Design Manager:						SWP-01											
04.08.20				Technical:						As indicated											
WV				Design Intent:						A3											
issue description				date		initials		430 Francis Street, Brooklyn, VIC 3012		Ph 93166000		WV		DEC 2020		As indicated		A3		492	
										Drawn		Date		Scale		Sheet Size		Job No.			
revision				sign off		copyright		company		orientation		project		drawing		details					



Rainbow St Turning Left into Avoca St Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION

A Traffic Management 14.12.20 P1 SET B 04.08.20 WV				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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 02	Drawing No. SWP-02	Revision A
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				Technical:						
				Design Intent:						
					430 Francis Street, Brooklyn, VIC 3012 Ph 93166000			WV DEC 2020 Drawn Date	As indicated A3 492 Scale Sheet Size Job No.	
revision				sign off	copyright	company	orientation	project	drawing	details



Avoca St Turning Left into Scott St Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION

A	Traffic Management	14.12.20	WV	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	Anthony Puntigam & Vivienne Shahin	20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 03	WV	DEC 2020	Drawing No. SWP-03	Revision A
P1	SET B	04.08.20	WV														
issue	description	date	initials													As indicated	492
revision				sign off		copyright		company		orientation	project	drawing	details			Scale	Job No.



Frenchmans Rd Turning Left into Carington Rd Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION

A Traffic Management 14.12.20 P1 SET B 04.08.20 WV issue description date initials			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	Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 04 WV DEC 2020 Drawn Date	Drawing No. SWP-04 As indicated A3 Scale Sheet Size	Revision A 492 Job No.
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

A Traffic Management 14.12.20 P1 SET B 04.08.20 WV issue description date initials			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	Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 05 WV DEC 2020 Drawn Date	Drawing No. SWP-05 As indicated A3 492 Scale Sheet Size Job No.	Revision A
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

A Steel Update 14.12.20				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	Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 06	Drawing No.		Revision				
P1 SET B 04.08.20 WV				Design Manager:							SWP-06			A			
issue description date initials				Technical:							As indicated A3				492		
				Design Intent:							Scale Sheet Size Job No.						
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

A P1 issue	Traffic Management SET B description	14.12.20 04.08.20 date	WV initials	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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 07	Drawing No. SWP-07		Revision A	
				Design Manager:							As indicated Scale	A3 Sheet Size		
				Technical:										
				Design Intent:										
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

A Traffic Management 14.12.20 P1 SET B 04.08.20 WV			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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 08	AC DEC 2020 Drawn Date	Drawing No. SWP-08	Revision A					
issue description date initials		Design Manager:														
		Technical:														
		Design Intent:														
430 Francis Street, Brooklyn, VIC 3012 Ph 93166000																
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

A P1 issue	Traffic Management SET B description	14.12.20 04.08.20 date	WV initials	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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 09	AC Drawn	DEC 2020 Date	Drawing No. SWP-09 As indicated Scale	Revision A A3 Sheet Size	492 Job No.
				Design Manager:											
				Technical:											
				Design Intent:											
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

<div>A Traffic Management14.12.20</div> <div>P1 SET B CLIENT UPDATES13.11.20 WV</div> <div>issue descriptiondateinitials</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 Ph 93166000</div>	<div>Anthony Puntigam & Vivienne Shahin</div> <div>20 Scott Street Bronte</div> <div>NSW 2024</div>	<div>Architectural Set</div> <div>Swept Path 10</div> <div>Author DEC 2020</div> <div>Drawn Date</div>	<div>Drawing No.</div> <div>SWP-10</div> <div>As indicated A3</div> <div>Scale Sheet Size</div>	<div>Revision</div> <div>A</div> <div>492</div> <div>Job No.</div>
revision				sign off	copyright	company	orientation	project	drawing	details



Marroo St Turning Right into Boundary St Swept Path

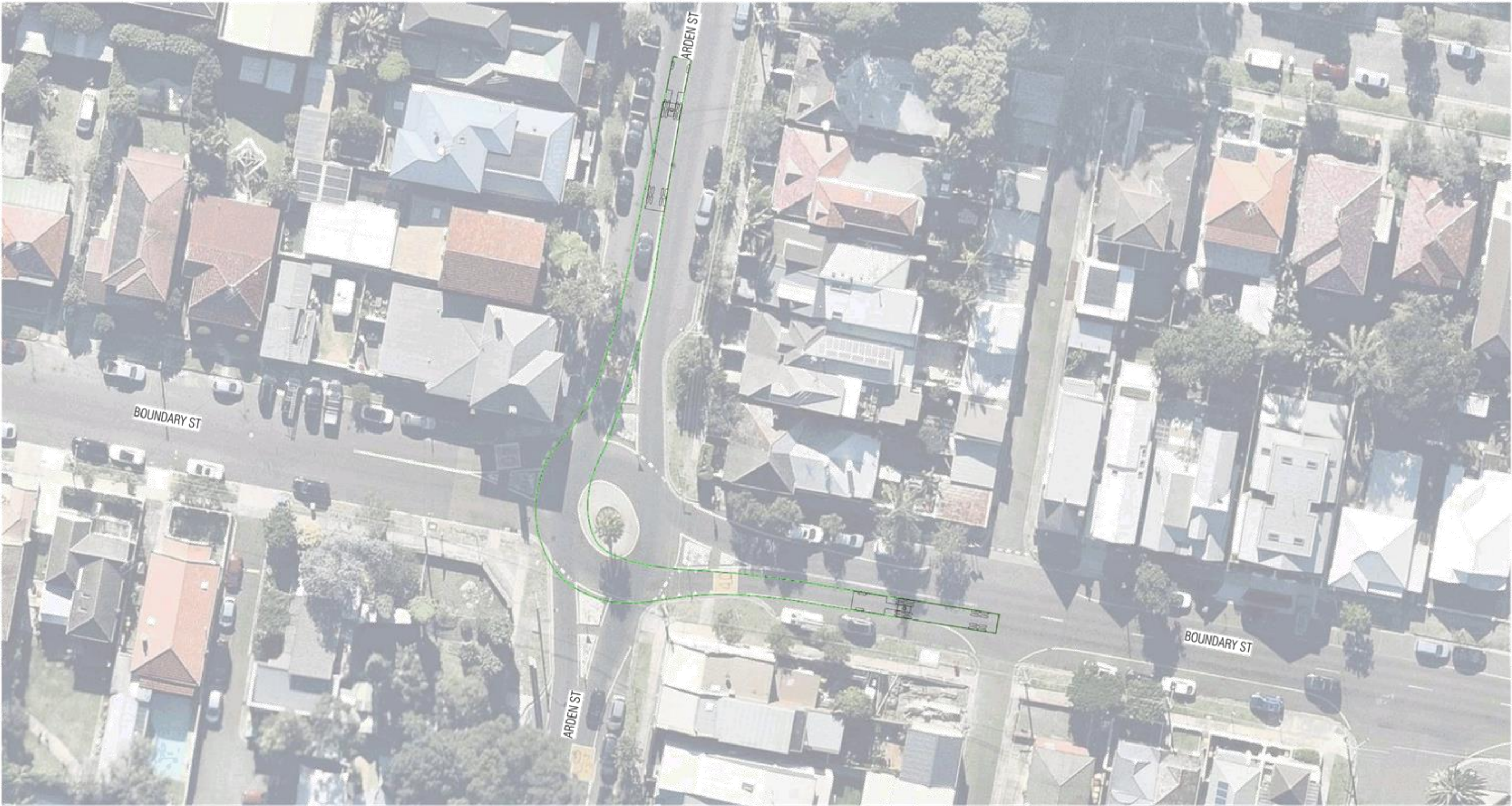
SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION

<div>A Traffic Management 14.12.20</div> <div>P1 SET B CLIENT UPDATES 13.11.20 WV</div> <div>issue description date 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><div>MODSCAPE.</div><div>430 Francis Street, Brooklyn, VIC 3012 Ph 93166000</div></div>		<div>Anthony Puntigam & Vivienne Shahin</div> <div>20 Scott Street Bronte</div> <div>NSW 2024</div>		<div>Architectural Set</div> <div>Swept Path 11</div> <div>Author DEC 2020</div> <div>Drawn Date</div>		<div>Drawing No.</div> <div>SWP-11</div> <div>As indicated A3 492</div> <div>Scale Sheet Size Job No.</div>		<div>Revision</div> <div>A</div>	
revision				sign off		copyright		company		orientation		project		drawing		details	



Boundary St Turning Right into Arden St Swept Path

SCALE 1:500

Swept Path Legend

- MODULAR BUILDING
- WHEEL BASE ENVELOPE
- MODULAR ENVELOPE

CONSTRUCTION

A Traffic Management 14.12.20				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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Swept Path 12	Drawing No.		Revision		
P1 SET B CLIENT UPDATES 13.11.20 WV									SWP-12		A		
issue description date initials									Author	DEC 2020	As indicated	A3	492
									Drawn	Date	Scale	Sheet Size	Job No.
revision				sign off	copyright	company	orientation	project	drawing	details			

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION																		
A	Traffic Management			14.12.20	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	Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 01	Drawing No.	Revision					
	issue		description	date	initials							Design Manager:	STMP-01	A				
	Technical:		Design Intent:		WV							DEC 2020	As indicated	A3	492			
	Scale		Sheet Size		Job No.													
revision					sign off		copyright		company		orientation		project		drawing		details	

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION																	
<div>A Traffic Management 14.12.20</div> <div>issue description date 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 Ph 93166000</div>		<div>Anthony Puntigam & Vivienne Shahin</div> <div>20 Scott Street Bronte NSW 2024</div>		<div>Architectural Set</div> <div>Truck Movement Plan 02</div> <div>WV DEC 2020</div> <div>Drawn Date</div>		<div>Drawing No.</div> <div>STMP-02</div> <div>As indicated A3 492</div> <div>Scale Sheet Size Job No.</div>		<div>Revision</div> <div>A</div> <div>492</div>			
revision				sign off		copyright		company		orientation		project		drawing		details	

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION									
A Traffic Management 14.12.20			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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 03	Drawing No.	Revision
issue description date initials			Design Manager:					STMP-03	A
			Technical:						
			Design Intent:						
				430 Francis Street, Brooklyn, VIC 3012 Ph 93166000			WV DEC 2020	As indicated A3 492	
							Drawn Date	Scale Sheet Size Job No.	
revision			sign off	copyright	company	orientation	project	drawing	details

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION									
A Traffic Management 14.12.20			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>	Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 04	Drawing No.	Revision
issue description date initials		Design Manager:	STMP-04					A	
		Technical:							
		Design Intent:							
revision			sign off	copyright	company	orientation	project	drawing	details
								WV DEC 2020	As indicated A3 492
								Drawn Date	Scale Sheet Size Job No.

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION																		
A	Traffic Management		14.12.20	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	Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 05	Drawing No. STMP-05	Revision A							
	issue	description	date									initials						
	revision		sign off									copyright		company		orientation		
	project		drawing									details		job No.		revision		

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION																
A	Traffic Management		14.12.20	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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 06	Drawing No. STMP-06	Revision A						
	issue	description	date								initials					
	revision	sign off									copyright	company	orientation	project	drawing	details
	WV		DEC 2020								As indicated		A3		492	
Drawn		Date		Scale		Sheet Size		Job No.								

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION													
A	Traffic Management	14.12.20		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	Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 07	Drawing No. STMP-07	Revision A	
	issue	description	date	initials									Design Manager:
													Technical:
													Design Intent:
revision				sign off	copyright	company	orientation	project	drawing	details			
As indicated				Scale	As indicated	A3	Sheet Size	492	Job No.				
				Drawn	DEC 2020	Date							

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION																		
A	Traffic Management		14.12.20	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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 08	Drawing No. STMP-08	Revision A								
	issue description		date								initials	430 Francis Street, Brooklyn, VIC 3012	Ph 93166000	WV Drawn	DEC 2020 Date	As indicated Scale	A3 Sheet Size	492 Job No.
	revision		sign off								copyright	company	orientation	project	drawing	details		

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
Sequence No. 2: Module A is lifted into position.
Sequence No. 3: Module A truck is driven away.
Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
Sequence No. 5: Module B is lifted into position.
Sequence No. 6: Module B truck is driven away.
Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
Sequence No. 8: Module C is lifted into position.
Sequence No. 9: Module C truck is driven away.
Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
Sequence No. 11: Module D is lifted into position.
Sequence No. 12: Module D truck is driven away.
Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
Sequence No. 14: Module E is lifted into position.
Sequence No. 15: Module E truck is driven away.
Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
Sequence No. 17: Module F is lifted into position.
Sequence No. 18: Module F truck is driven away.



CONSTRUCTION																
A Traffic Management 14.12.20			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		Anthony Puntigam & Vivienne Shahin		Architectural Set		Drawing No.		Revision			
issue description date initials			Design Manager:				20 Scott Street Bronte		Truck Movement Plan 09		STMP-09		A			
			Technical:				NSW 2024		WV		DEC 2020		As indicated		492	
			Design Intent:				430 Francis Street, Brooklyn, VIC 3012 Ph 93166000		Drawn		Date		Scale		Job No.	
revision			sign off		copyright		company		orientation		project		drawing		details	

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION																	
A	Traffic Management		14.12.20	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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 10	Drawing No.		Revision				
											STMP-10	A					
	issue description		date								initials	As indicated		A3	492		
												Scale	Sheet Size	Job No.			
revision				sign off		copyright		company		orientation		project		drawing		details	

Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.

Sequence No. 2: Module A is lifted into position.

Sequence No. 3: Module A truck is driven away.

Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.

Sequence No. 5: Module B is lifted into position.

Sequence No. 6: Module B truck is driven away.

Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.

Sequence No. 8: Module C is lifted into position.

Sequence No. 9: Module C truck is driven away.

Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.

Sequence No. 11: Module D is lifted into position.

Sequence No. 12: Module D truck is driven away.

Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.

Sequence No. 14: Module E is lifted into position.

Sequence No. 15: Module E truck is driven away.

Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.

Sequence No. 17: Module F is lifted into position.

Sequence No. 18: Module F truck is driven away.



CONSTRUCTION												
A Traffic Management 14.12.20 issue description date initials				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		Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 11		Drawing No.	Revision	
				Design Manager:						STMP-11	A	
				Technical:								
				Design Intent:								
						430 Francis Street, Brooklyn, VIC 3012 Ph 93166000		WV Drawn	DEC 2020 Date	As indicated Scale	A3 Sheet Size	492 Job No.
revision				sign off	copyright	company	orientation	project		drawing	details	

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION

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issue description date initials				Design Manager:													
				Technical:													
				Design Intent:				430 Francis Street, Brooklyn, VIC 3012 Ph 93166000				WV DEC 2020		As indicated A3		492	
												Drawn Date		Scale Sheet Size		Job No.	
revision				sign off		copyright		company		orientation		project		drawing		details	

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION

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issue	description	date	initials	Design Manager:								WV DEC 2020		As indicated A3 492	
				Technical:								Drawn Date		Scale Sheet Size Job No.	
revision		sign off		copyright								company		orientation	
				Design Intent:											

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



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issue description date initials			Design Manager:					STMP-14	A		
			Technical:								
			Design Intent:								
				430 Francis Street, Brooklyn, VIC 3012 Ph 93166000			WV DEC 2020	As indicated A3 492			
							Drawn Date	Scale Sheet Size Job No.			
revision			sign off	copyright	company	orientation	project	drawing	details		

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



CONSTRUCTION															
A	Traffic Management		14.12.20	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	Anthony Puntigam & Vivienne Shahin 20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 15	WV Drawn	DEC 2020 Date	Drawing No. STMP-15	Revision A	
	issue	description	date												initials
	revision														
	sign off	copyright	company												orientation

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



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issue description date initials				Design Manager:						STMP-16		A					
				Technical:													
				Design Intent:													
						430 Francis Street, Brooklyn, VIC 3012 Ph 93166000				WV DEC 2020		As indicated A3 492					
										Drawn Date		Scale Sheet Size Job No.					
revision				sign off		copyright		company		orientation		project		drawing		details	

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



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	issue	description	date	initials								Design Manager:	WV	DEC 2020	As indicated	A3	492
	revision	sign off	copyright	company								orientation	project	drawing	details	Scale	Sheet Size

Truck Movement Sequence

- Sequence No. 1: Module A truck is reversed back into crane reach zone on Scott St.
- Sequence No. 2: Module A is lifted into position.
- Sequence No. 3: Module A truck is driven away.
- Sequence No. 4: Module B truck is reversed back into crane reach zone on Scott St.
- Sequence No. 5: Module B is lifted into position.
- Sequence No. 6: Module B truck is driven away.
- Sequence No. 7: Module C truck is reversed back into crane reach zone on Scott St.
- Sequence No. 8: Module C is lifted into position.
- Sequence No. 9: Module C truck is driven away.
- Sequence No. 10: Module D truck is reversed back into crane reach zone on Scott St.
- Sequence No. 11: Module D is lifted into position.
- Sequence No. 12: Module D truck is driven away.
- Sequence No. 13: Module E truck is reversed back into crane reach zone on Scott St.
- Sequence No. 14: Module E is lifted into position.
- Sequence No. 15: Module E truck is driven away.
- Sequence No. 16: Module F truck is reversed back into crane reach zone on Scott St.
- Sequence No. 17: Module F is lifted into position.
- Sequence No. 18: Module F truck is driven away.



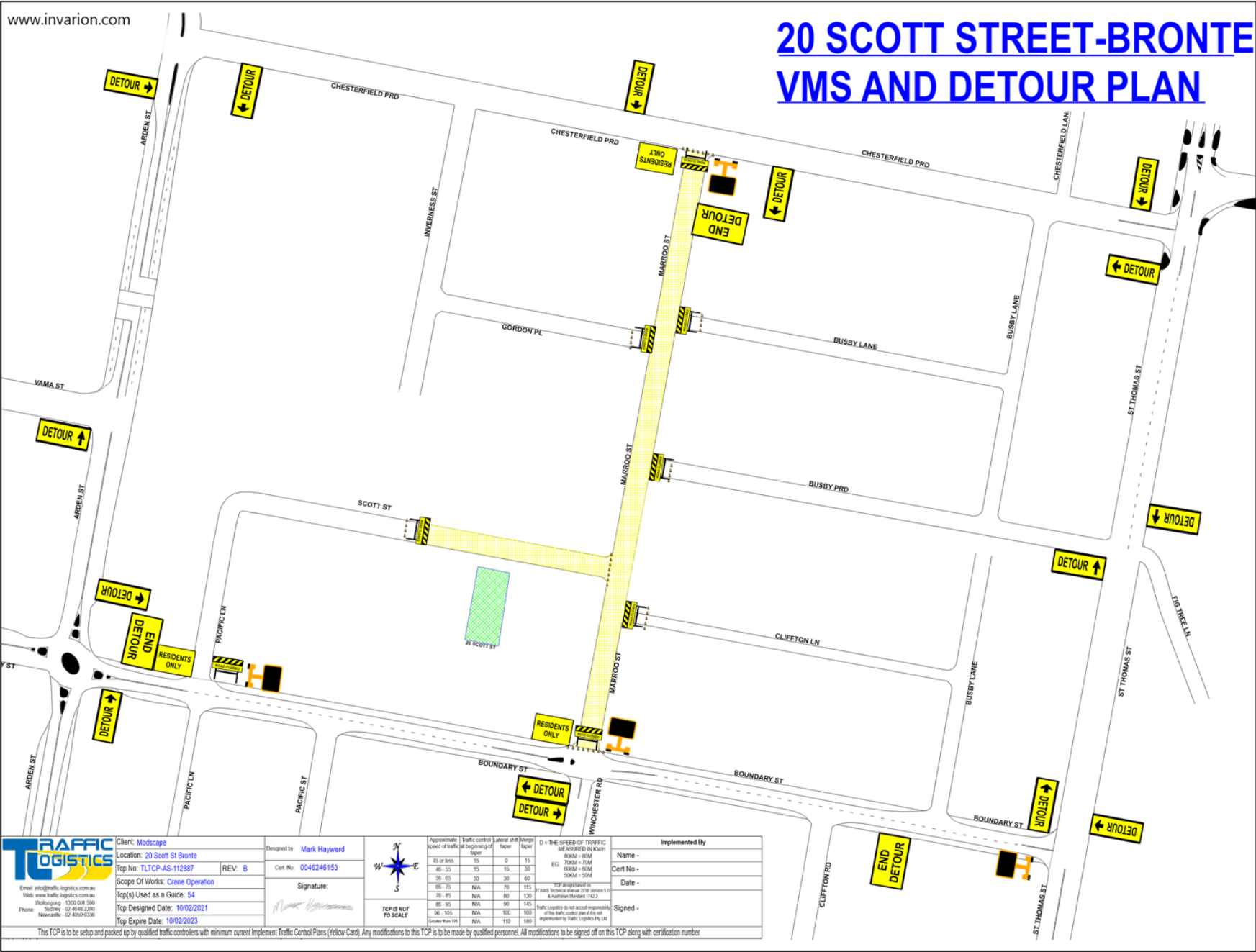
CONSTRUCTION

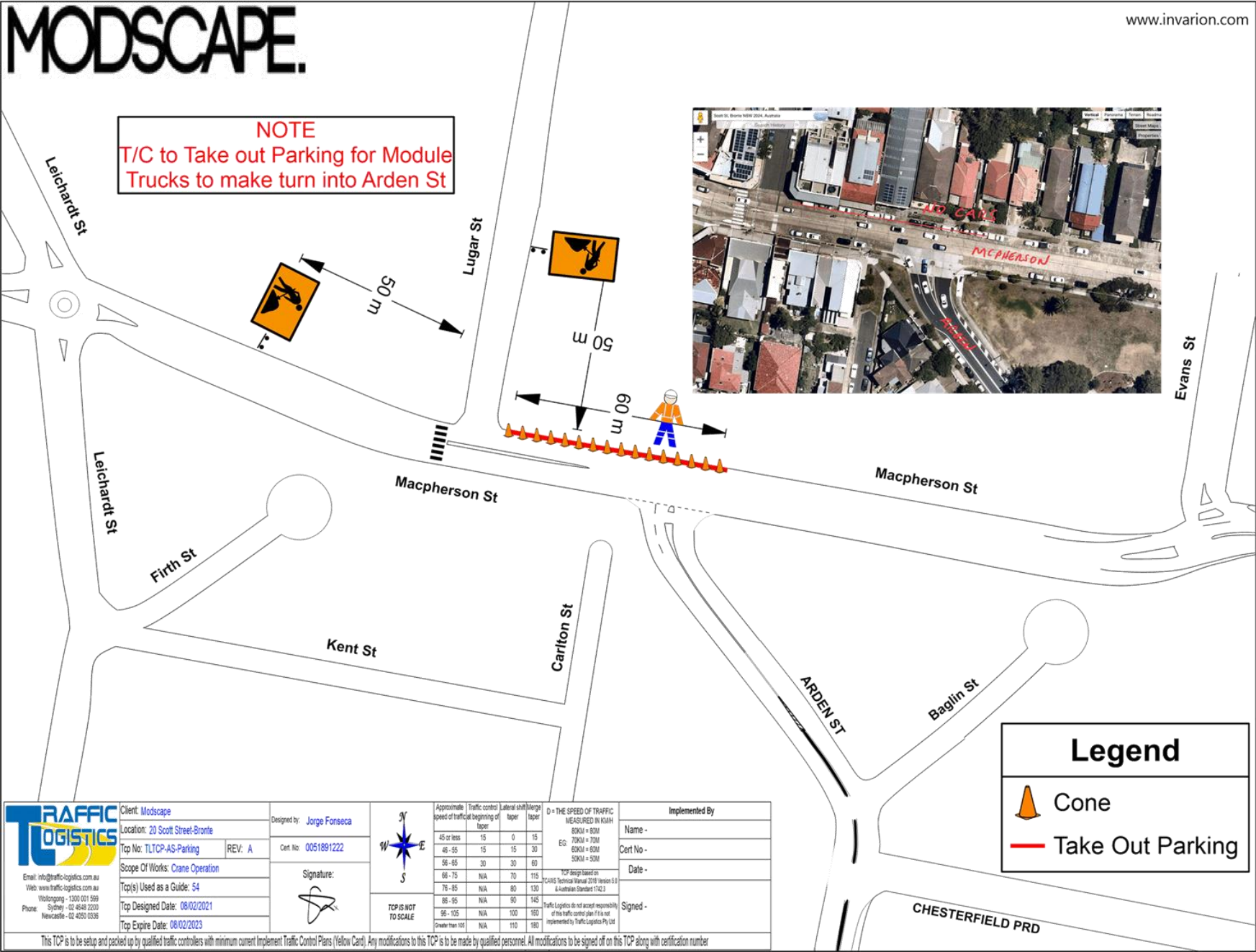
A	Traffic Management	14.12.20		Design Manager:	(C) THESE PLANS, DESIGN AND THE COPYRIGHT THEREIN ARE THE PROPERTY OF MODSCAPE HOLDINGS PTY LTD AND ITS SUBSIDIARIES AND MUST NOT BE REPRODUCED OR COPIED, WHOLLY OR IN THE PART WITHOUT THE WRITTEN PERMISSION OF MODSCAPE HOLDINGS PTY LTD		430 Francis Street, Brooklyn, VIC 3012	Ph 93166000		Anthony Puntigam & Vivienne Shahin	20 Scott Street Bronte NSW 2024	Architectural Set Truck Movement Plan 18	Drawing No. STMP-18	Revision A	
	issue	description	date	initials											Design Manager:
															Technical:
															Design Intent:
revision				sign off	copyright	company	orientation	project	drawing	details					

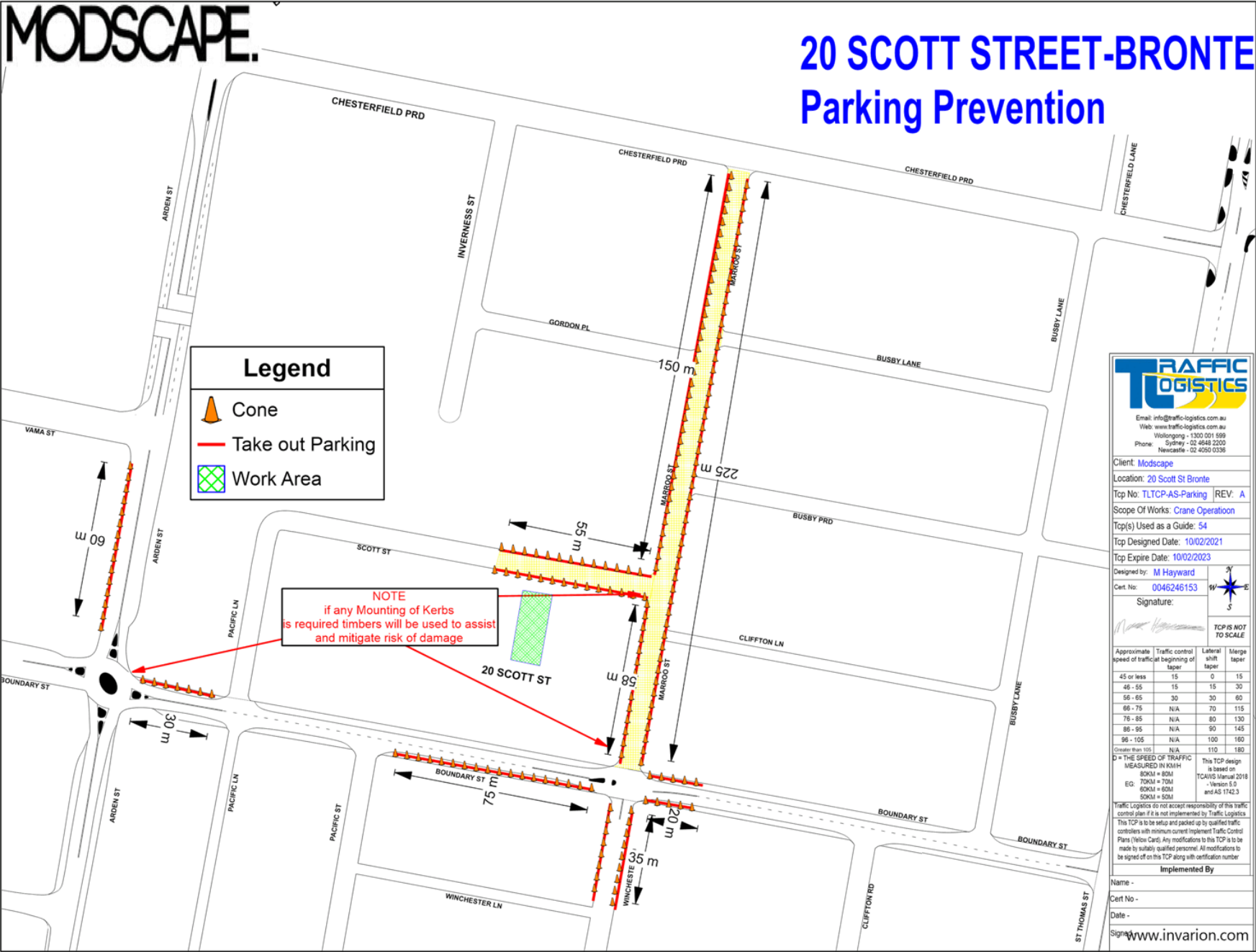
MODSCAPE.

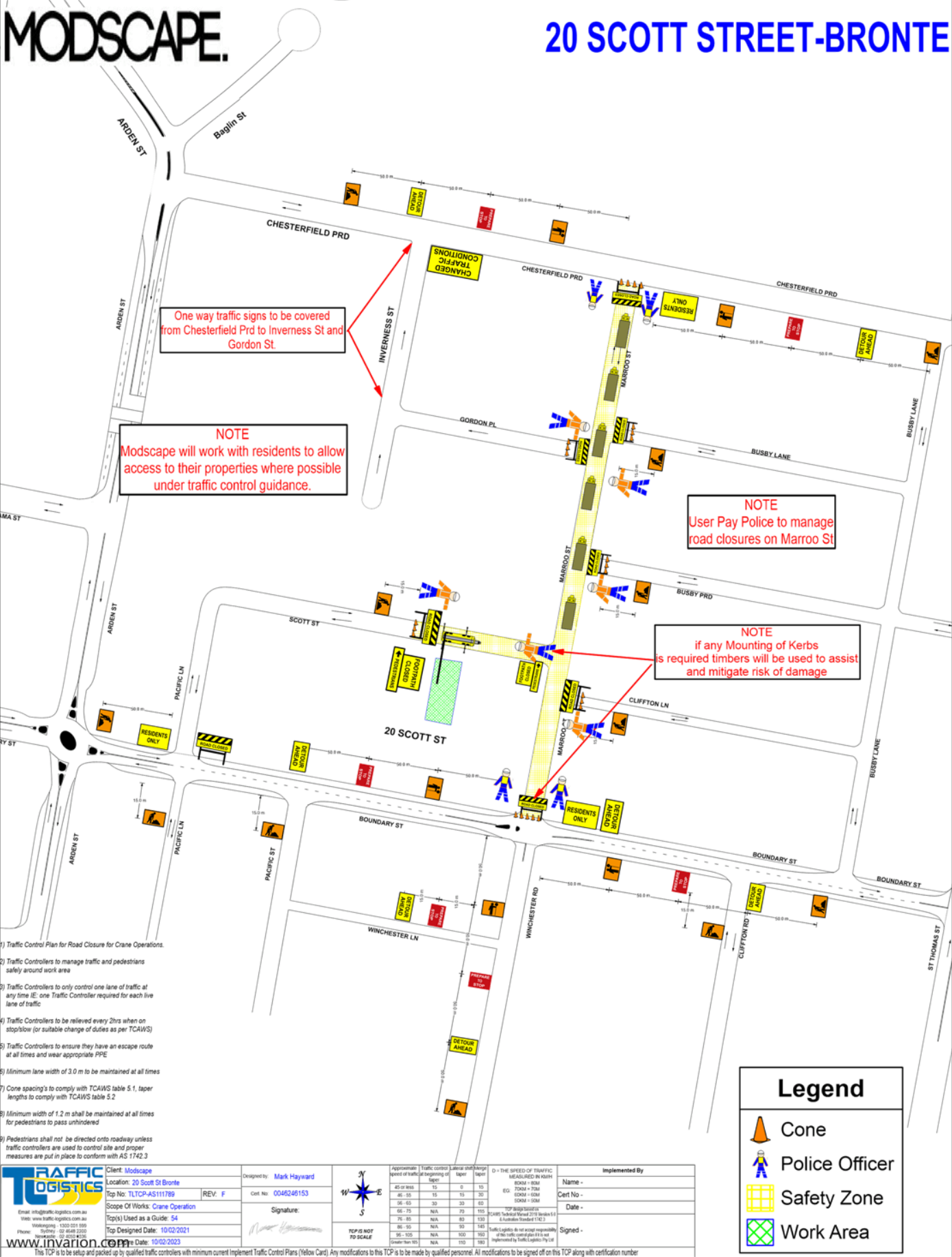
APPENDIX E

TRAFFIC CONTROL PLAN







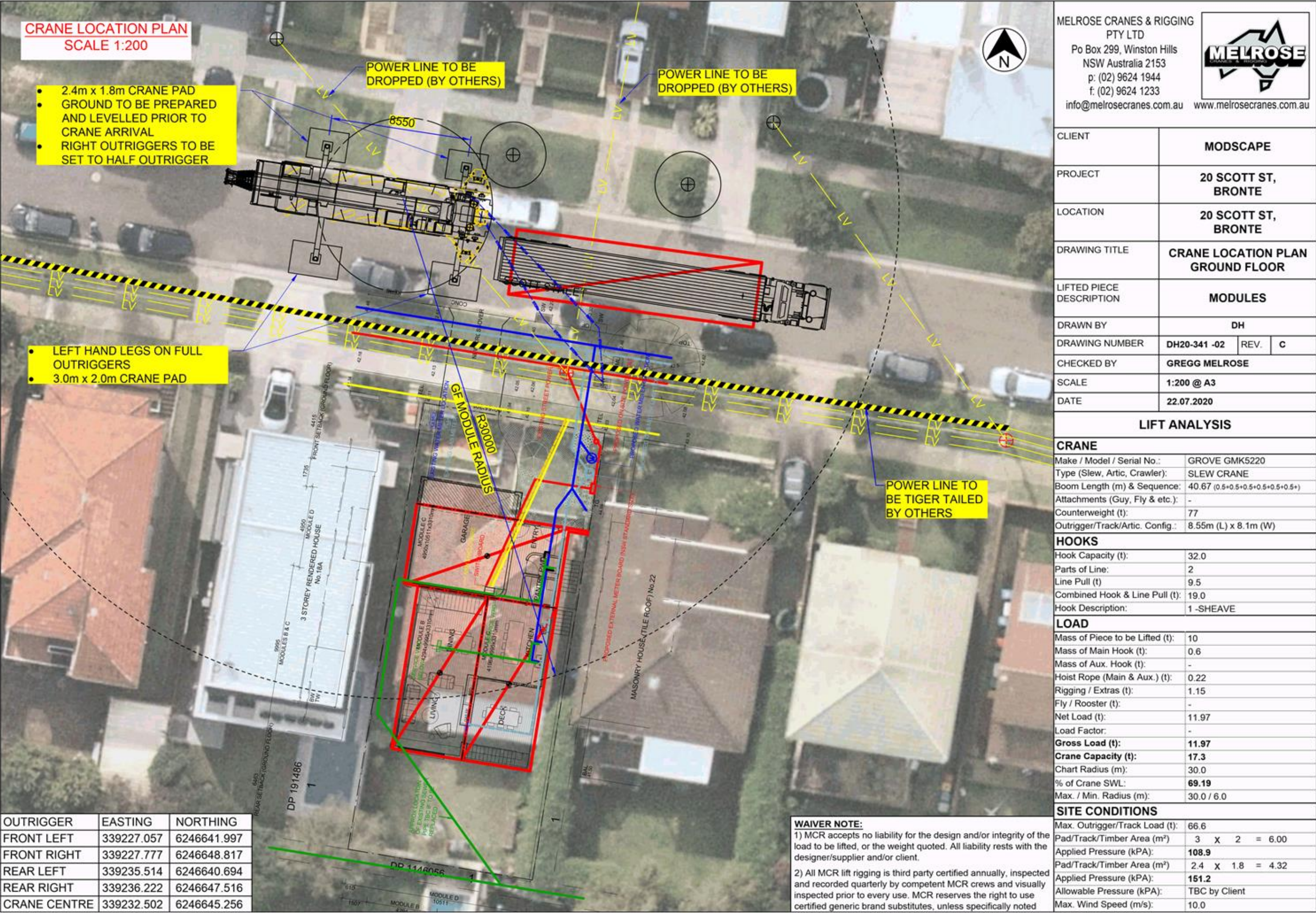


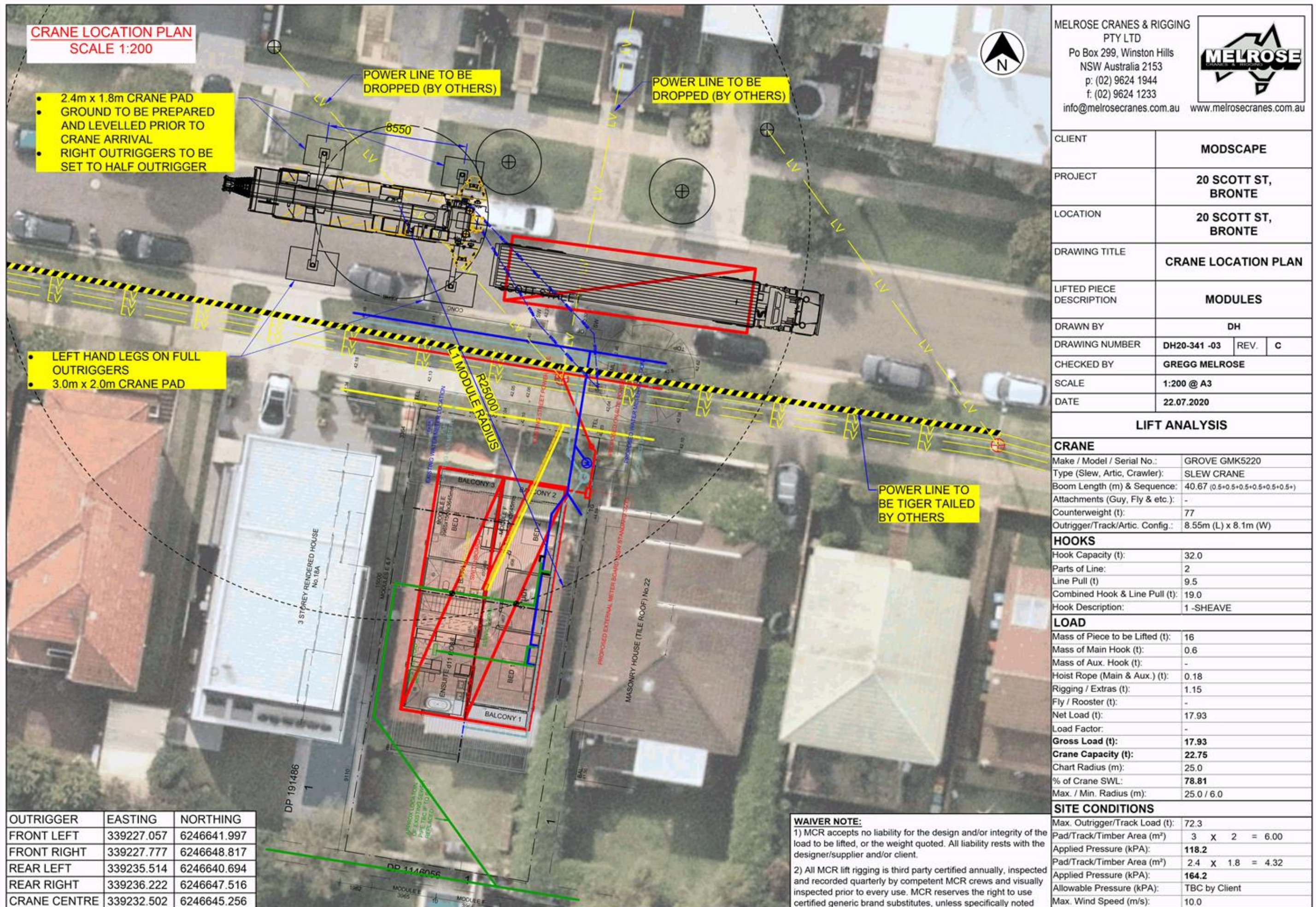
MODSCAPE.

APPENDIX F

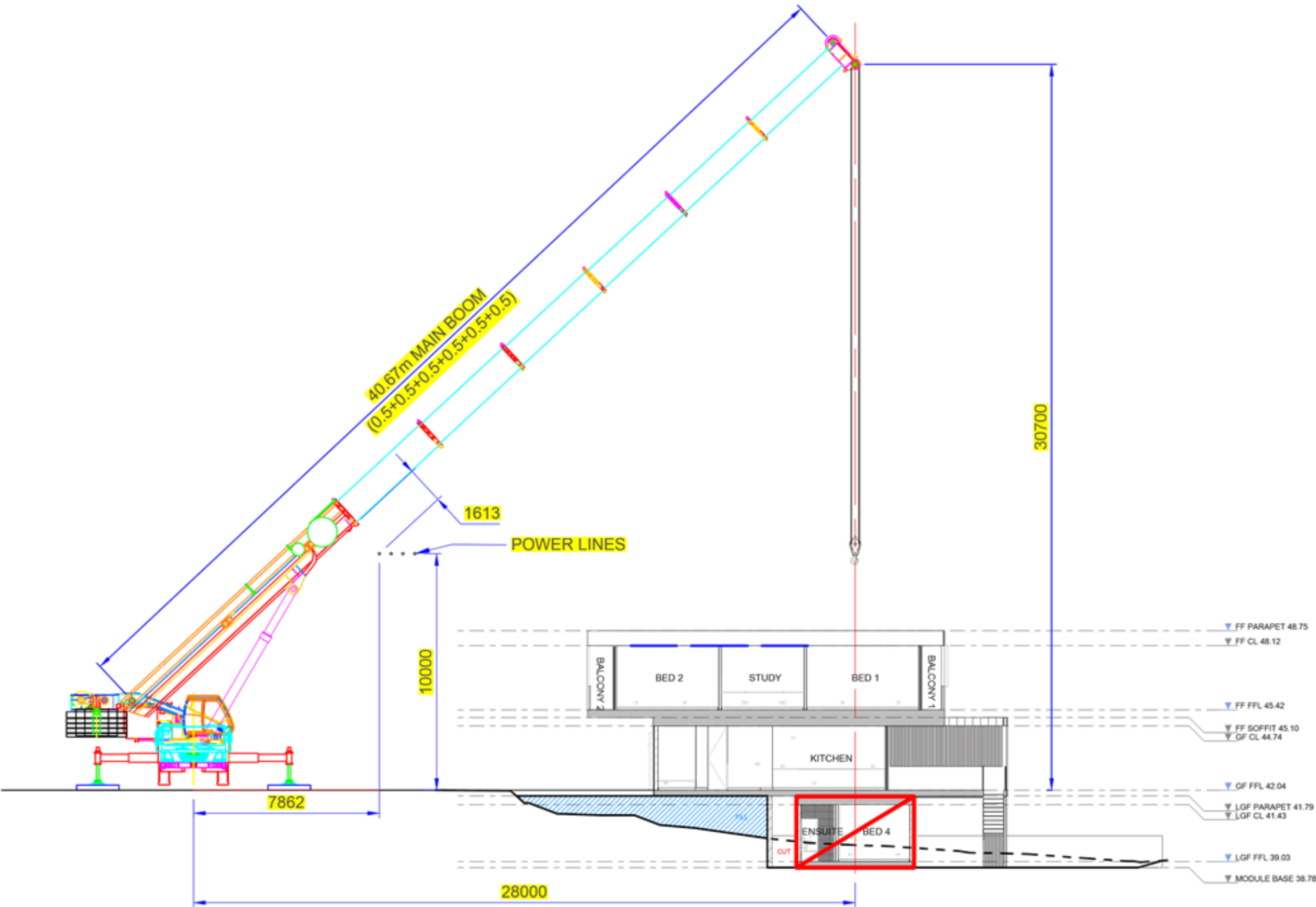
CRANE LIFT STUDY/RISK ASSESSMENT







CRANE ELEVATION
SCALE 1:200



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

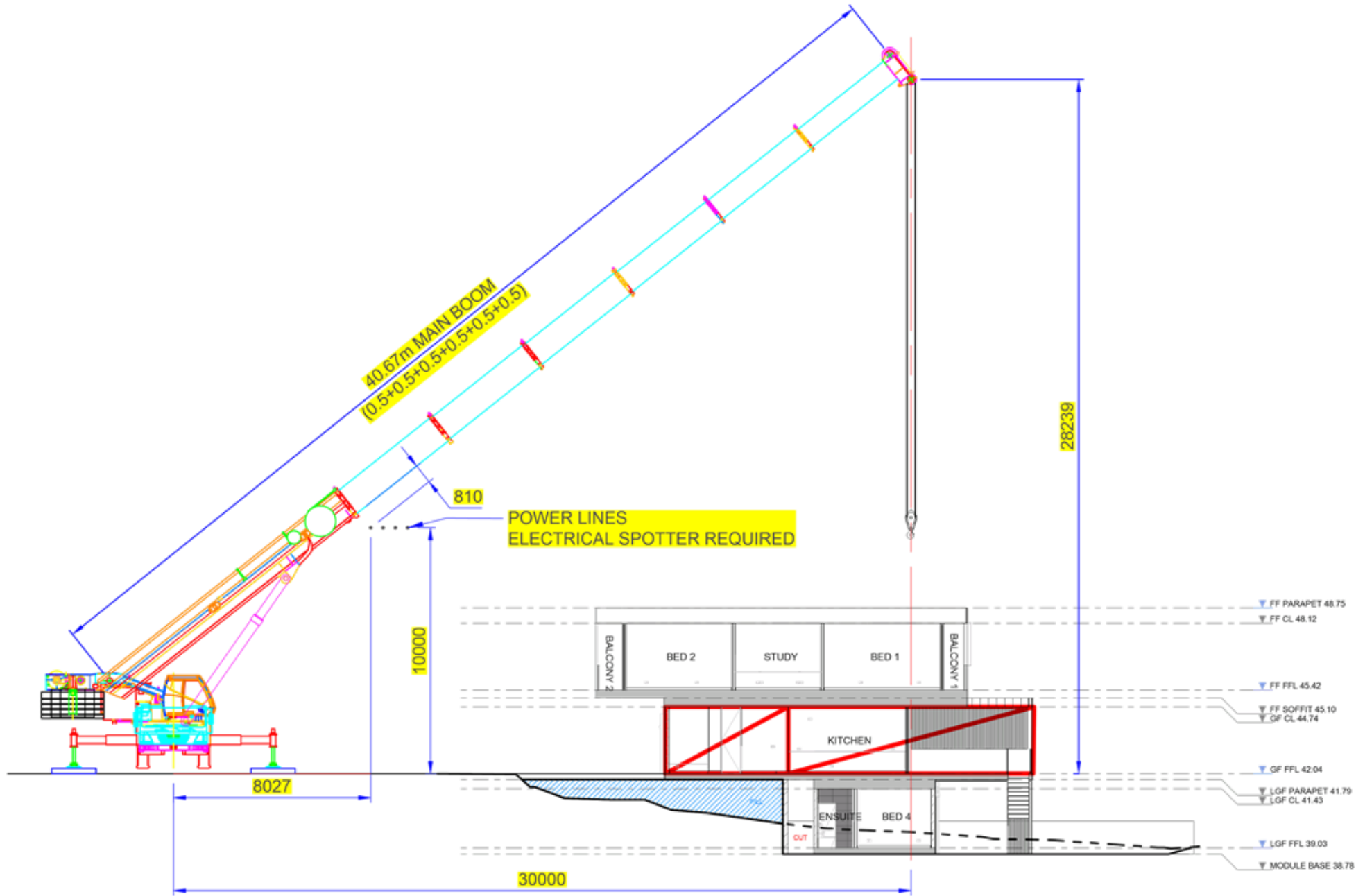
CLIENT	MODSCAPE		
PROJECT	20 SCOTT ST, BRONTE		
LOCATION	20 SCOTT ST, BRONTE		
DRAWING TITLE	CRANE ELEVATION PLAN		
LIFTED PIECE DESCRIPTION	MODULES		
DRAWN BY	DH		
DRAWING NUMBER	DH20-341 -04	REV.	C
CHECKED BY	GREGG MELROSE		
SCALE	1:200 @ A3		
DATE	22.07.2020		

WAIVER NOTE:

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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

CRANE ELEVATION
SCALE 1:200



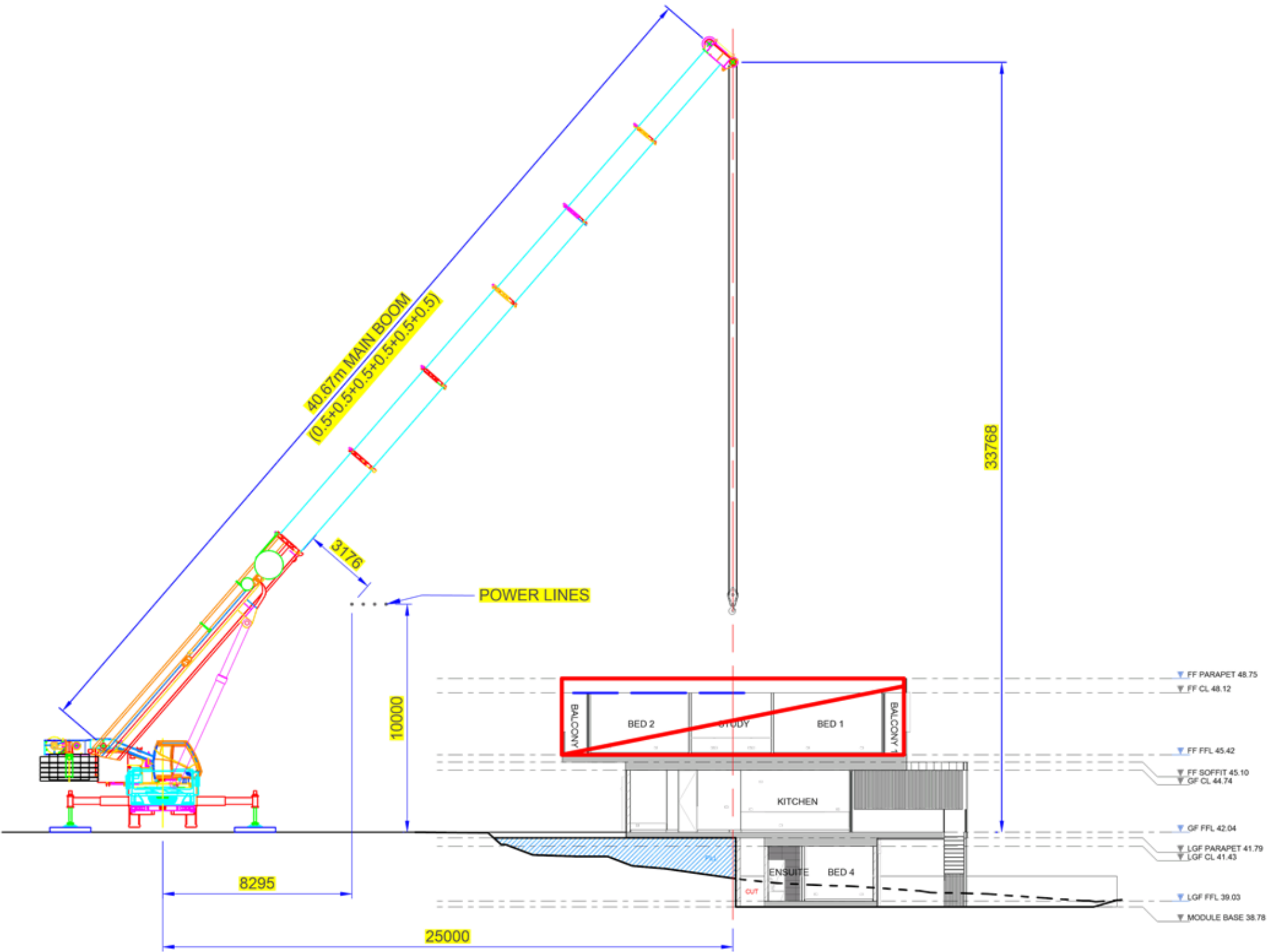
MELROSE CRANES & RIGGING
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CLIENT	MODSCAPE
PROJECT	20 SCOTT ST, BRONTE
LOCATION	20 SCOTT ST, BRONTE
DRAWING TITLE	CRANE ELEVATION PLAN
LIFTED PIECE DESCRIPTION	MODULES
DRAWN BY	DH
DRAWING NUMBER	DH20-341 -05 REV. C
CHECKED BY	GREGG MELROSE
SCALE	1:200 @ A3
DATE	22.07.2020

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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

CRANE ELEVATION
SCALE 1:200

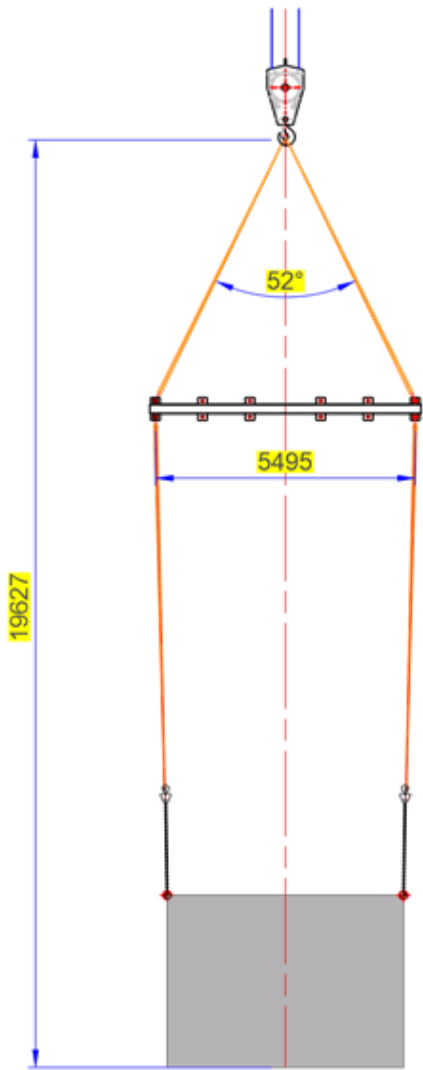


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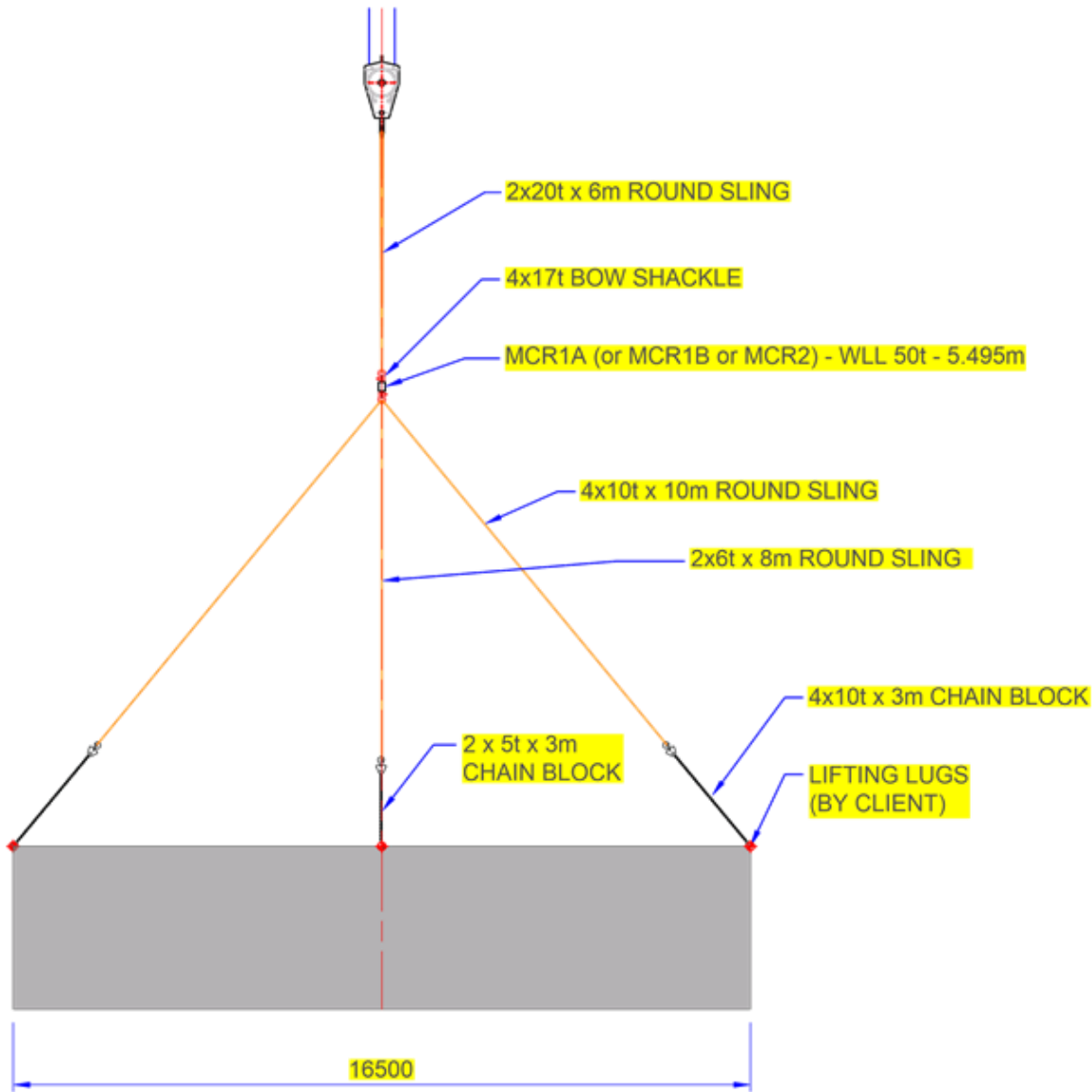
CLIENT	MODSCAPE		
PROJECT	20 SCOTT ST, BRONTE		
LOCATION	20 SCOTT ST, BRONTE		
DRAWING TITLE	CRANE ELEVATION PLAN		
LIFTED PIECE DESCRIPTION	MODULES		
DRAWN BY	DH		
DRAWING NUMBER	DH20-341 -06	REV.	C
CHECKED BY	GREGG MELROSE		
SCALE	1:200 @ A3		
DATE	22.07.2020		

WAIVER NOTE:
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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



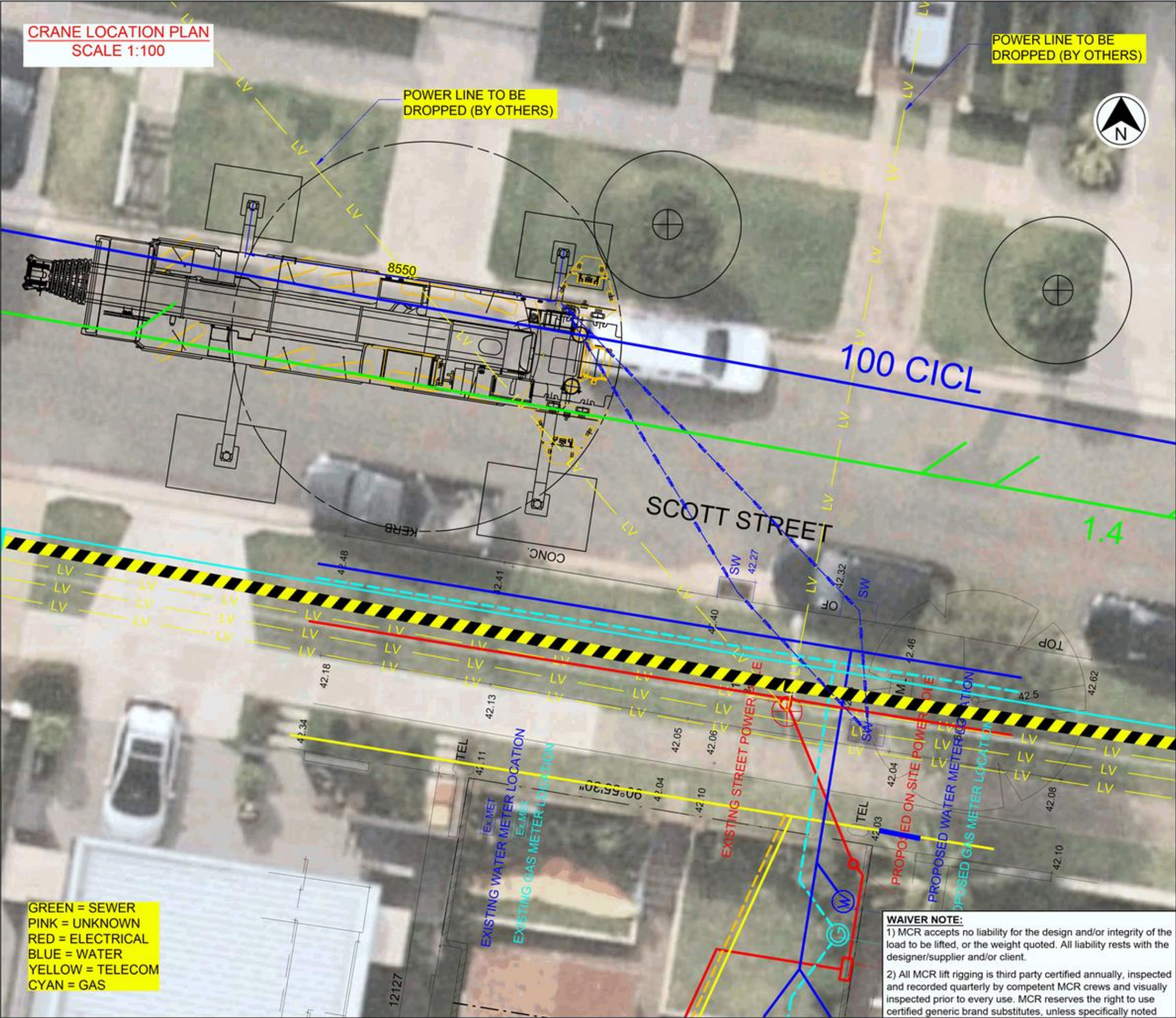
RIGGING DETAIL					
NO.	TYPE	LENGTH (m)	Qty.	Wt./each (kg)	Total Weight(kg)
1	20t ROUND SLING	6	2	31.2	62.4
2	17t BOW SHACKLE		4	7.9	31.6
3	MCR1A	5.495	1	550	550.0
4	10t ROUND SLING	10	4	22	88.0
5	6t ROUND SLING	8	2	7.8	15.6
6	10t CHAIN BLOCK	3	4	80	320.0
7	5t CHAIN BLOCK	3	2	41	82.0
TOTAL RIGGING WEIGHT (KG)					1149.6



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CLIENT	MODSCAPE
PROJECT	20 SCOTT ST, BRONTE
LOCATION	20 SCOTT ST, BRONTE
DRAWING TITLE	RIGGING DIAGRAM
LIFTED PIECE DESCRIPTION	MODULES
DRAWN BY	DH
DRAWING NUMBER	DH20-341 -07 REV. C
CHECKED BY	GREGG MELROSE
SCALE	1:150 @ A3
DATE	22.07.2020

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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



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CLIENT	MODSCAPE		
PROJECT	20 SCOTT ST, BRONTE		
LOCATION	20 SCOTT ST, BRONTE		
DRAWING TITLE	CRANE LOCATION PLAN SERVICES OVERLAY		
LIFTED PIECE DESCRIPTION	MODULES		
DRAWN BY	NB		
DRAWING NUMBER	DH20-341 -08	REV.	C
CHECKED BY	GREGG MELROSE		
SCALE	1:100 @ A3		
DATE	22.07.2020		

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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

Lifting capacity charts acc. to EN 13000 (DIN / ISO)

Main boom

3 118 080

	Crane with 77 t counterweight							
	Outrigger base - length 8,550 m - width 8,100 m							
	Main boom - fixed length in m							
	35.68	35.73	35.97	36.29	40.23	40.34	40.67	40.99
Tel. sec. I	0.00	0.00	0.00	0.50	0.00	0.00	0.50	1.00
Tel. sec. II	0.00	0.00	0.50	0.50	0.00	0.50	0.50	0.50
Tel. sec. III	0.00	0.50	0.50	0.50	0.00	0.50	0.50	0.50
Tel. sec. IV	0.50	0.50	0.50	0.50	1.00	0.50	0.50	0.50
Tel. sec. V	1.00	0.50	0.50	0.50	1.00	0.50	0.50	0.50
Tel. sec. VI	1.00	1.00	0.50	0.00	1.00	1.00	0.50	0.00
Slewing range	360°							
Radius in m	Lifting capacities in t							
5.0	29.5	35.0	50.0	62.0				
6.0	27.0	33.0	50.0	62.0	26.5	34.0	48.0	48.0
7.0	25.0	30.5	48.5	62.0	25.0	32.0	47.5	48.0
8.0	23.0	28.0	45.5	59.5	23.5	30.0	46.0	48.0
9.0	21.5	26.5	43.0	56.5	22.0	28.0	44.0	45.5
10.0	19.7	24.5	40.0	53.0	20.5	26.0	42.0	43.0
11.0	18.3	23.0	38.0	50.0	19.3	24.5	40.0	41.0
12.0	17.0	21.5	36.0	47.0	18.0	23.5	38.0	38.5
13.0	16.0	20.5	34.0	44.5	17.1	22.0	36.0	36.0
14.0	15.1	19.4	32.5	42.0	16.1	21.0	34.5	34.0
15.0	14.3	18.4	31.0	40.0	15.4	19.9	33.0	32.0
16.0	13.5	17.3	29.5	38.0	14.6	18.8	32.0	30.0
18.0	12.3	15.8	27.0	34.5	13.3	17.2	29.5	26.5
20.0	11.2	14.5	25.0	31.0	12.2	15.9	27.0	24.0
22.0	10.3	13.4	23.0	27.5	11.2	14.8	25.5	21.5
24.0	9.0	12.5	21.0	24.0	10.3	13.8	23.5	19.7
26.0	8.3	11.7	19.6	21.0	8.9	12.9	22.0	17.6
28.0	7.8	11.0	18.0	18.5	8.2	12.1	19.3	16.2
30.0	7.3	10.4	16.7	16.4	7.6	11.5	17.3	14.9
32.0	6.9	9.3	13.5	12.7	7.1	10.9	15.5	13.8
34.0					6.6	10.4	14.0	12.5
36.0					6.2	9.9	11.4	10.5
SLI Code	2200							
Max. permitted windspeed	14 m/s		12 m/s	10 m/s	12 m/s		10 m/s	



Outrigger Pad Load Calculator

LGF OUTRIGGER LOADS

Crane setup

crane model: GMK5220

configuration: MB

ident number: 3118080

outrigger base: 8.550x8.100m

standard: EN13000

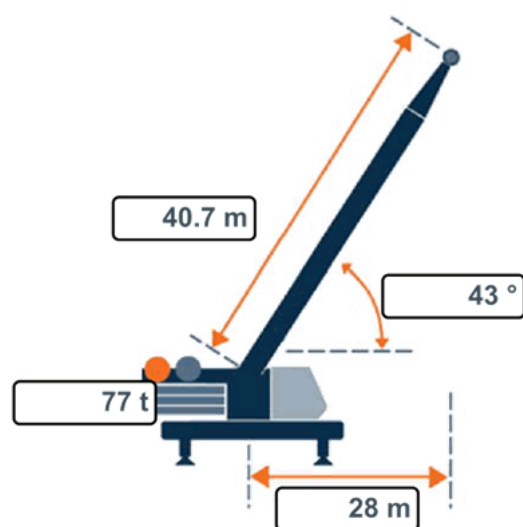
LMB-code: 2200

slew range: 0 to 360 °

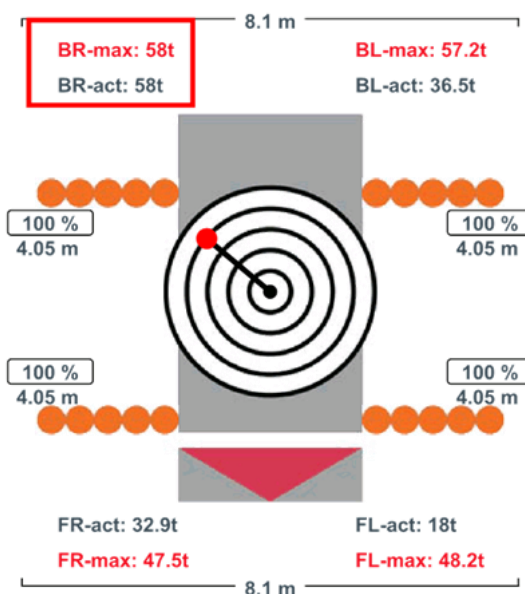
superstructure-angle: -50 °

max **19.3 t**act **10.45 t**

Side view



Top view (incl. ground bearing pressures)



Load charts / load graphs

Radius m	Load t	Height m
6	48	43.49
7	47.5	43.27
8	46	43.01
9	44	42.73
10	42	42.41
11	40	42.07
12	38	41.7
13	36	41.3
14	34.5	40.87
15	33	40.41
16	32	39.91
18	29.5	38.81
20	27	37.56
22	25.5	36.14
24	23.5	34.52
26	22	32.67
28	19.3	30.54
30	17.3	28.07
32	15.5	25.14
34	14	21.5
36	11.4	16.59

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

GF OUTRIGGER LOADS

Crane setup

crane model: GMK5220

configuration: MB

ident number: 3118080

outrigger base: 8.550x8.100m

standard: EN13000

LMB-code: 2200

slew range: 0 to 360 °

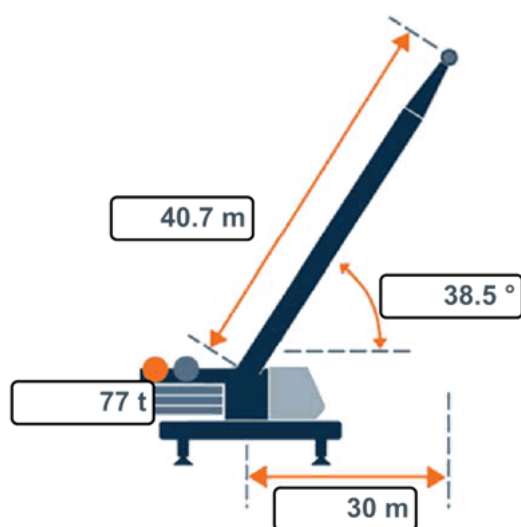
superstructure-angle: -53 °



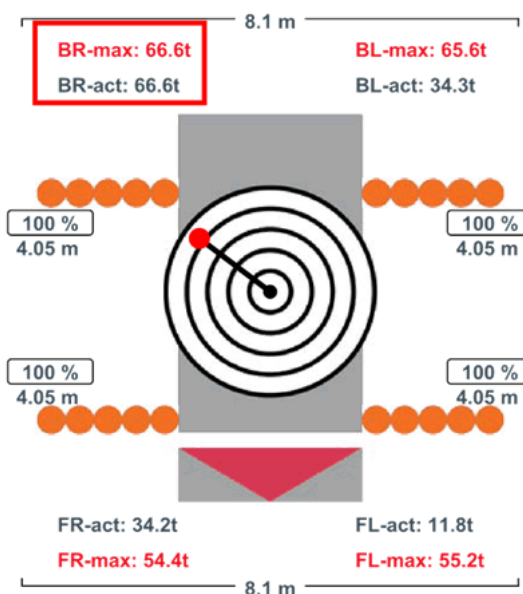
69.2%

max **17.3 t**act **11.97 t**

Side view



Top view (incl. ground bearing pressures)



Load charts / load graphs

Radius m	Load t	Height m
6	48	43.49
7	47.5	43.27
8	46	43.01
9	44	42.73
10	42	42.41
11	40	42.07
12	38	41.7
13	36	41.3
14	34.5	40.87
15	33	40.41
16	32	39.91
18	29.5	38.81
20	27	37.56
22	25.5	36.14
24	23.5	34.52
26	22	32.67
28	19.3	30.54
30	17.3	28.07
32	15.5	25.14
34	14	21.5
36	11.4	16.59

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Outrigger Pad Load Calculator

L1 OUTRIGGER LOADS

Crane setup

crane model: GMK5220

configuration: MB

ident number: 3118080

outrigger base: 8.550x8.100m

standard: EN13000

LMB-code: 2200

slew range: 0 to 360 °

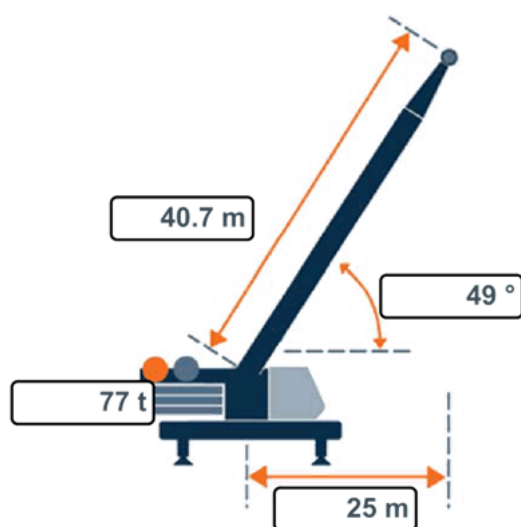
superstructure-angle: -53 °



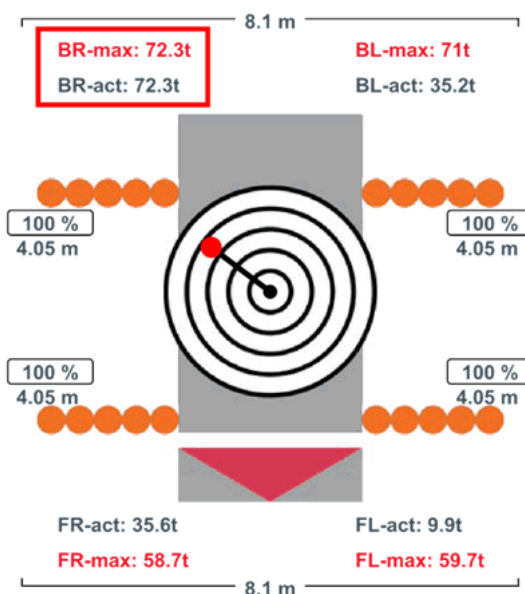
78.8%

max **22.8 t**act **17.93 t**

Side view



Top view (incl. ground bearing pressures)



Load charts / load graphs

Radius m	Load t	Height m
6	48	43.49
7	47.5	43.27
8	46	43.01
9	44	42.73
10	42	42.41
11	40	42.07
12	38	41.7
13	36	41.3
14	34.5	40.87
15	33	40.41
16	32	39.91
18	29.5	38.81
20	27	37.56
22	25.5	36.14
24	23.5	34.52
26	22	32.67
28	19.3	30.54
30	17.3	28.07
32	15.5	25.14
34	14	21.5
36	11.4	16.59

Disclaimer

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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

5th April 2021

To the Resident

RE: Building Works to 20 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.

This letter serves as 7 days' notice and a reminder that as per council approval, the module installation will be taking place from 7:00am Tuesday 13th April through until 11:30pm Wednesday 14th April 2021.

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

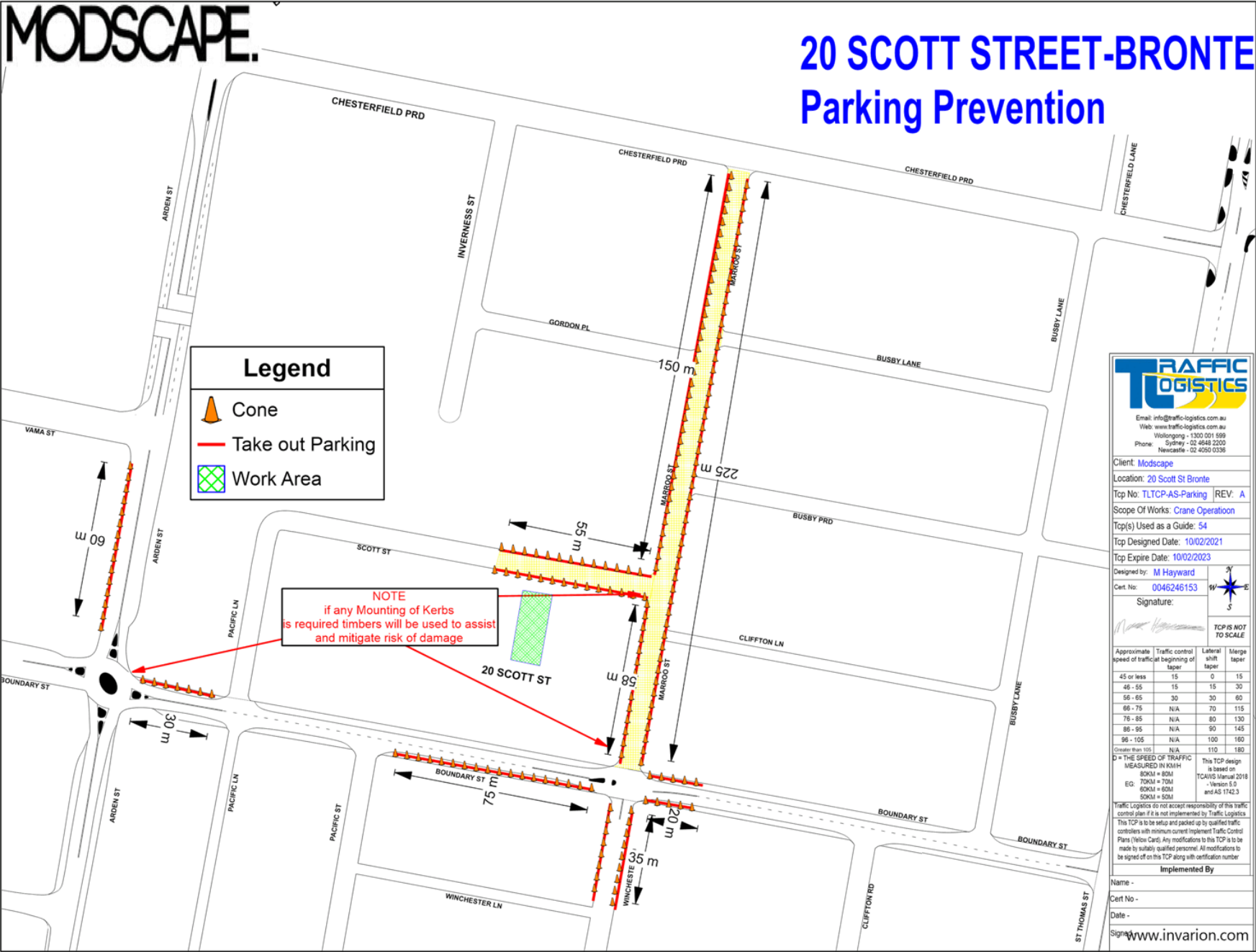
We appreciate your understanding.

Warm regards,



Brendan Farquhar
Project Manager
0401 118 096
MODSCAPE.





MODSCAPE.

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

Re: Building Works to 20 Scott Street, Bronte
Proposed Running Schedule of Installation of Modules works

The above-mentioned works are confirmed to be conducted over Tuesday 13/04/21 through to Wednesday 14/04/21. The running sheet for the work is as follows;

Tuesday 7:00AM

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

Tuesday 11:30AM to 12:00PM

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

Tuesday 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

Tuesday 6:00PM to 9:30PM

- Traffic Management enforcing Parking Plan TLTCP-AS- PARKING
- Traffic Management preparing for Parking Plan TLTCP-AS- PARKING
- Traffic Management preparing for Traffic Control Plan TLTCP-AS111789

Tuesday 12:00AM to 3:30AM

- Traffic Management implement restricted parking as per Parking Plan PP2
- Traffic Management implement Traffic Control Plan TLTCP-AS111789
- Trucks to commence arriving to site in spaced intervals under escort in accordance with NHVR permit approvals.
- Total of 6x 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.

430 FRANCIS STREET BROOKLYN VIC 3012

187-197 MILITARY ROAD NEUTRAL BAY NSW 2089

03 9316 6000

Tuesday / Wednesday 3:00AM to 7:00AM

- Traffic Management enforcing Traffic Control Plan TLTCP-AS111789

Wednesday 7:00AM to 7:15AM

- Workers arrival and morning prestart meeting

Wednesday 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.
- Truck 6 to reverse into Scott street while Truck 5 being unloaded
- Unloaded trucks 5 to reverse back and park side-by-side until truck 6 is unloaded
- Trucks 5 & 6 to leave site and clear Scott Street
- Refer to attached truck movements and sequencing on TMP-01 to TMP-16

Wednesday 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.

Wednesday 11:30PM to 12:30AM

- Traffic control to pack up and demobilize site

Thursday 7:00AM to 1:00PM

- Clean and tidy all street work areas

REPORT
TC/C.02/21.02

Subject: 40 km/h Speed Limit Changes - Traffic Control Devices - Park Parade, Bondi

TRIM No: A18/0579

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the design of the rubber hump traffic control devices as shown in Attachment 1 (Option 3) of the report, including a 12-month trial of the rubber speed humps outside No. 10 and No. 32 Park Parade.
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 traffic control devices to be installed in Park Parade, as part of the 40 km/h speed limit changes in the southern part of the Waverley local government area (see Figure 1).

A report presented to the October 2020 traffic committee recommended a community consultation on four traffic calming options. Council at its November 2020 meeting adopted the Traffic Committee's recommendation.

The four options were:

- Option 1 – A centreline along the road (solid BB line at the crest of the hill). A parking lane line on the western side of the street. A yellow no stopping line on the western side of the street.
- Option 2 – Option 1 plus a speed cushion at 19 Park Parade.
- Option 3 – Option 1 plus speed cushions at 10 and 32 Park Parade.
- Option 4 – Do nothing. Leave it as it is.

Options 1 to 3 are shown in Figure 2.

Residents of 76 dwellings along Park Parade were consulted via letterbox drop. 18 responses were received, one of which was from a non-resident property owner. Option 1 was the most preferred option (6 votes). Option 1 consists of:

- A centreline along the road, with a solid BB line at the crest of the hill.
- A parking lane line on the western side of the Park Parade.

- A yellow no stopping line on the western side of the Park Parade.

Option 3 was marginally less popular with 5 votes. It is considered the most effective in reducing the speeds to 40km/hr or lower. Option 3 is recommended as a trial for 12 months.

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.

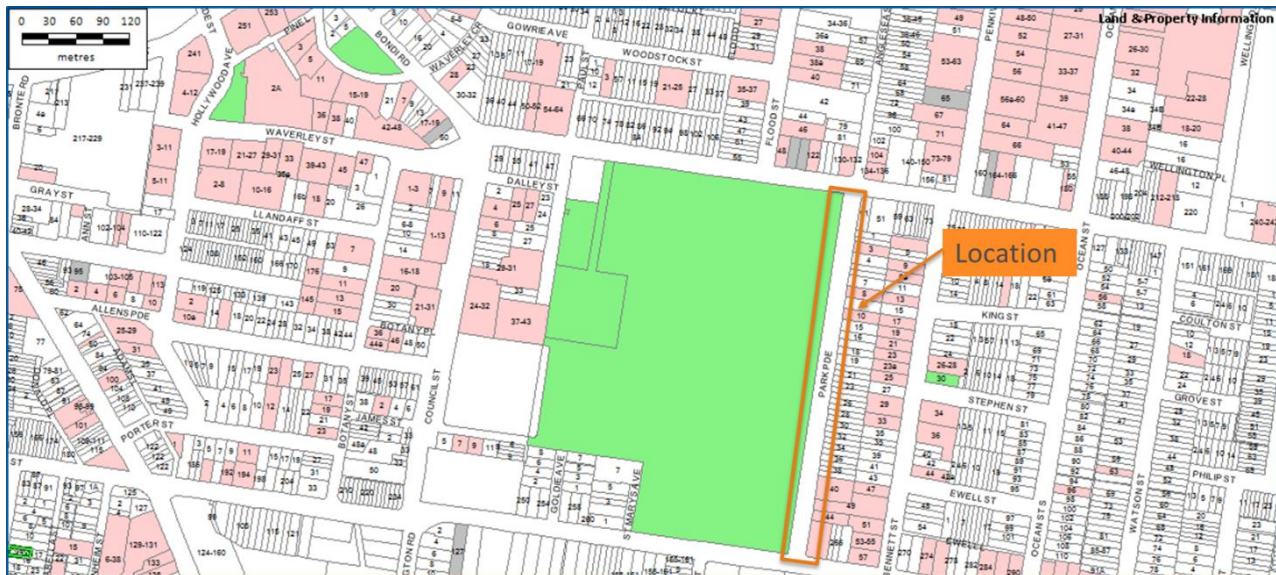


Figure 1. Park Parade.



Figure 2. Options presented to the residents of Park Parade.

2. Introduction/Background

Community consultation within the Waverley local government area has found that an overwhelming proportion of residents would like reduced speed limits in their streets. The proposal to implement a Waverley-wide 40 km/h speed limit was developed as a signature project and adopted by Council in 2017 as part of the adoption of the 'People, Movement and Places' strategy. Park Parade was identified as requiring treatment due to the 85%ile speeds being around 51 km/h.

While Police have the resources for limited monitoring of speeds in problem street, they do not have resources to cover the whole local government area. Police monitoring addresses the speed issue from time to time. Traffic control devices address the issue on a permanent basis.

Average traffic speeds on Park Parade are around 42 km/h. 85%ile speeds are around 51 km/h. The 85%ile speeds should be reduced to around 40 km/h to achieve a self-enforcing 40 km/h speed zone.

3. Technical Analysis

A report presented to the October 2020 traffic committee recommended community consultation on four traffic calming options (see Figure 2). Council at its November 2020 meeting adopted the Traffic Committee's recommendation.

Seventy-six households along Park Parade were consulted with five options (the original four options plus the option to suggest something else). The consultation was undertaken using a letter box drop and online via 'Have Your Say' between 23 November 2020 and 23 December 2020, which was facilitated by the community engagement team. The options and responses are shown in Table 1.

Table 1. Summary of the results of community consultation.

Option 1	A centreline along the road (solid BB line at the crest of the hill). A parking lane line on the western side of the street. A yellow no stopping line on the western side of the street.	6 votes
Option 2	Option 1 plus a speed cushion at 19 Park Parade.	3 votes
Option 3	Option 1 plus speed cushions at 10 and 32 Park Parade.	5 votes
Option 4	Do nothing - leave it as it is	1 vote
Option 5	Do something else (give your comments below)	3 votes

Out of the eighteen responses received, six votes were in favour of option 1, with option 3 being a close second with five votes.

Option 3 is expected to be the most effective in reducing speeds to 40km/h or lower, despite it being one vote short of option 1. It is recommended that option 3 as shown in Figure 4 and attached is adopted, with a 12-month trial of the rubber cushion speed humps portion of the scheme.

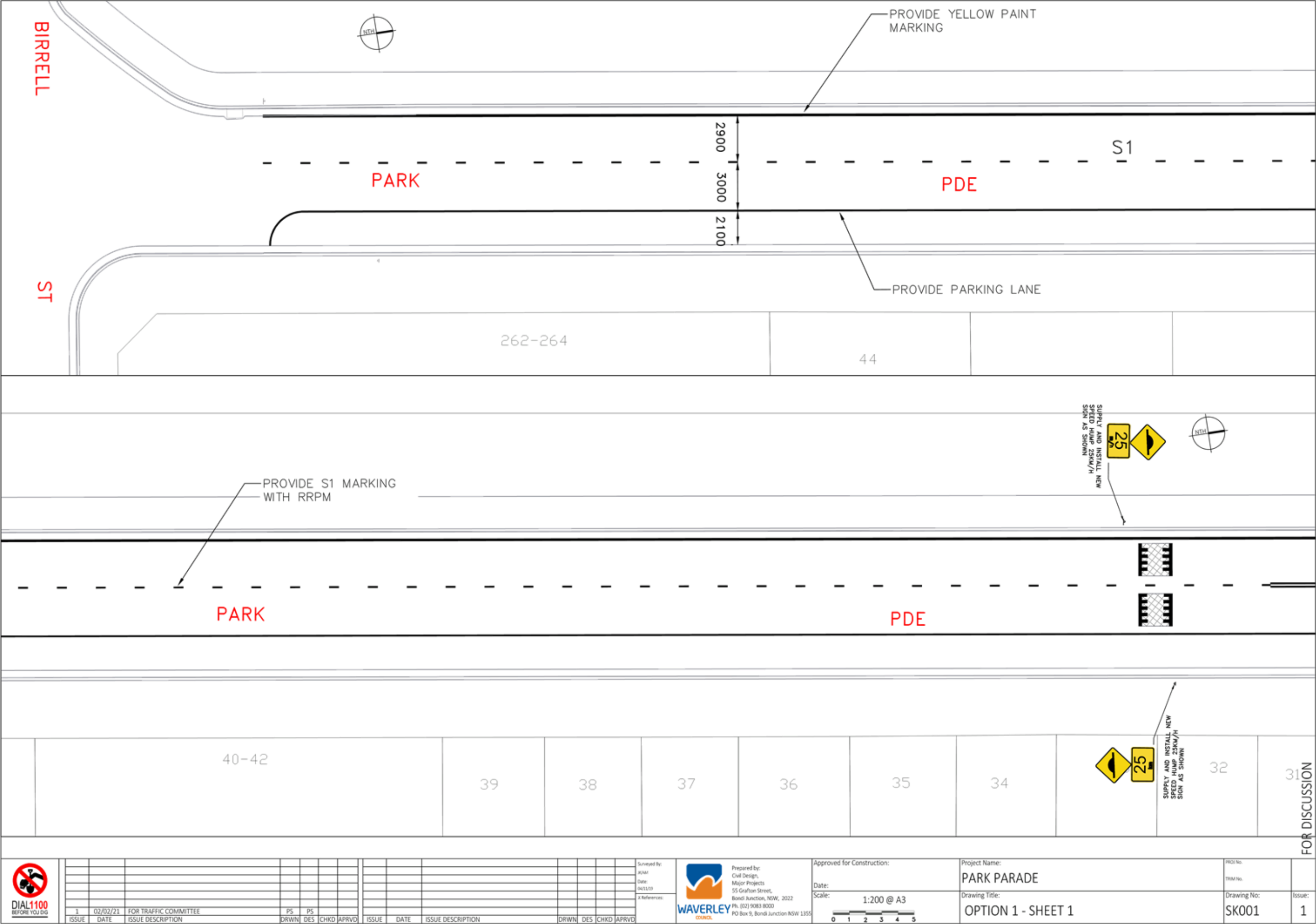


Figure 3. Park Parade Option 3 (recommended option).



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.

1. Park Parade Linemarking with rubber speed humps Option 3 [↓](#) .





FOR DISCUSSION

REPORT
TC/C.03/21.02

Subject: 40 km/h Speed Limit Changes - Traffic Control Devices
(Line Marking Group)

TRIM No: A18/0579

Author: Malik Almuhanha, Senior Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport
Amanda Tipping, Project Manager, Major Projects

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the designs of the 18 signage and line marking traffic control treatments attached to this report for construction at:
 - (a) Alfred Street.
 - (b) Birrell Street between Bronte Road and Carrington Road.
 - (c) Birrell Street between Goldie Avenue and Henrietta Street.
 - (d) Bronte Road between Birrell Street and Church Street.
 - (e) Bronte Road between Birrell Street and Ebley Street.
 - (f) Bronte Road between Victoria Street and Church Street.
 - (g) Bronte Road (near Bronte House).
 - (h) Chesterfield Parade between Arden Street and St Thomas Street.
 - (i) Fletcher Street Between Denham Street and Sandridge Street.
 - (j) Gipps Street between Henrietta Street and Bronte Road.
 - (k) Grafton Street Between Leswell Street and Nelson Street.
 - (l) Grafton Street between Newland Street and Leswell Street.
 - (m) Langlee Avenue (east of Seaview Street).
 - (n) Macpherson Street between Arden Street and Evans Street.
 - (o) Macpherson Street between Evans Street and St Thomas Street.

- (p) Ocean Street.
 - (q) Pacific Street between Gardyne Street and Bronte Road.
 - (r) Waverley Street between Botany Street and Hollywood Avenue.
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 18 traffic control treatments to be included within the area covered by the 40 km/hr speed limit changes in the southern part of the Waverley local government area (LGA).

The locations and designs of the proposed treatments presented to this meeting are attached to this report.

This is part of a package of treatments that aims to reduce traffic speeds in the southern part of the Waverley LGA (south of Bondi Road) to 40km/h. They are intended to be self-enforcing and not reliant on police enforcement.

Delegation of authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes is also proposed.

2. Introduction/Background

Background

The 18 line-marking treatments presented in this report are a subset of other traffic control devices being considered by Council to assist in enforcing a 40 km/hr speed limit on local roads in the southern part of the Waverley LGA. Contracting for installation of the devices will be undertaken once a package of works is finalised. This will comprise devices recommended for approval by a number of traffic committee meetings.

Community consultation

Community consultation took place from November 2019 to January 2020. A range of engagement methods were used to maximise the opportunity for community participation. Of particular note was the use of an interactive map on Have Your Say (HYS) Council's engagement platform, face to face, 'Have Your Say Days' in four locations, door knocking on specifically impacted houses and email communication with a range of organisations and community members. Table 1 below presents the communication methods used during the consultation.

Table 1. Communication methods.

Communication method	Date
Social media	7 and 18 November 2019
Media release	12 November 2019
Mayor's column	13 November 2019
Advertising – The Beast & Wentworth Courier	15 November 2019
Internal & external email	18-21 November 2019
Flyer - Stage 1 area	20–23 November 2019 (11,000 delivered)

Have Your Say page and mapping tool	November 2019–January 2020 (Over 800 people visited the HYS site and 300 people looked at the map)
Waverley Weekly newsletter	November and December 2019
Engagement letters	November and December 2019
Have your say days	Bondi Markets 30 November 2019 Bondi Junction Markets 5 December 2019 Bronte Beach 12 December 2019 Hunter Ward 15 December 2019
Combined Precincts meeting	5 December 2019
Door-knocking	13 and 17 December 2019 (108 residences)

3. Technical Analysis

The locations and designs of the proposed line-marking treatments presented to this meeting are attached to this report. They include:

(a) Alfred Street.

Parking lane (E1) line-marking with 'Give Way' priority control line-marking. The proposal also includes a 10m double centre (BB) line-marking at the intersection of Birrell Street.

(b) Birrell Street between Bronte Road and Carrington Road.

Parking lane (E1) line-marking with centre (S1) line-marking as well as reinstating the existing 'Give Way' priority control line-marking.

(c) Birrell Street between Goldie Avenue and Henrietta Street.

Parking lane (E1) line-marking as well as reinstating the existing Centre (BB) and the 'Marked Foot Crossing' line-marking and associated zig zag lines.

(d) Bronte Road between Birrell Street and Church Street.

Parking lane (E1) line-marking as well as reinstating the existing Centre (S1) and the 'Keep Clear' line-marking. TfNSW to reinstate the existing 40km/h School Zone line-marking.

(e) Bronte Road between Birrell Street and Ebley Street.

Parking lane (E1) line-marking along Bronte Road. Existing centre (BB) lines to be retained.

(f) Bronte Road between Victoria Street and Church Street.

Parking lane (E1) line-marking as well as reinstating the existing Centre (S1) and the 'Keep Clear' line-marking. TfNSW to reinstate the existing 40km/h School Zone line-marking.

(g) Bronte Road (near Bronte House).

Parking lane (E1) line-marking on approach to the bend at Bronte Road as well as centre (BB) line-marking.

(h) Chesterfield Parade between Arden Street and St Thomas Street.

Parking lane (E1) line-marking cannot be installed the street is naturally covered by trees along the proposed line-marking, which naturally perform as parking lane line-marking. TfNSW to reinstate the existing 40km/h School Zone line-marking. The proposal also includes reinstating existing marked foot crossing, zig zag, 'Give Way', 'STOP' priority control, and centre (BB) line-marking with a new 'Give Way' Priority control line-marking at the intersection of Maroo Street.

(i) Fletcher Street Between Denham Street and Sandridge Street.

Parking lane (E1) line-marking and reinstating the existing 'Give Way' and 'STOP' priority control. Existing centre (BB) line-marking to be reinstated. The proposal also includes a new 'Give Way' priority control at the intersection of Roland Avenue.

(j) Gipps Street between Henrietta Street and Bronte Road.

Parking lane (E1) line-marking and reinstating the existing 'Give Way' priority control and centre (BB) line-marking. The proposal also includes centre (S1) line-marking and a 10m double centre (BB) line-marking at the intersection of Henrietta Street.

(k) Grafton Street Between Leswell Street and Nelson Street.

Parking lane (E1) line-marking. The width of the road does not allow for centre line-marking.

(l) Grafton Street between Newland Street and Leswell Street.

Parking lane (E1) line-marking with an upgrade to the existing 'Give Way' priority control to 'STOP' at the intersection of Vernon Street, within Waverly Council's LGA area. The proposal also includes centre (S1) line-marking.

(m) Langlee Avenue (east of Seaview Street).

Parking lane (E1) line-marking as well as centre (BB) line-marking at the bend and centre (S1) line-marking along Langlee Avenue.

(n) Macpherson Street between Arden Street and Evans Street.

Parking lane (E1) line-marking as well as centre (S1) line-marking along Macpherson Street. The proposal also includes reinstating 'Give Way' priority control and median island (E4) line-marking.

(o) Macpherson Street between Evans Street and St Thomas Street.

Parking lane (E1) line-marking as well as reinstating centre (BB) line-marking along Macpherson Street. The proposal also includes reinstating 'Marked Foot Crossing' and median island (E4) line-marking.

(p) Ocean Street.

Parking lane (E1) line-marking as well as centre (BB) line-marking along Ocean Street.

(q) Pacific Street between Gardyne Street and Bronte Road.

Parking lane (E1) line-marking as well as reinstating the existing 'No Stopping' line-marking at the intersection of Bronte Street.

(r) **Waverley Street between Botany Street and Hollywood Avenue.**

Parking lane (E1) line-marking as well as reinstating the existing Centre (BB) and the 'No Stopping' line-marking.

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. 40kph Linemarking Group Design [↓](#) .



																												Survived By: JRM/ML Date: 04/11/20 References:														 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: Scale: <div>1:500 @ A3</div>														Project Name: ALFRED ST LINE MARKING														Drawing Title: PLAN														Drawing No: SK001														Issue: 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Surveyed By: ALMA
Date: 04/11/19
References:

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

Waverley Council

Approved for Construction:
Date:
Scale: 1:500 A3

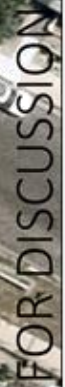


Project Name:
BRONTE RD EDGE LINE MARKINGS

Drawing Title:
PLAN

Drawing No:
SK001

Issue:
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	1		05/02/21	FOR DISCUSSION	JK	JK	CHKD	APRVD	ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD	Surveyed By:	 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 @ A3 	Project Name: CHESTERFIELD PARADE LINEMARKING	Drawing Title: PLAN	Drawing No: SK001	Issue: 1
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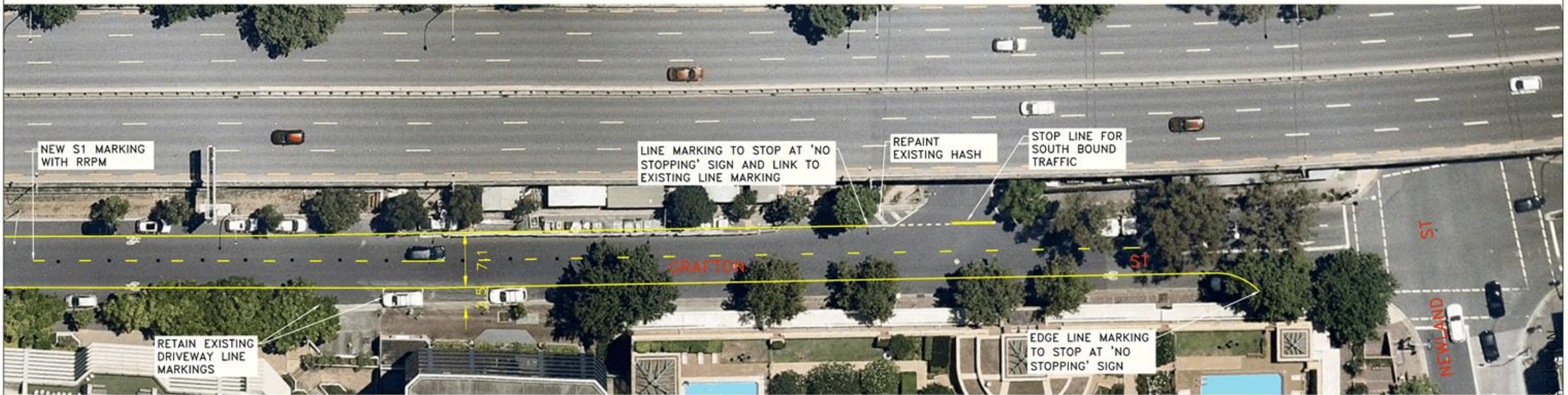
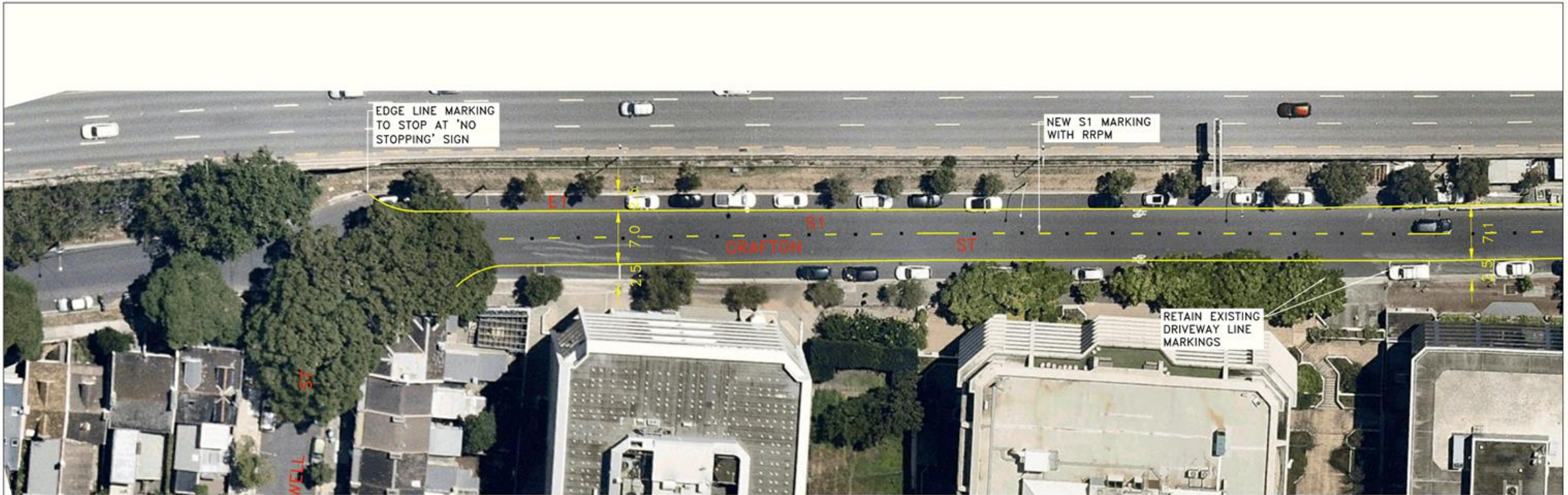
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											Surveyed By: Date: 04/11/21	Prepared By: Civil Design Major Projects 55 Grafton Street, Bondi Junction, NSW, 2022 Ph: (02) 9583 8000 PO Box 9, Bondi Junction NSW 1535	Approved for Construction: Date: Scale: 1:500 @ A3		Project Name: GRAFTON ST EDGE LINE MARKINGS		PROJ No: TRM No:	
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1	27/01/21	FOR DISCUSSION	JK	JK	CHKD	APRVD	ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD
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Prepared by:
Civil Design
Major Projects
55 Grafton Street,
Bondi Junction, NSW, 2022
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PO Box 9, Bondi Junction NSW 1555

Approved for Construction:

Date Signed:

Scale: 1:500 @ A3



Project Name:
LANGLEE AVENUE LINEMARKING

Drawing Title:
PLAN

Drawing No:
SK001

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Surveyed By: NJM
Date: 09/11/19
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 1535

Approved for Construction:

Date: _____
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Project Name:
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FOR DISCUSSION



FOR DISCUSSION

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REPORT
TC/C.04/21.02

Subject: 40 km/h Speed Limit Changes - Review of Treatments on Bourke Street, Bennett Street and Botany Street

TRIM No: A18/0579

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs the following traffic calming treatments:

1. Rubber speed cushions at 13 Bourke Street, Queens Park, as shown in Figure 1 of this report.
2. A mountable roundabout at the intersection of Botany Street and Allens Parade, Bondi Junction, as shown in Figure 2 of this report.
3. Rubber speed cushions at 27 Bennett Street, Bondi, as shown in Figure 3 of this report.

1. Executive Summary

The purpose of this report is to address a resolution passed at the 17 November 2020 Council meeting. Council resolved to refer traffic calming treatment for three locations for consideration by the Waverley Traffic Committee.

Council officers have prepared alternative designs for treatments. The proposed treatments are

1. 13 Bourke Street, Queens Park – 75 mm high rubber speed cushions.
2. Botany Street at Allens Parade, Bondi Junction – a mountable min-roundabout.
3. 27 Bennett Street, Bondi – 75 mm high rubber speed cushions.

Speed humps on Bourke Street and Bennett Street could be considered at some stage on the future if traffic speeds do not decrease below the target 40 km/hr.

2. Introduction/Background

In an effort to achieve Vision Zero, with zero road fatalities and minimal serious injuries, Transport for NSW (TfNSW) and Council are aiming to reduce speeds across the local government area (LGA) by introducing a 40 km/h speed limit. This speed limit aims to increase road safety and to improve the road environment for other road users.

Speed limits in NSW, as in other parts of Australia, are determined by a number of factors including the road geometry, surrounding conditions, road usage, adjacent development, vehicle types and volumes, crash history and the number of access points along the route.

Local Traffic Areas that are primarily self-contained residential precincts with networks of local streets used mainly for local access may be suitable for 40 km/h speed limits. Typically, these areas have physical devices or treatments to create a self-enforcing 40 km/h speed environment.

While there are some existing locations within Waverley that already exhibit self-enforcing 40 km/h speed environments, other locations require additional treatments for TfNSW to support lowering the existing speed limit. Transport for NSW aims to provide consistent speed limits for motorists on NSW roads, which accurately reflect the road and surrounding environment.

TfNSW have advised Council that they are unable to support the introduction of a new speed limit with no physical interventions at certain locations as it is inconsistent with the NSW Speed Zoning Guidelines.

To determine the requirements for a speed limit change and locate where traffic calming devices would be required, relevant guidelines, crash data, speed data, traffic volume data, spatial mapping and site visits were reviewed. Officers are working toward balancing the needs of the community, mitigating adverse impacts of traffic calming devices, and attempting to achieve no net loss of parking.

Community consultation took place from November 2019 to January 2020. A range of engagement methods were used to maximise the opportunity for community participation. The engagement methods are shown in Table 1 below.

Table 1. Consultation methods.

Consultation Nov 2019 – Jan 2020	
Social media	7 & 18 Nov
Media release	12 Nov
Mayor's column	13 Nov
Advertising – The Beast & Wentworth Courier	15 Nov
Internal & external email	18-21 Nov
Flyer - Stage 1 area	20 – 23 Nov (11,000 delivered)
Have Your Say page & mapping tool	Nov – Jan (Over 800 people visited the HYS site and 300 people looked at the map)
Waverley Weekly newsletter	Nov & Dec
Engagement letters	Nov & Dec
Have your say days	Bondi Markets 30 Nov Bondi Junction Markets 5 Dec Bronte 12 Dec Hunter Ward 15 Dec
Combined Precincts meeting	5 Dec
Door knocking	13 & 17 Dec (108 Residences)

A Councillor workshop was held on 11 February 2020 to present the community consultation outcome. In March 2020 Council received and noted community feedback, endorsed the recommended treatments and approved to proceed to detailed design.

The detailed designs for the proposed traffic calming treatments were first presented at Waverley Traffic Committee in May 2020 and recommended for approval by Council. At the Council meeting on 16 June 2020, Council requested further justification of proposed treatments that were previously endorsed.

On 28 July 2020, a further Councillor workshop was held. Council officers explained that traffic engineers and specialised technical consultants had carried out a traffic study, treatment analysis and rationale and advised on the optimal traffic calming treatments and optimal locations where devices are required to achieve a self-enforcing 40 km/h zone.

The workshop included all the traffic calming treatments (30 treatments and line marking) for discussion for the entire 40km/h project and gave the opportunity for Councillors to give feedback on every treatment and location.

3. Technical Analysis

Treatments for locations below were discussed during the previous Council and Traffic Committee meetings as well as a Councillor workshop on 28 July 2020 (see Table 2):

13 Bourke Street, Queens Park

Waverley Traffic Committee recommended the installation of a 75 mm high speed hump at this location (28 May 2020 meeting). This was not endorsed by Council.

Council officers have re-examined this location having regard to previous decisions on traffic calming devices. Three options have now been examined. Details are contained in Attachment 1. They are:

1. Option 1 – 75 mm rubber speed cushions.
2. Option 2 – 75 mm high speed hump (original recommendation).
3. Option 3 – Retaining existing conditions.

The 75 mm high speed humps / cushions are less than the standard 100 mm due to Bourke Street being a school bus route.

85thile traffic speeds on Bourke Street are around 48 km/h. The 85thile speeds should be reduced to around 40 km/h to achieve a self-enforcing 40 km/h speed zone.

- Option 1 will reduce the 85thile traffic speeds.
- Option 2 will reduce the 85thile traffic speeds even further.
- Retaining existing conditions will have no impact on traffic speeds (regardless of signage).

Option 1 (shown below) is recommended. Option 2 could be considered at some stage on the future if traffic speeds do not decrease below the target 40 km/hr.

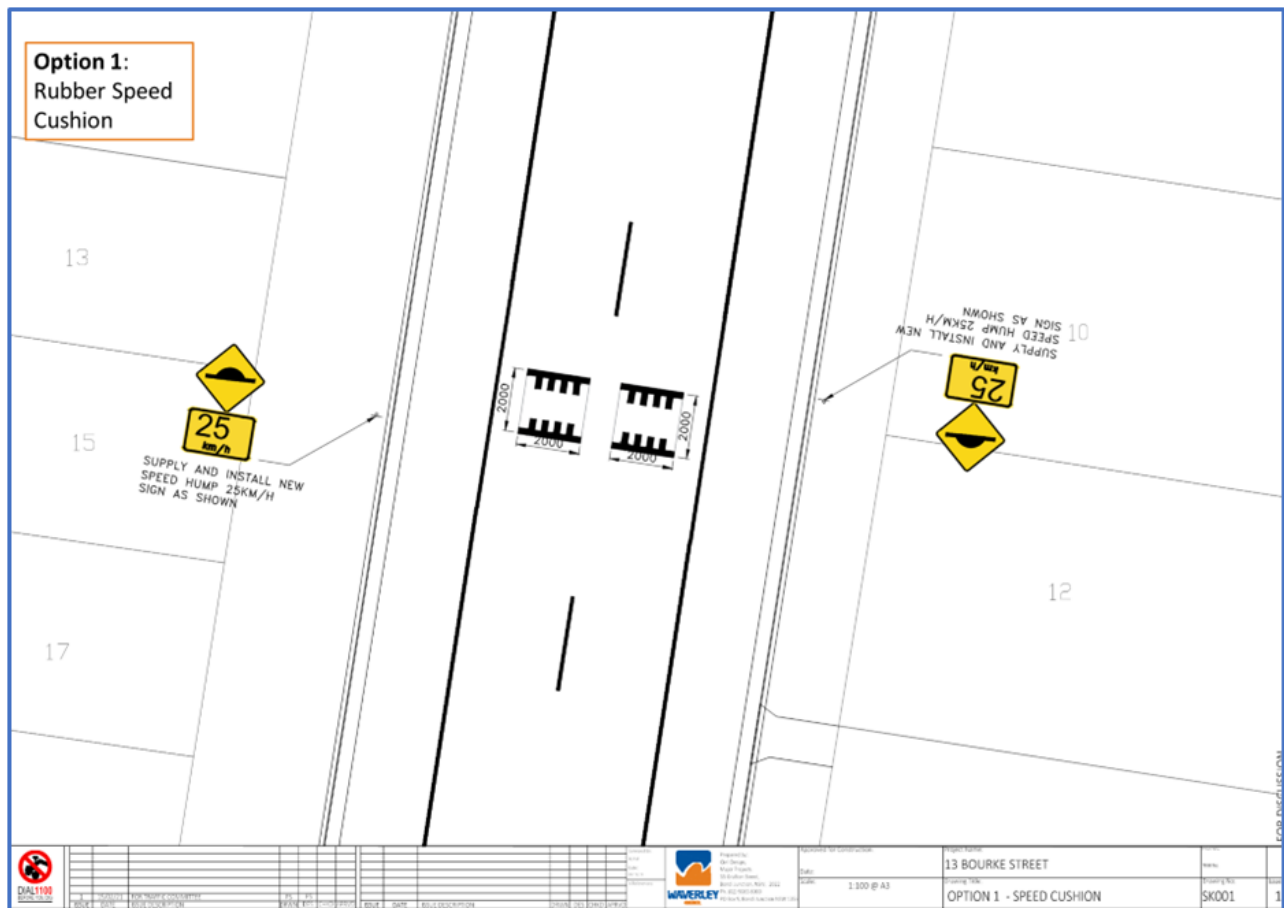


Figure 1. Rubber speed cushions at 13 Bourke Street.

Botany Street at Allens Parade

Waverley Traffic Committee recommended the installation of a 100 mm high speed hump on Botany Street, just south of Allens Parade (28 May 2020 meeting). This was not endorsed by Council.

Council officers have re-examined this location having regard to previous decisions on traffic calming devices. Three options have now been examined. Details are contained in Attachment 2. They are:

1. Option 1 – A mountable mini-roundabout.
2. Option 2 – 100 mm rubber speed cushions.
3. Option 3 – 100 mm high speed hump (original recommendation).
4. Option 4 – Retaining existing conditions.

85%ile traffic speeds on Botany Street are around 48 km/h. The 85%ile speeds should be reduced to around 40 km/h to achieve a self-enforcing 40 km/h speed zone.

- Option 1 will reduce the 85%ile traffic speeds the most and slow traffic from all directions..
- Option 2 will reduce the 85%ile traffic speeds but not by as much as Option 1.
- Option 3 will reduce the 85%ile traffic speeds but not by as much as Option 1.
- Retaining existing conditions will have no impact on traffic speeds (regardless of signage).

Option 1 (shown below) is recommended.

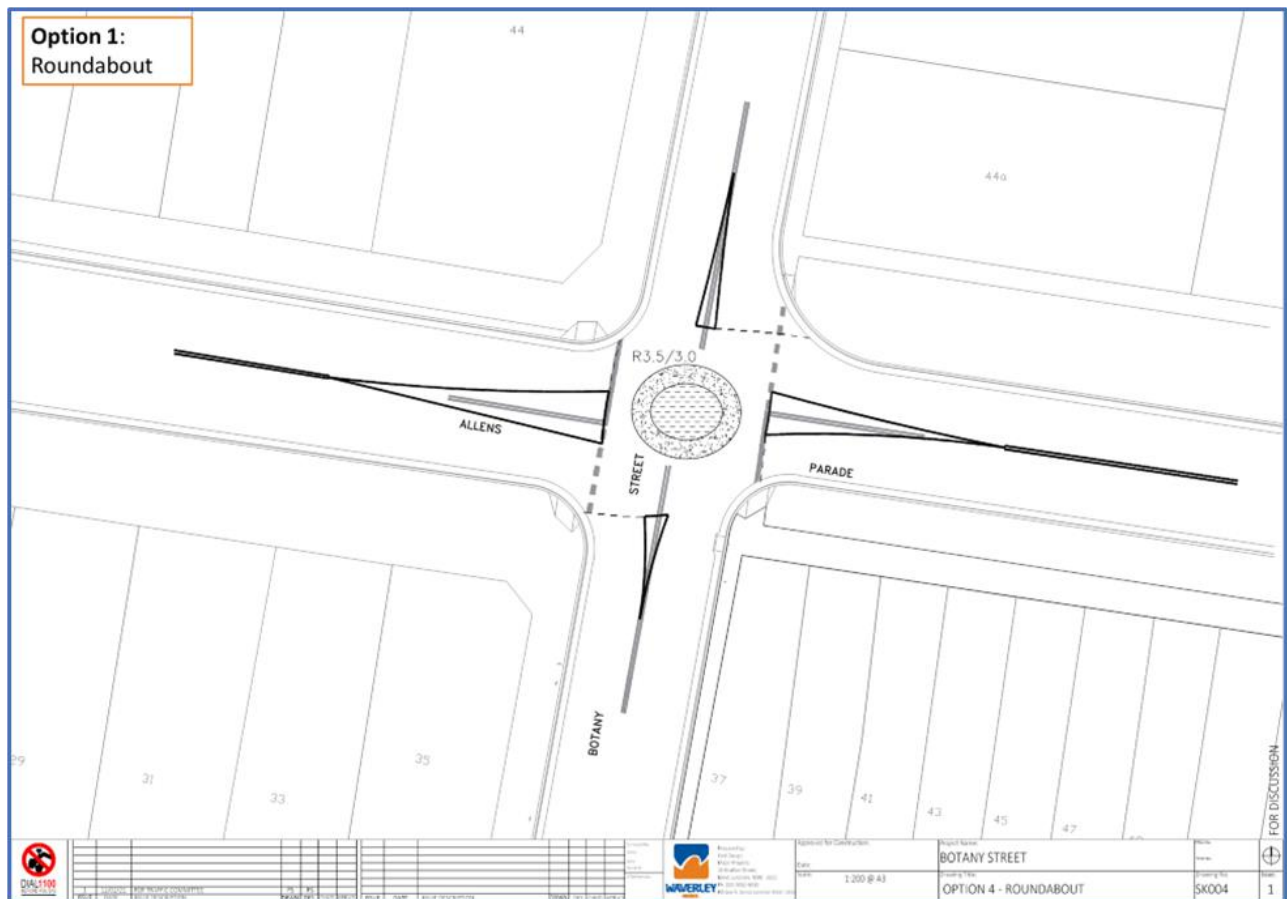


Figure 2. Botany Street at Allens Parade.

27 Bennett Street

Waverley Traffic Committee recommended the installation of a 75 mm high speed hump at this location (28 May 2020 meeting). This was not endorsed by Council.

Council officers have re-examined this location having regard to previous decisions on traffic calming devices. Three options have now been examined. Details are contained in Attachment 1. They are:

4. Option 1 – 75 mm rubber speed cushions.
5. Option 2 – 75 mm high speed hump (original recommendation).
6. Option 3 – Retaining existing conditions.

The 75 mm high speed humps / cushions are less than the standard 100 mm due to Bennett Street being a school bus route.

85%ile traffic speeds on Bennett Street are around 51 km/h. The 85%ile speeds should be reduced to around 40 km/h to achieve a self-enforcing 40 km/h speed zone.

- Option 1 will reduce the 85%ile traffic speeds.
- Option 2 will reduce the 85%ile traffic speeds even further.
- Retaining existing conditions will have no impact on traffic speeds (regardless of signage).

Option 1 (shown below) is recommended. Option 2 could be considered at some stage on the future if traffic speeds do not decrease below the target 40 km/hr.

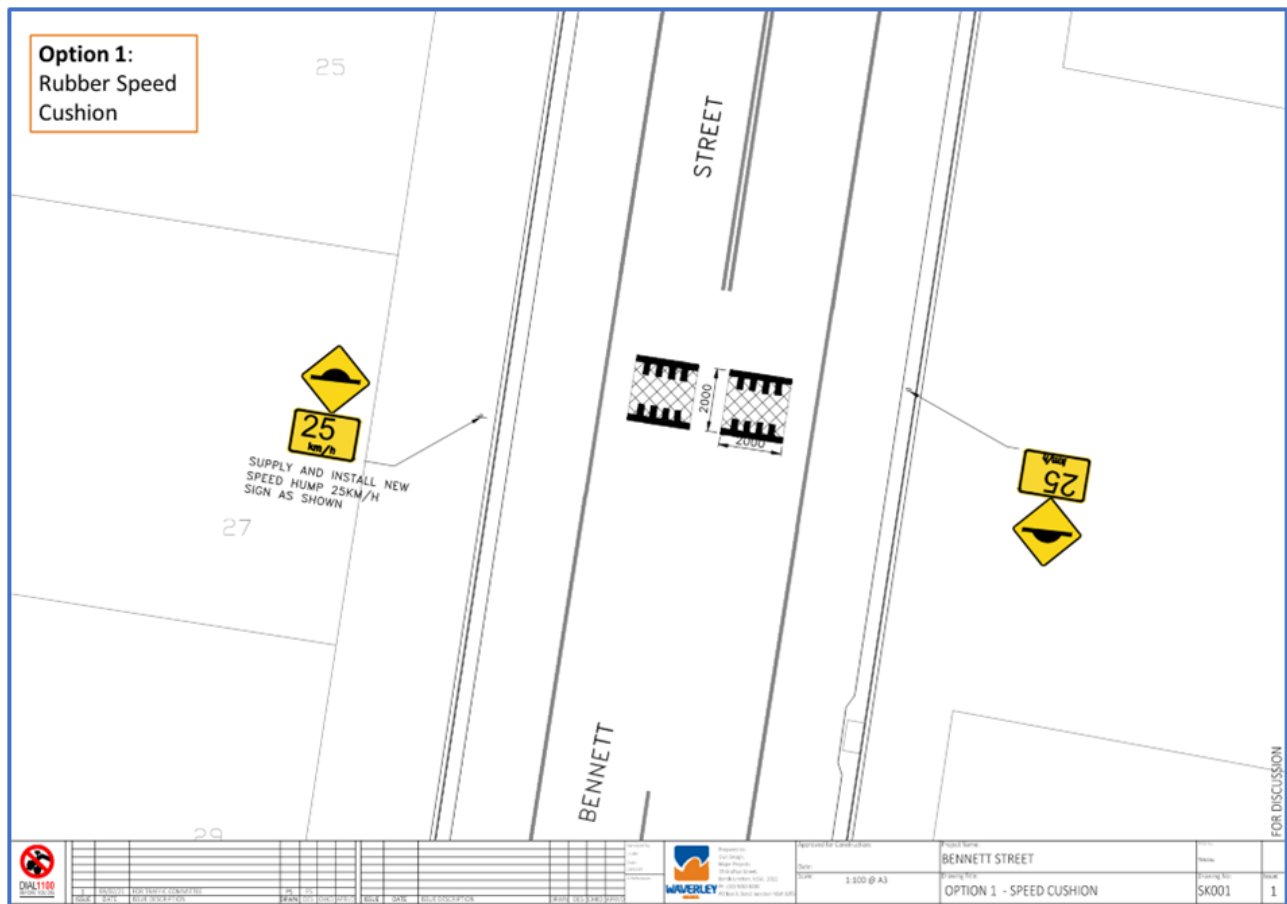


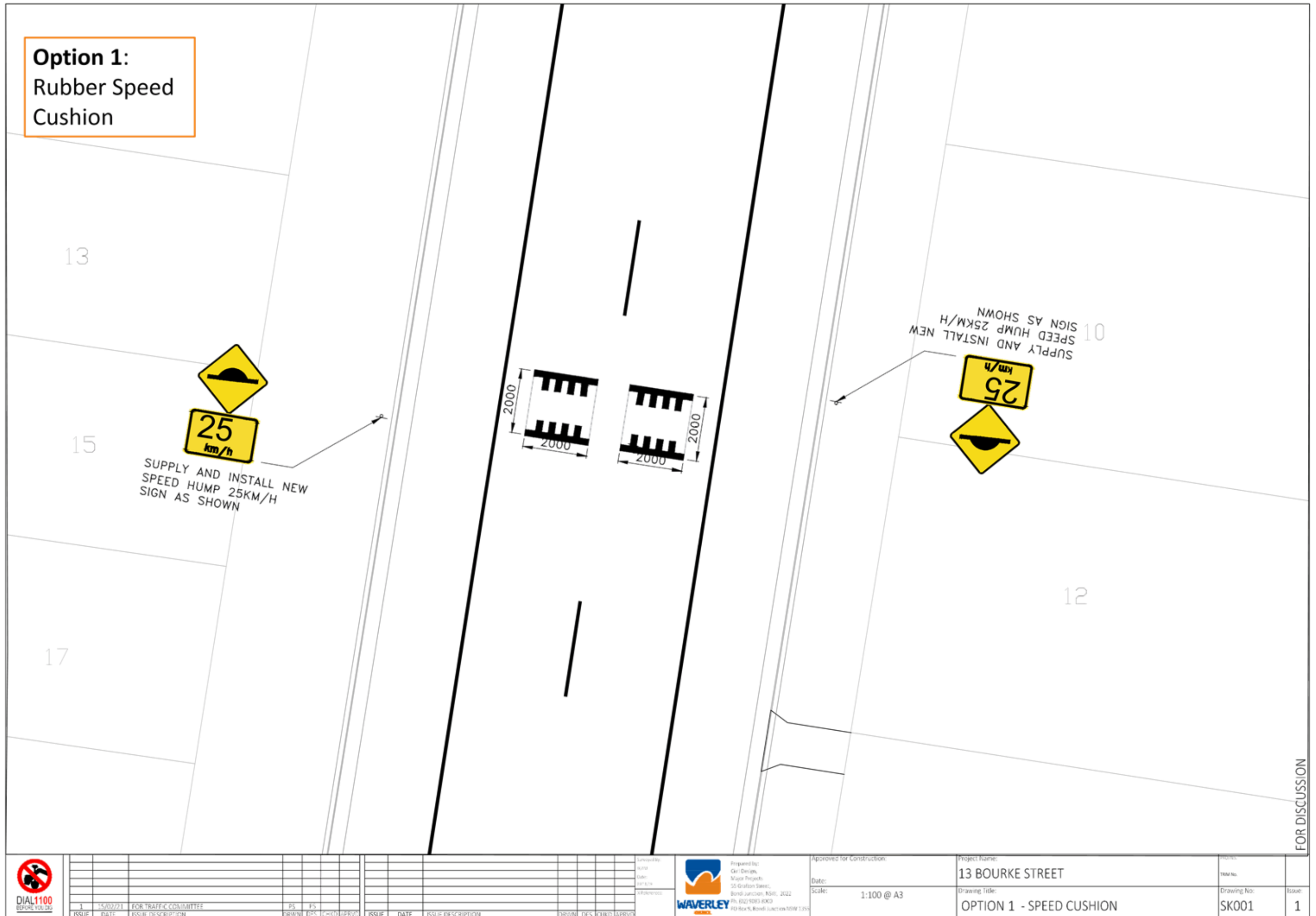
Figure 3. Rubber speed hump at 27 Bennett Street

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. 13 Bourke Street Options [↓](#)
2. Botany Street and Allens Parade Options [↓](#)
3. 27 Bennett Street Options [↓](#) .





Option 3:
Retain existing conditions

13

15

10

12

FOR DISCUSSION

[illegible]

Prepared by:
Civl Designs,
Major Projects
55 Grafton Street,
Bondi Junction, NSW, 2022
Ph. (02) 9083 8000
PO Box 9, Bondi Junction NSW 1359

Approved for Construction:

Date: _____
Scale: 1:100 @ A3

Project Name:

13 BOURKE STREET

Drawing Title:
OPTION 3 - EXISTING

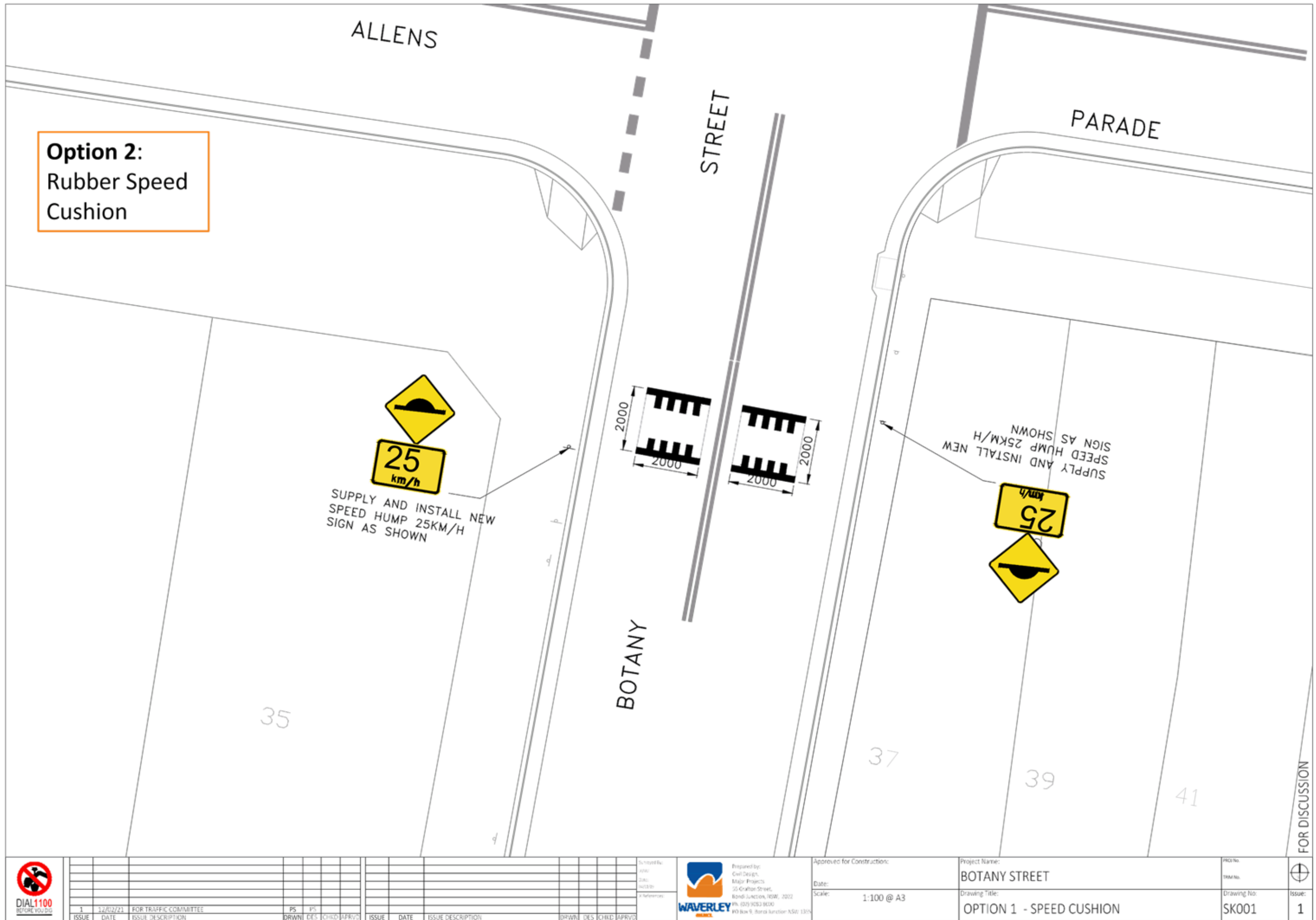
PROFESSOR

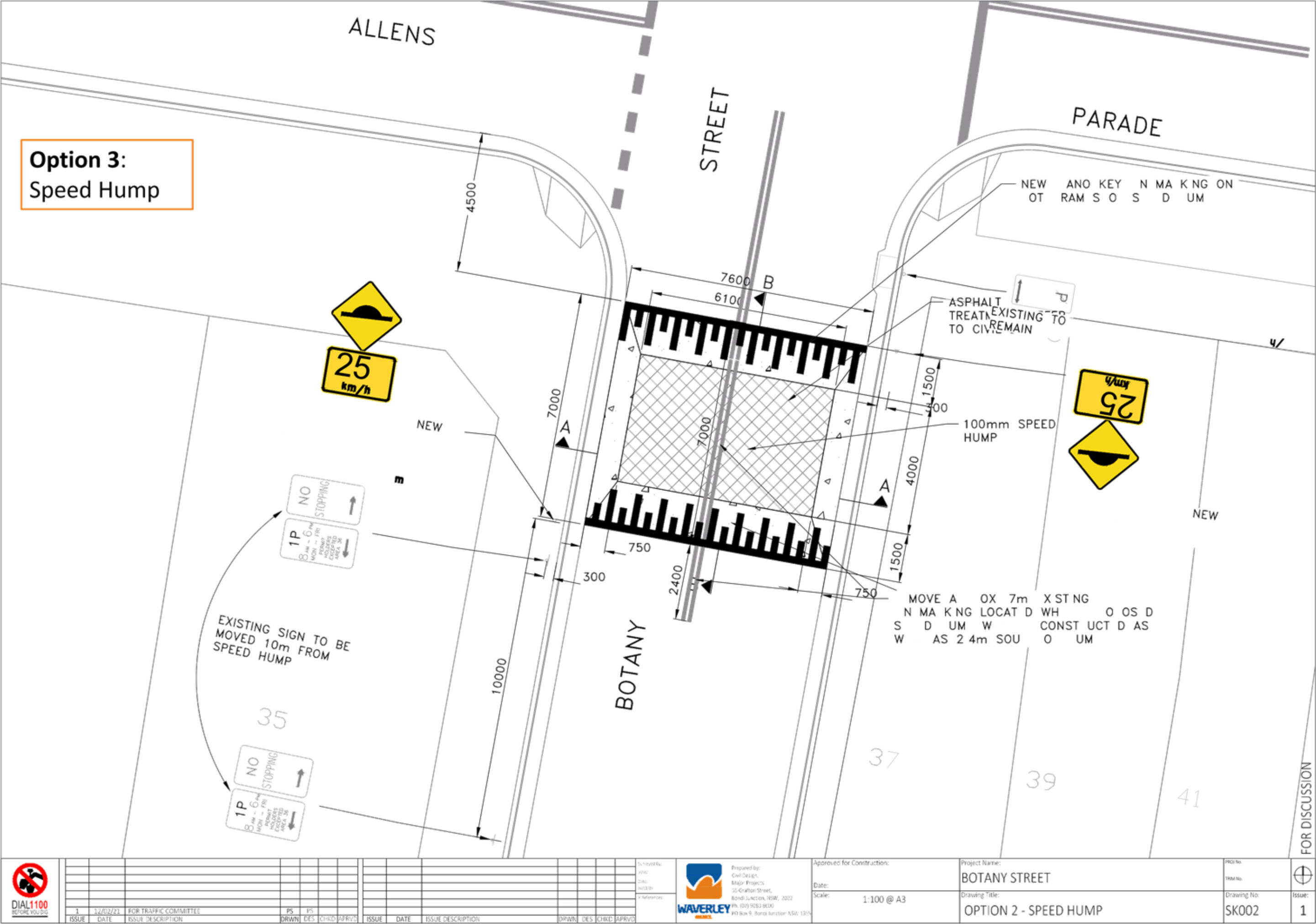
TRIM No.

Drawing No:
SK003

1







Option 4:
Retain existing
conditions

ALLENS

STREET

PARADE

BOTANY

FOR DISCUSSION



ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD	ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APRVD
1	12/02/21	FOR TRAFFIC COMMITTEE	PS	PS									

Surveyed By:
Date:
Drawn By:
References:



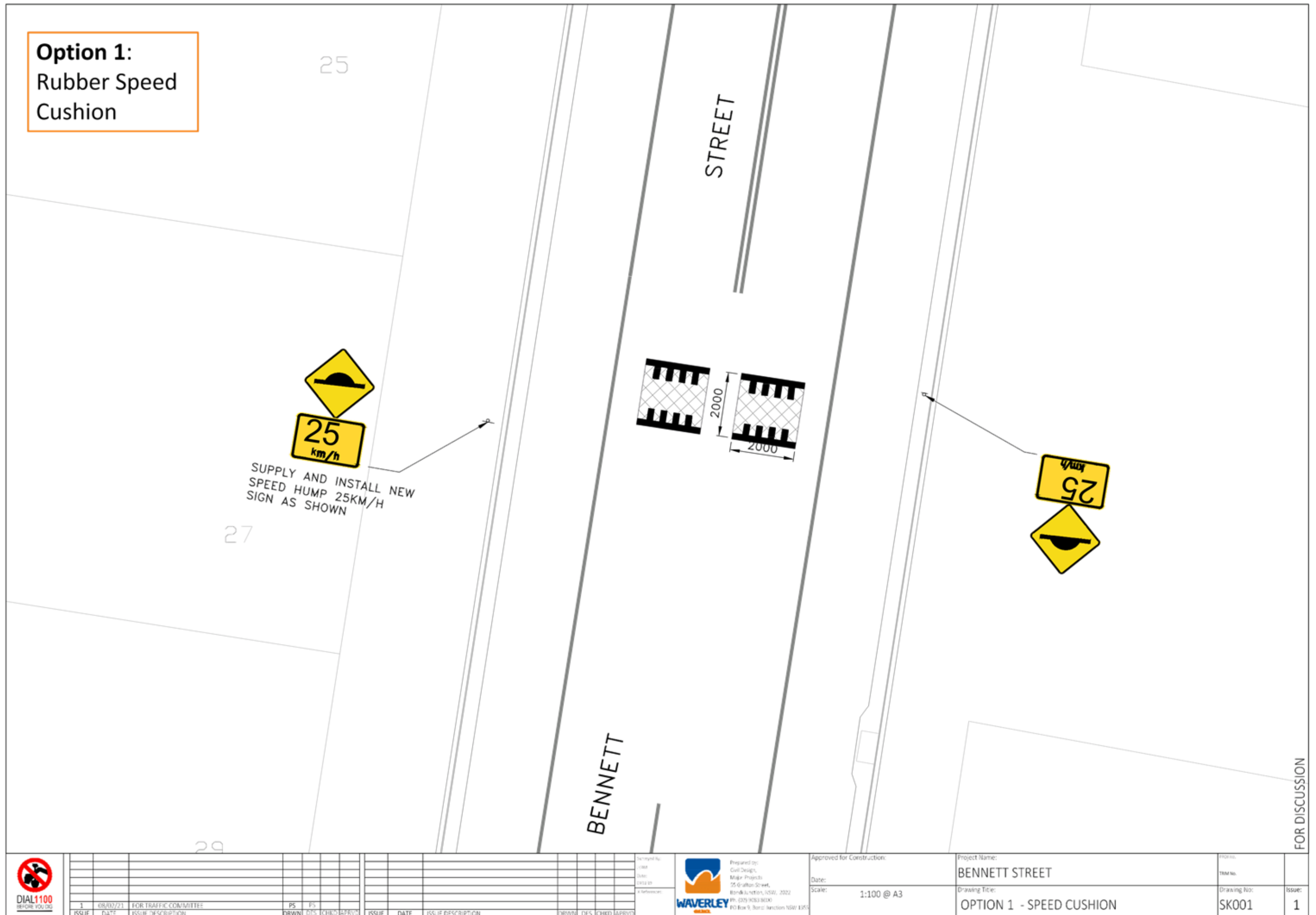
Prepared By:
Civil Design
Major Projects
35 Crillon Street,
Bondi Junction, NSW, 2022
Ph: (02) 9553 9000
PO Box 9, Bondi Junction NSW 1534

Approved for Construction:
Date:
Scale: 1:100 @ A3

Project Name:
BOTANY STREET
Drawing Title:
OPTION 3 - EXISTING

PROJ No:
TRM No:
Drawing No:
SK003

Issue:
1



Option 2: Speed hump

NOTE:
SPEED HUMP HAS BEEN MOVED
FROM 29 TO 27 BENNETT
STREET TO AVOID EXISTING TREE
ROOTS

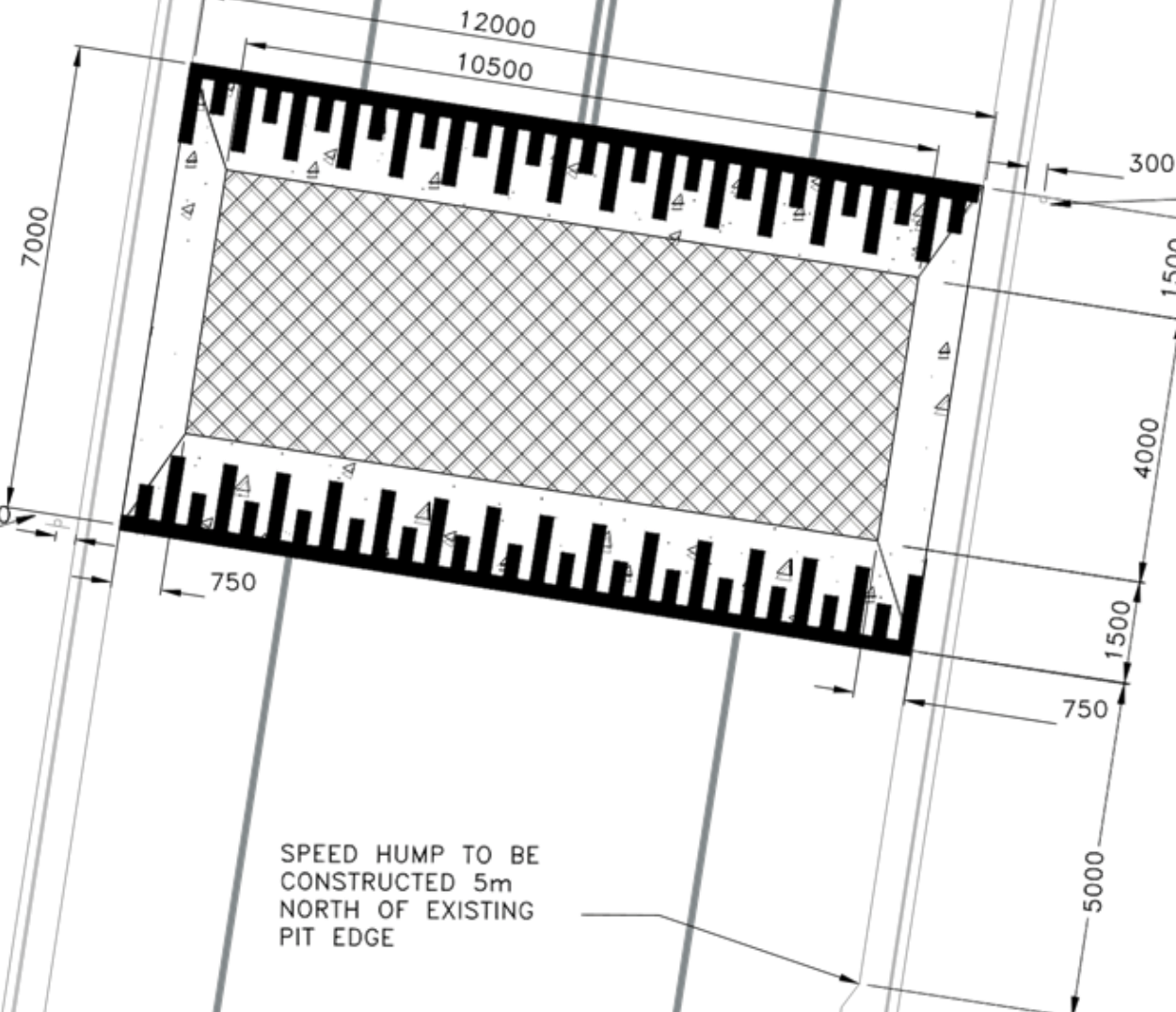
27



29

BENNETT

STREET



SUPPLY AND INSTALL NEW
SPEED HUMP 25KM/H
SIGN AS SHOWN

SPEED HUMP TO BE
CONSTRUCTED 5m
NORTH OF EXISTING
PIT EDGE

EXISTING PIT

FOR DISCUSSION



ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APPRD
1	08/02/21	FOR TRAFFIC COMMITTEE	PS	PS		

ISSUE	DATE	ISSUE DESCRIPTION	DRWN	DES	CHKD	APPRD

Drawn by:	
Checked by:	
Approved by:	



Prepared by:
Civil Design
Major Project:
25 Grafton Street,
Bonds Junction, NSW, 2022
Ph: (02) 9533 9000
PO Box 9, Bondi Junction NSW 1555

Approved for Construction:	
Date:	
Scale:	1:100 @ A3

Project Name:	BENNETT STREET
Drawing Title:	OPTION 2 - SPEED HUMP

Form No.	
Drawing No:	SK002
Issue:	1

25

STREET

BENNETT

FOR DISCUSSION



DIAL 1100
BEFORE YOU DIG

														Drawn by: Date: 17/03/21		 Prepared by: Civil Design, Major Projects 55 Grafton Street, Bondi Junction, NSW, 2022 Ph: (02) 9553 9000 PO Box 9, North Junction NSW 1585	Approved for Construction: Date: Scale: 1:100 @ A3		Project Name: BENNETT STREET		Project No.: TRM No.:																																												
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REPORT
TC/C.05/21.02

Subject: Denison Street, Bondi Junction - Community Bus and Taxi Parking

TRIM No: A14/0145

Author: Calum Hutcheson, Service Manager, Traffic and Transport
Emraul Kayes, Traffic Engineer

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs an 11.4 metre 'No Stopping, Authorised Vehicles and Taxis Excepted, 10 Min Only' zone on the eastern side of Denison Street adjacent to the intersection of Spring Street.

1. Executive Summary

The Waverley Community and Seniors Centre will be relocating from The Mill Hill Community Centre off Spring Street to Council's library off Denison Street for around 12 months whilst refurbishment works are undertaken at the Mill Hill Centre.

The move will require provision of a Council authorised vehicles / taxi zone in Denison Street during the constructions works so that mobility restricted customers can access Council's relocated services. An existing zone in Spring Street serving the Mill Hill Community Centre will remain for the time being until such time that a Construction Zone associated with the refurbishment works is required.

The proposed location for the new zone is on the eastern side of Denison Street adjacent to the intersection of Spring Street as shown in Figure 1. Figure 2 shows the zone.

Two car parking spaces in Denison Street will be lost during the twelve-month period that the zone is expected to be required for.

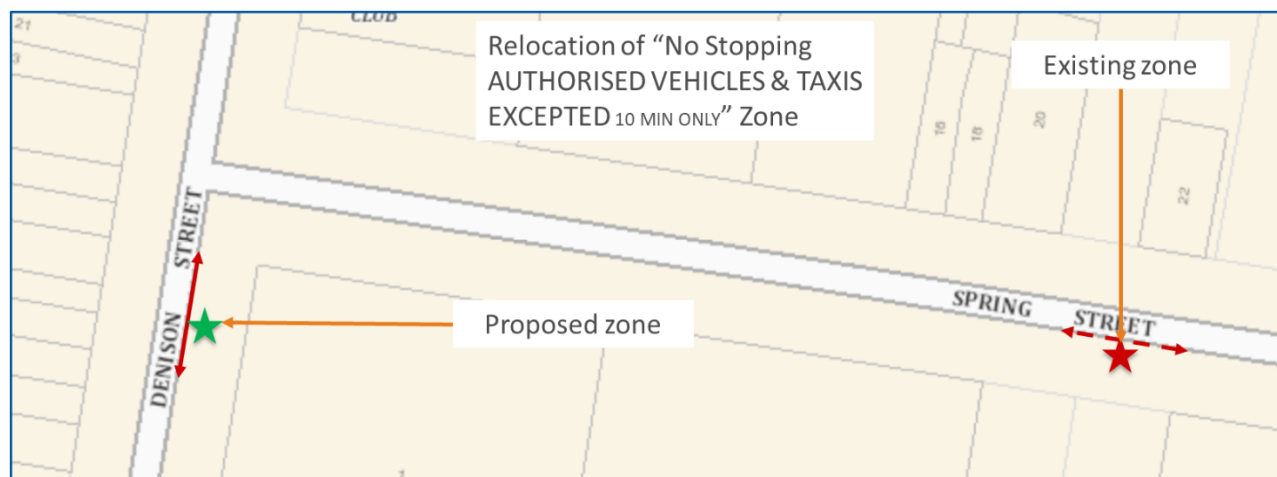
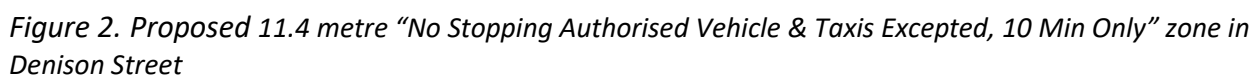
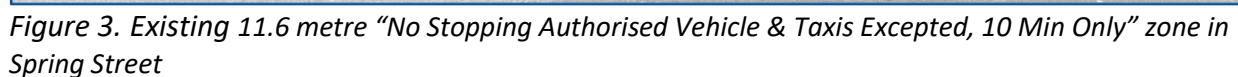


Figure 1. Site Location.



Community buses and cars operate within the Waverley LGA servicing the local community. These include Waverley Council services and services covering a wider catchment.

An 9.4 metre No Parking zone is located on the approach allowing room for buses to draw into the zone shown.



The Waverley Community and Seniors Centre will be relocating from The Mill Hill Community Centre to Council's library for around 12 months whilst refurbishment works are undertaken at the Mill Hill Centre. A new Council authorised vehicles / taxi zone needs to be provided in Denison Street during the constructions works. This is required in order to avoid conflict between construction activities and senior citizens and other with mobility constraints as well as providing a reasonable walking distance for them to access Council services.

Vehicles accessing the existing zone are:

- Cars/vans
- 12 seat buses (around 5.25 metres)
- 24 seater buses (around 7.8 metres)
- large tour buses sometimes for day trips (around 12.5 metres)

The large tour buses will not be able to access the new zone. They would access a community bus zone in Spring Street outside Eastgate between Newland Street and Bronte Road. This zone is 13.7 metres long with No Parking and No Stopping zones located on the approach allowing room for large buses to draw into the community bus zone.

It is proposed that the new zone is located on Denison Street adjacent to Spring Street. This zone will replace the function of the zone currently in Spring Street. The proposed length is 11.4 metres starting from the existing No Stopping restrictions at Spring Street. It will not be able to accommodate long buses.

3. Technical Analysis

The length proposed for the zone is based on a 7.8 metre 24 seater bus. The total length required for draw in and parking is 13 metres.

There is 1.6 metres of No Stopping adjacent to the zone which can be used for part of the draw in to the zone leaving a requirement for 11.4 meters of signposted zone (13 minus 1.6).

Two car parking spaces will be lost during the twelve month period that the zone is expected to be required for.

4. Financial Information for Council's Consideration

The cost of the proposed relocation of the zone will be funded from existing budgets.

5. Attachments

Nil.

REPORT
TC/C.06/21.02

Subject: Birrell Street and Dickson Street Intersection, Bronte -
Installation of C3 Line Marking

TRIM No: A14/0145

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs golden yellow C3 line marking along the existing 'No Stopping' zone on the south-east corner of the intersection of Birrell Street with Dickson Street for 10 metres on either side.

1. Executive Summary

Council has received representations requesting improvements to road safety at the intersection of Birrell Street with Dickson Street, Bronte (see Figure 1).

Drivers exiting Dickson Street are reported to have their line of sight to the right blocked at times by cars parked within the No Stopping zone on Birrell Street.

Installation of "No Stopping" unbroken golden yellow C3 lines are proposed along the current "No Stopping" zone, each end being 10 metres out from the intersection on the eastern side of Dickson Street.

2. Introduction/Background

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

Site inspections were conducted during traffic peak hours on 28 January 2021 in this intersection. There was no illegal parking at the time of inspections (shown in Figure 2).

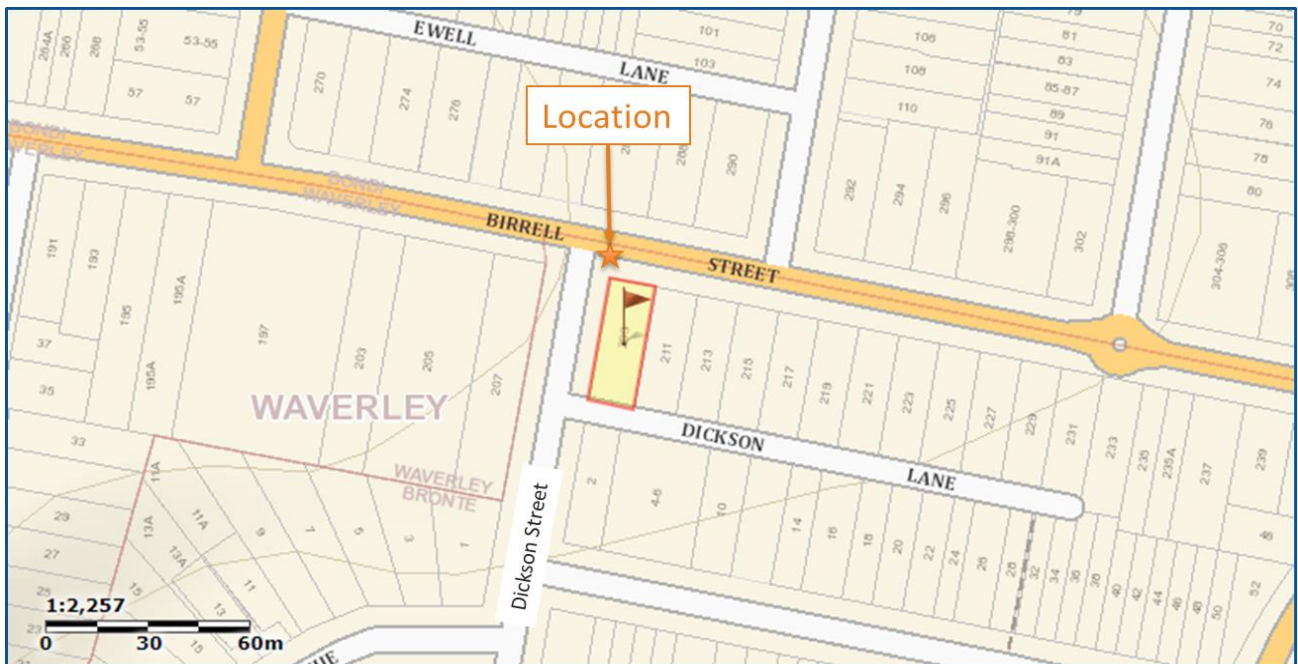


Figure 1. Site Location



Figure 2. View of Birrell Street from Dickson Street

3. Technical Analysis

Dickson Street is local road with a pavement width of 7 metre. It is a two-lane two-way road having intersections with Birrell Street. No Stopping restrictions currently apply along the both sides of the road. It has been reported that people regularly park their vehicles within the statutory no stopping area close to the intersection. This blocks the line of sight and reduces visibility for drivers turning into Birrell Street from Dickson Street.

It is proposed to install “No Stopping” unbroken golden yellow C3 lines on the south-east corner of the intersection of Birrell Street with Dickson Street for 10 metres on either side.

This supplements the existing signage. The proposed changes are shown in Figure 3.

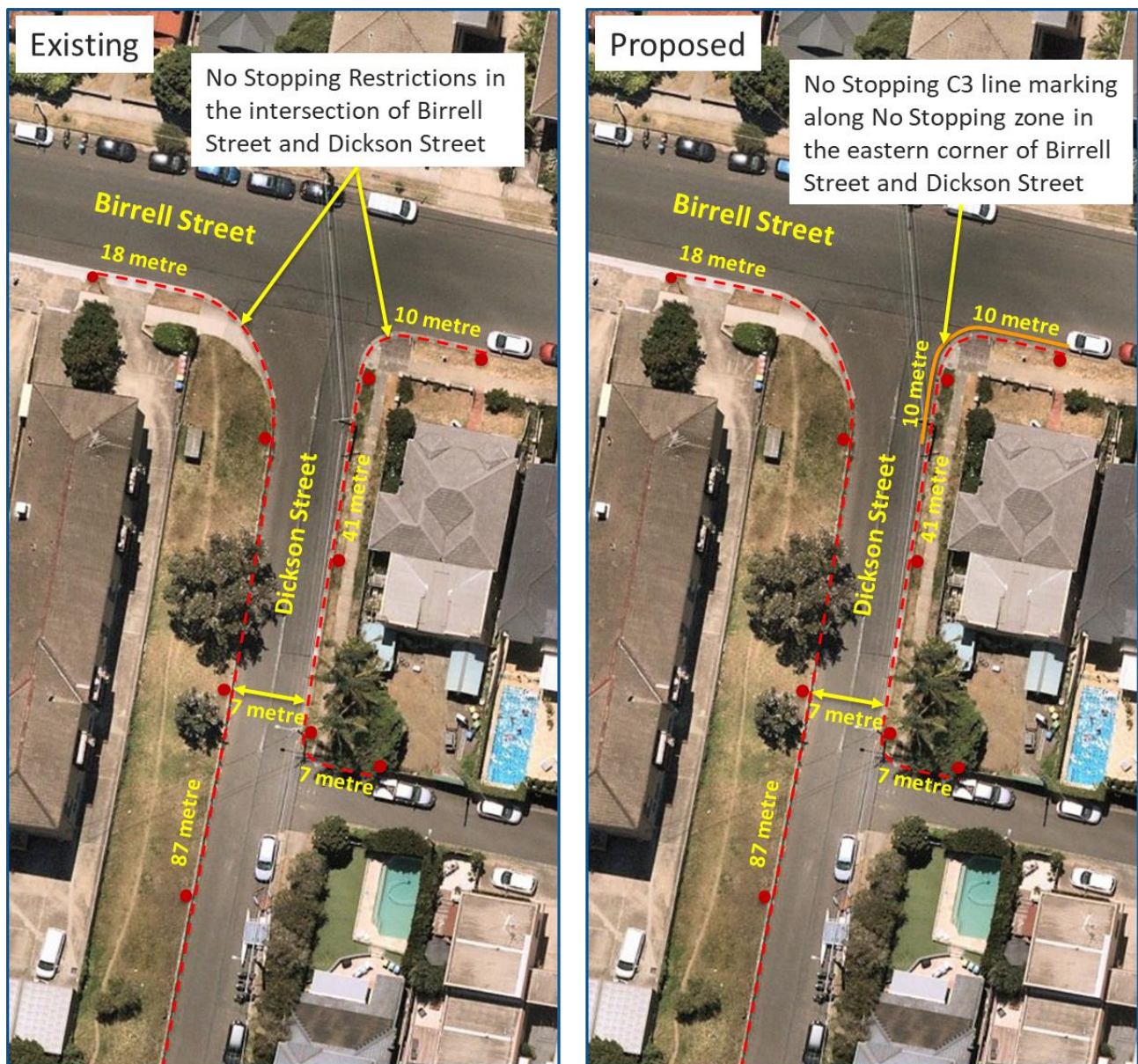


Figure 3: Proposed C3 line marking along existing No Stopping zone on Turner Street, Bronte

4. Financial Information for Council's Consideration

Changes to signage will be funded from existing budgets.

5. Attachments

Nil .

REPORT



Subject: Carlisle Street, Tamarama - Addition of parking space

TRIM No.: A14/0145

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council reduces the length of the existing No Stopping line-marking around the cul-de-sac on Upper Carlisle Street to provide 5 extra metres for car parking at the retaining wall (adjacent to property No.31).

1. Executive Summary

Council officers have received representations to assess the provision of an extra car parking on Upper Carlisle Street, Tamarama adjacent to property No.31 (see Figure 1).

Proposed is a reduction of the existing No Stopping yellow line-marked zone by 5 metres.

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



Figure 1. Site location.

2. Introduction/Background

Carlisle Street is a local street that is used by locals and visitors who frequent Tamarama Beach. The existing parking controls are shown below.

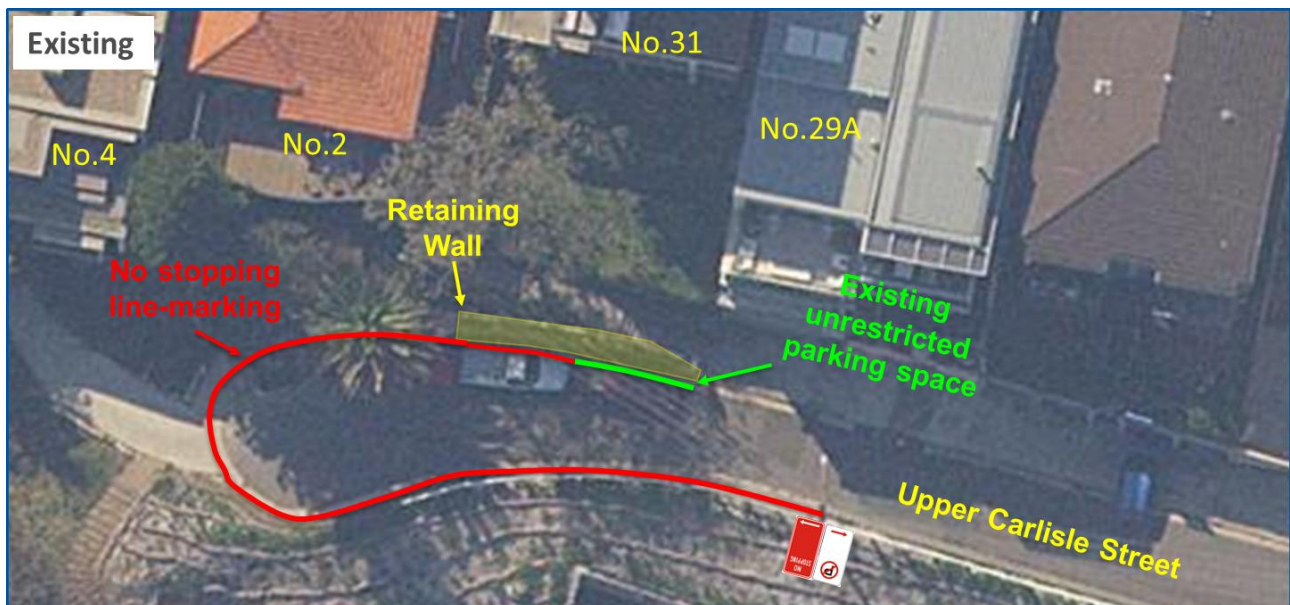


Figure 2. Existing Parking controls at the cul-de-sac

3. Technical Analysis

The proposal reduces the No Stopping line-marking around the bend by 5 metres to provide extra parking for cars and motor bikes. This is shown below in Figure 3.

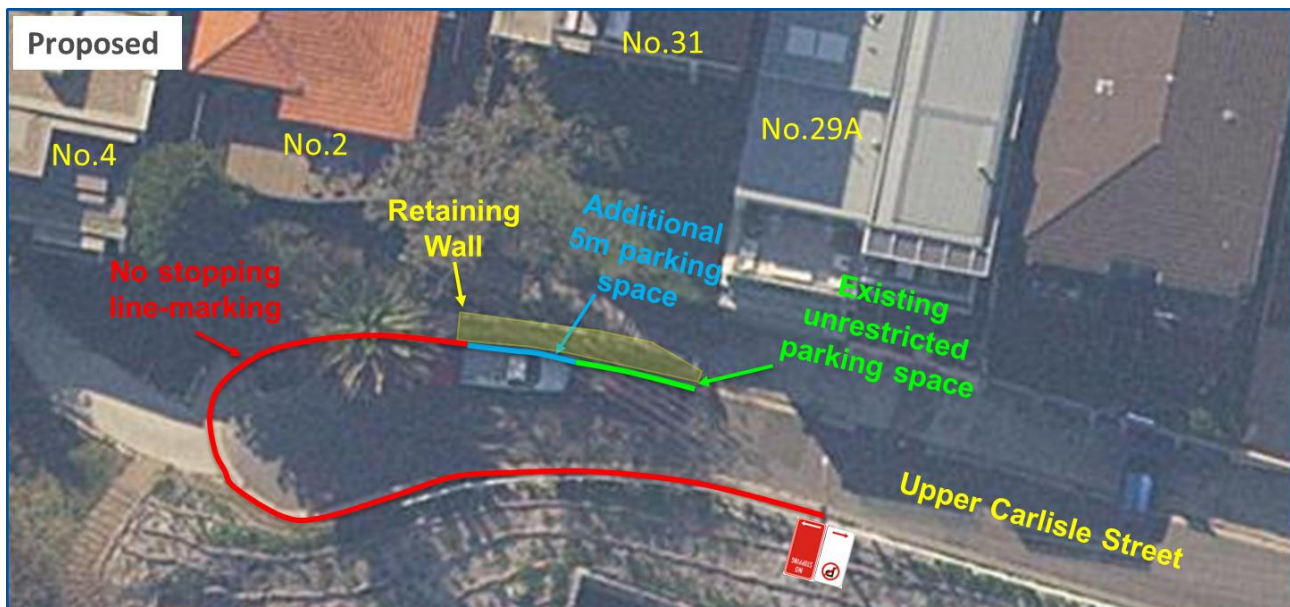


Figure 3. Proposed Parking arrangement at the cul-de-sac

The proposed changes are further shown in Street view in Figure 4 and 5 below.



Figure 4. Street view of existing conditions



Figure 5. Street view of proposed changes

4. Financial Information for Council's Consideration

Council will meet the cost of line-marking removal from existing budgets. Note that the remaining line-marking is to be re-marked at the same time.

5. Attachments:

Nil

REPORT
TC/C.08/21.02

Subject: 11 Pacific Avenue, Tamarama - 'P Motor Bikes Only' Parking

TRIM No: A14/0145

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 'P Motor Bikes Only' zone between the driveways of 11 and 12 Pacific Avenue, Tamarama.
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 for consideration to be given to installing a 'P Motor Bikes Only' parking zone between the driveways to 11 and 12 Pacific Avenue, Tamarama (see Figure 1). Currently there are no parking restrictions at this zone.

This 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 issue.

The distance between the two driveways is 2.3 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.

The proposed motor bike parking zone signage is shown in Figure 2.

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

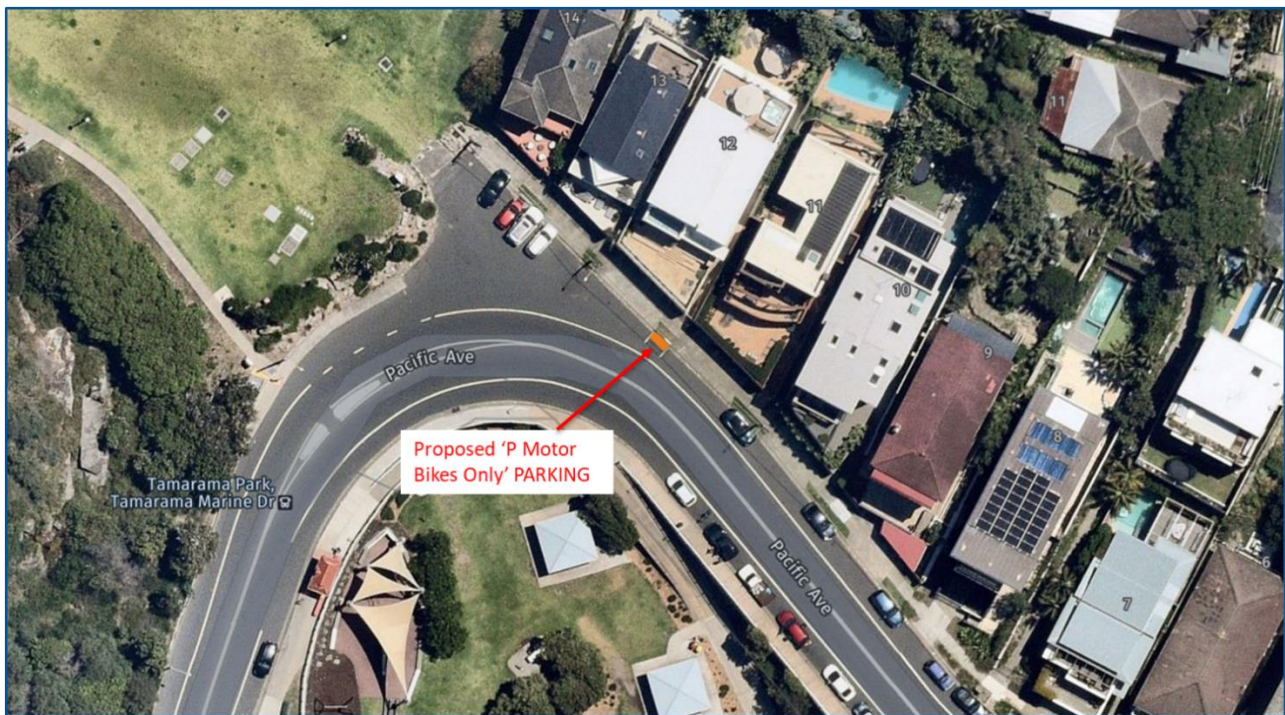


Figure1. Site location.



Figure2. Proposed motor bikes only parking signage.

2. Introduction/Background

This section of Pacific Avenue is frequently used by residents and visitors for parking, as it is located adjacent to Tamarama Beach and has unrestricted parking. 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 11 and 12 Pacific Avenue is around 2.3 metres. This is insufficient to fit a small car either. Motor bike only parking is recommended.

3. Technical Analysis

Austroroads guidelines and Council resolutions support the use of motor bike parking spaces in circumstances such as the space between 11 and 12 Pacific Avenue.

Austroroads' Guide to Traffic Management - Part 11: Parking (Section 7.8.3), states that motor bike 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 2.3 metres. The distance check is satisfied.
2. Motor bike parking demand check – A site visit was conducted on 11 January 2021. More than 95% of the kerb-side parking on Pacific Avenue was occupied. The high demands will result in cars being parked between the driveways of No.11 and No.12 from time to time. A motor bike was parked at the space when a site visit was conducted. These conditions warrant consideration of installing motor bike parking.
3. Resident views check – 9 residents (No.6 to No.14) on Pacific Avenue were surveyed by letterbox drop. Responses were received from Nos. 11 and 12 Pacific Avenue only, both in favour of the proposal.

An extension of the zone to include the gap between properties 12 and 13 was requested. This is not required as a car can be parked within this gap (at 90 degrees).

The proposed motor bike parking zone will have no impact on 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.

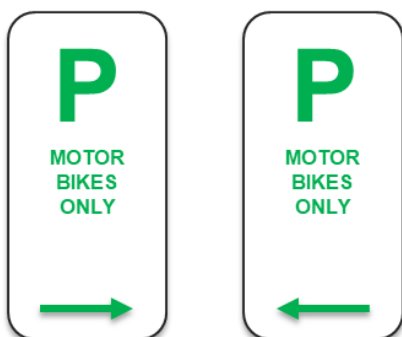


Figure 3. Proposed signage.

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/C.09/21.02



Subject: 85 Birrell Street, Queens Park - 'P Disability Only' Zone

TRIM No: A18/0719

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 6 metre long 'P Disability Only' parking zone outside 85 Birrell Street, Queens Park.

1. Executive Summary

Council has received representations from a resident requesting a 'P Disability Only' parking zone at 85 Birrell Street, Queens Park.

An assessment of the request undertaken in December 2020 of the proposed 'P Disability Only' parking zone meets all Council's requirements. The location of the site is shown in Figure 1. The proposed disability parking zone is shown in Figure 2.

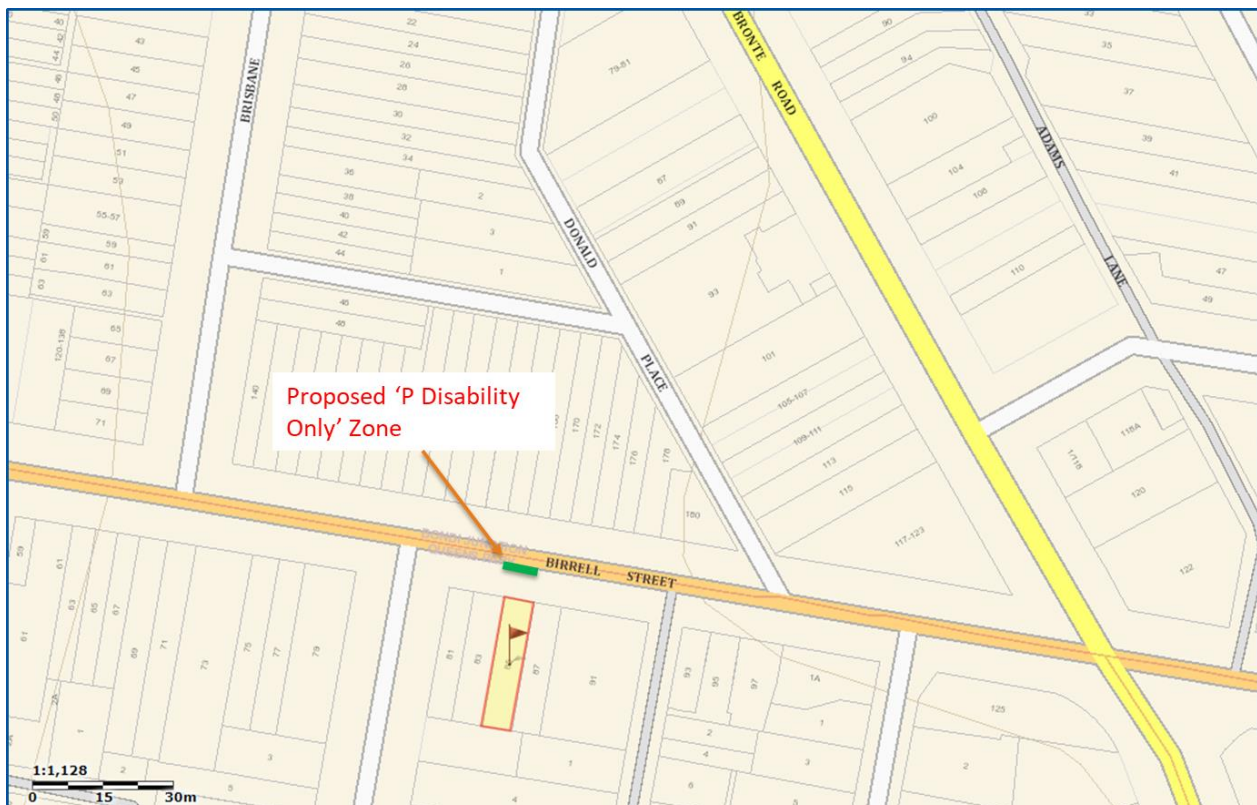


Figure 1: Site location



Figure 2: Proposed 'P Disability Only' parking zone location

2. Introduction/Background

These following procedures are applied by Council when a new application is lodged at Waverley for an on-street disabled parking space.

Council requirements include:

1. Applicant must have a vehicle registered to the address fronting the new disability parking space.
2. Applicant must have an approved RMS Mobility Parking Permit.
3. Applicant must not have access to off-street parking within their property.
4. The level of parking within 50 metres either side and opposite of the property to be surveyed on 2 occasions at random by Council officers. The parking demand is to be above 85% capacity on both occasions.
5. Letters to be sent to all disability parking space holders annually to determine if still required.

3. Technical Analysis

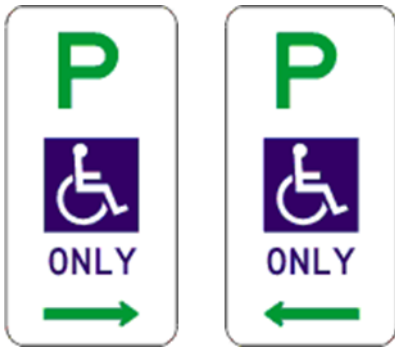
Compliance of the proposal with Council standard requirements is presented below.

Table 1. Compliance with Council requirements.

Address	85 Birrell Street, Queens Park
Mobility Parking Permit	Yes
Circumstances leading to requirement	Difficulty in walking long distances
Off-street parking available	No
Length of property frontage	6 metres
Length of zone	6 metres
On-street parking occupancy within 50 metres either side of the property	89%-95% occupied during the day
Other on-street disability spaces	One 'P Disability Only' zone on Birrell Street in front of 180 Birrell Street.

Signage

The proposed signage is shown below.

**4. Financial Information for Council's Consideration**

Council will supply and install the signs and remove existing signs with funds from existing budgets.

5. Attachments

Nil.

REPORT
TC/C.10/21.02

Subject: 3 Palmerston Avenue, Bronte - 'P Disability Only' Zone

TRIM No: A18/0719

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 6.0 metre 'P Disability Only' parking zone outside 3 Palmerston Avenue, Bronte.

1. Executive Summary

Council has received representations from a resident requesting a 'P Disability Only' parking zone at 3 Palmerston Avenue, Bronte.

An assessment of the request undertaken in January 2021 of the proposed 'P Disability Only' parking zone, and it meets all Council's requirements. The location of the site is shown in Figure 1. The proposed disability parking zone is shown in Figure 2.



Figure 1: Site location



Figure 2: Proposed 'P Disability Only' parking zone location

2. Introduction/Background

These following procedures are applied by Council when a new application is lodged at Waverley for an on-street disabled parking space.

Council requirements include:

1. Applicant must have a vehicle registered to the address fronting the new disability parking space.
2. Applicant must have an approved RMS Mobility Parking Permit.
3. Applicant must not have access to off-street parking within their property.
4. The level of parking within 50 metres either side and opposite of the property to be surveyed on 2 occasions at random by Council officers. The parking demand is to be above 85% capacity on both occasions.
5. Letters to be sent to all disability parking space holders annually to determine if still required.

3. Technical Analysis

Compliance of the proposal with Council standard requirements is presented below.

Table 1. Compliance with Council requirements.

Address	3 Palmerston Avenue, Bronte
Mobility Parking Permit	Yes
Circumstances leading to requirement	Occasionally applicant needs to park her vehicle 2/ 3 blocks away, and with her disability, she can't walk that far.
Off-street parking available	No
Length of property frontage	15 metres
Length of zone	6 metres
On-street parking occupancy within 50 metres either side of the property	85%-94% occupied during the day.
Other on-street disability spaces	Nil within 50 metres. One in 26 Langlee Avenue (aerial distance=233 meters), another in 31 Murray Street (aerial distance=244 meters).

The proposed length is based on Australian Standard AS2890.5-2020 – On-street parking. This is shown in Figure 3 below.

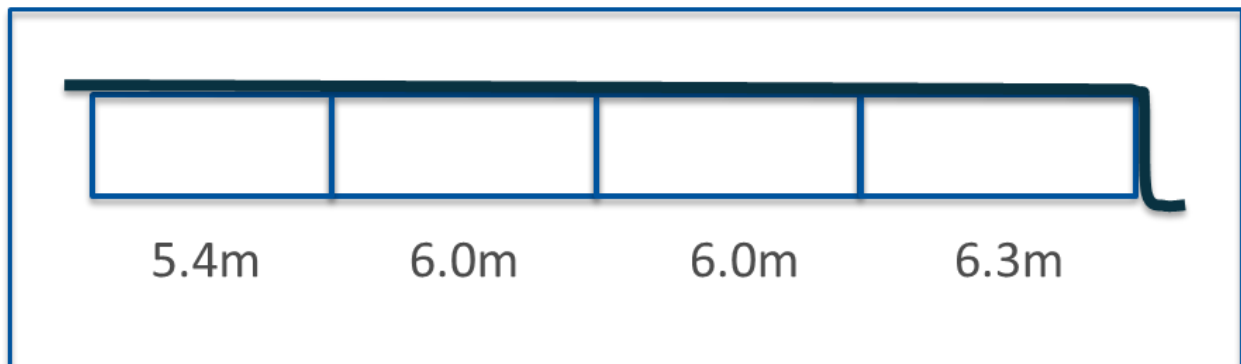


Figure 3. Dimensions for on-street disability parking spaces

Signage

The proposed signage is shown below.



4. Financial Information for Council's Consideration

Council will supply and install the signs and remove existing signs with funds from existing budgets.

5. Attachments

Nil .

REPORT



Subject: 292 Birrell Street, Bondi - No Stopping Zone

TRIM No.: A14/0145

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 10-metre 'No Stopping' zone on the northern side of Birrell Street adjacent to property No. 292.

1. Executive Summary

Council officers have received representations from residents to review parking controls at the intersection of Birrell Street and Ocean Street (see Figure 1).

As a result of no parking restrictions, vehicles are parking on the corner not allowing sightlines for vehicles entering or exiting the intersection.

Proposed for this location is the Installation of a 10-metre 'No Stopping' zone on the northern side of Birrell Street adjacent to property No. 292.

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



Figure 1. Site location

2. Introduction/Background

Vehicles have been parked within the 10 metre statutory No Stopping zone on Birrell Street resulting in difficulty of vehicles sight lines entering and exiting Ocean Street.

There is an existing 'No Stopping' sign on the eastern side of Ocean Street, as shown below in Figure 2.

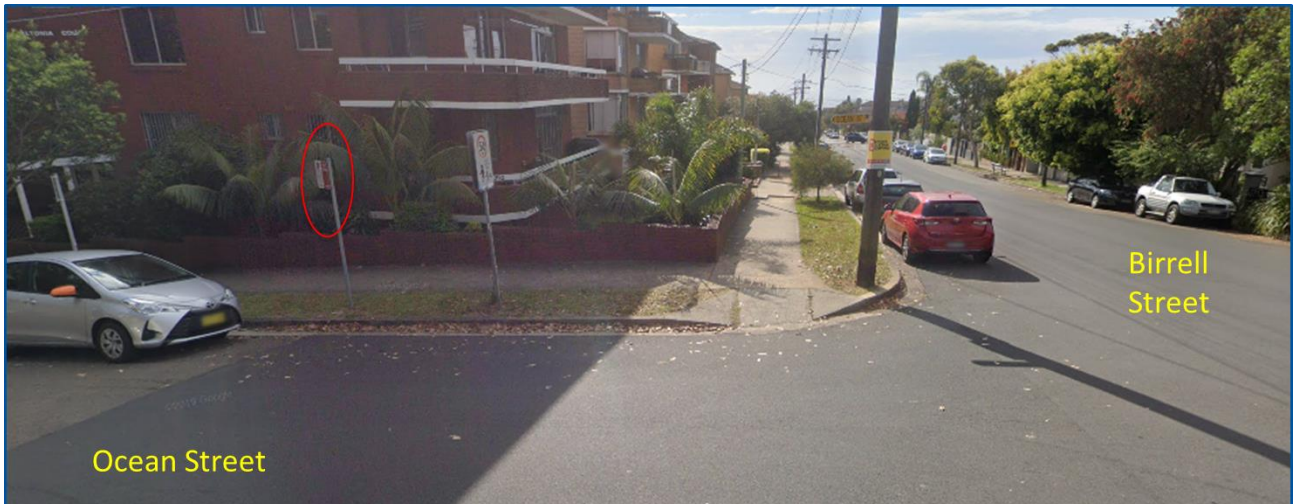


Figure 2. Existing No Stopping signage on Ocean Street

3. Technical Analysis

NSW Road Rule 332 requires signs at both ends of a parking restriction. An except is presented below.

NSW Road Rules 2014 – Rule 332 Parking control signs applying to a length of road

(1) If a parking control sign displays an arrow and is at the side of a road, then, unless information on or with the sign indicates otherwise, the sign applies to the length of road between the sign and the nearest (in the direction indicated by the arrow) of the following

- (a) a parking control sign at that side of the road that displays an arrow indicating the opposite direction,*
- (b) a yellow edge line on the road,*
- (c) if the road ends at a T-intersection or dead end—the end of the road.*

Officer Recommendation

Installation of a 10-metre 'No Stopping' zone on the northern side of Birrell Street adjacent to property No. 292 as shown in Figure 3 below.



Figure 3. Street view of proposed No Stopping signage

4. Financial Information for Council's Consideration

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

5. Attachments:

Nil

REPORT



Subject: Albert Street and St Thomas Street Intersection, Bronte - No Stopping Zones

TRIM No.: A14/0145

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a No Stopping zone at the intersection of St Thomas Street and Albert Street for:
 - (a) 8 metres on the western side of St Thomas Street north of Albert Street.
 - (b) 8 metres on the northern side of Albert Street west of St Thomas Street.
2. Installs unbroken yellow C3 lines along the 'No Stopping' zone.

1. Executive Summary

Council has received representations from a resident to review parking controls at the intersection of Albert Street and St Thomas Street Bronte (see Figure 1).

Parking demands are high as the location is near to Bronte beach. People regularly park their vehicles within the statutory no stopping area at this intersection. This reduces visibility for drivers turning into St Thomas Street from Albert Street and blocks the views for pedestrians crossing the road.

The following measures are proposed for this location:

- Installation of a 8-metre No Stopping zone on the western side of St Thomas Street north of Albert Street.
- Installation of a 8-metre No Stopping zone on the northern side of Albert Street west of St Thomas Street.
- Installation of an unbroken yellow C3 lines along the proposed 'No Stopping' zone.

The 8 metre No Stopping distances are a reduction from the statutory 10 metre No Stopping restrictions at intersections with no signposting. This is possible due to the low vehicle speeds. It maximises on-street parking without compromising road safety.

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



Figure 1. Site location.

2. Introduction/Background

Albert Street forms a T intersection with St Thomas Street. There is an unbroken yellow C3 line and No Stopping signage in place on the southern side of the intersection but not on the northern side. The northern side is the subject of this report.

Illegal parking within the statutory No Stopping area on the northern side of the intersection reduces sight distances for both car drivers and pedestrians (see Figure 2 and Figure 3).



Figure 2. Illegal Parking on Albert Street.



Figure 3. Illegal Parking on St Thomas Street.

3. Technical Analysis

Council officers have examined the site and the intersection of Albert Street with St Thomas Street. It is apparent from the low speeds that the statutory 10 metre “No Stopping” restrictions at the intersection can be reduced.

An assessment of the reduction of the “No Stopping” at the intersection to 8 metres has been completed in accordance with RMS Technical Direction TTD 2014/005 “Statutory 10 m No Stopping at unsignalised intersections review checklist”. The RMS checklist has been completed (see Table 1).

Table 1. Assessment Checklist for reviewing the statutory No Stopping distance at unsignalised intersections.

Assessment Checklist for reviewing the statutory ‘No Stopping’ distance at unsignalised intersections			
Site: Albert Street / St Thomas Street, Bronte			
Traffic Committee: February 2021		Date of assessment: 22 January 2021	
Name: Emraul Kayes			
	Yes	No	Comment
Detailed plan to scale, include key elements like: <ul style="list-style-type: none">• Kerb and Gutter• Line marking• Existing property line• Footpath width• Existing kerbside parking	√		See Figure --- <ul style="list-style-type: none">- 10 metres of “No stopping” signage plus C3 line marking on the southern side of the intersection- no signed restrictions on the northern side of the intersection- 1.2-metre-wide footpaths
Crossing Sight Distance	√		18.5 metres minimum required 14 and 15 metres currently available without No Stopping restrictions (determined on site) Currently not O.K. with cars parked close to the intersection. No Stopping signage required.
Approach Sight Distance	√		Albert Street: 5.0 metres minimum required 60 metres currently available (determined on site) Currently O.K. Note this does not affect No Stopping

Assessment Checklist for reviewing the statutory 'No Stopping' distance at unsignalised intersections			
			zone requirements.
Safe Intersection Sight Distance	√		28.4 metres – minimum required From Albert Street towards right available SISD = 32 metres, towards left = 29 metres Currently O.K. Note this does not affect No Stopping zone requirements.
Minimum Gap Sight Distance	√		22 metres – minimum required 24 metres – currently available (determined on site) Currently O.K.
Turning paths	√		Can accommodate Council's waste vehicles (9.887 metres)
Public transport	n.a.		-
Emergency vehicle access	√		OK
Angle parking manoeuvres	n.a.		-

The critical factor in determining No Stopping requirements for this location is the crossing sight distance. The crossing sight distance (CSD) is the minimum distance a pedestrian requires in order to safely cross the road (see Figure 4).

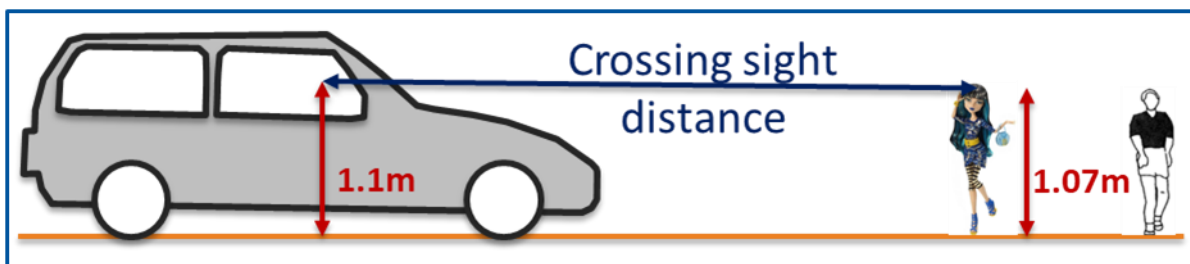


Figure 4. Crossing sight distances.

Traffic speeds on the approach to the intersection are around 20 km/hr (mid-block). The crossing sight distance has been assessed at 25 km/hr as a worst case scenario. The crossing sight distance required is 18.5 metres (see Figure 5).

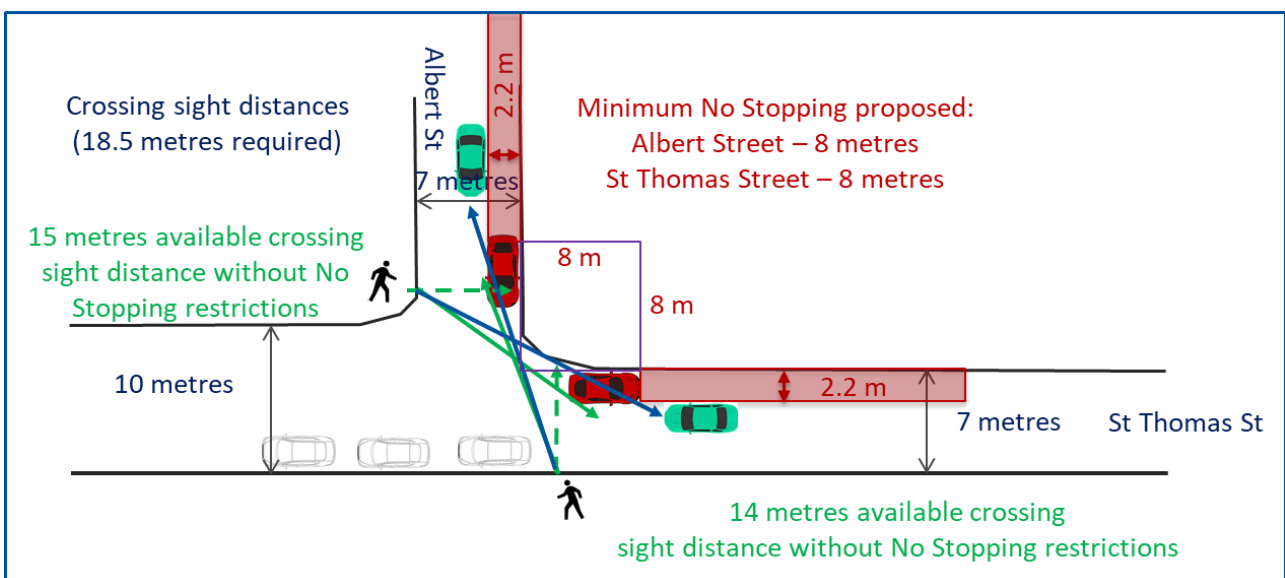


Figure 5. Available crossing sight distances in the intersection.

The green lines in Figure 5 show the existing sight distances with cars parked close to the intersection (red cars). The blue lines show the crossing sight distances and the area which must be kept clear to provide the 18.5 metre crossing sight distance.

The 2.2 metre parking lanes as shown can be provided clear of the blue lines resulting in an 8 x 8 metre area that needs to be signposted as No Stopping.

The installation of No Stopping signage and an unbroken yellow (C3) line 8 metres on both sides of the corner is recommended (see Figure 5).

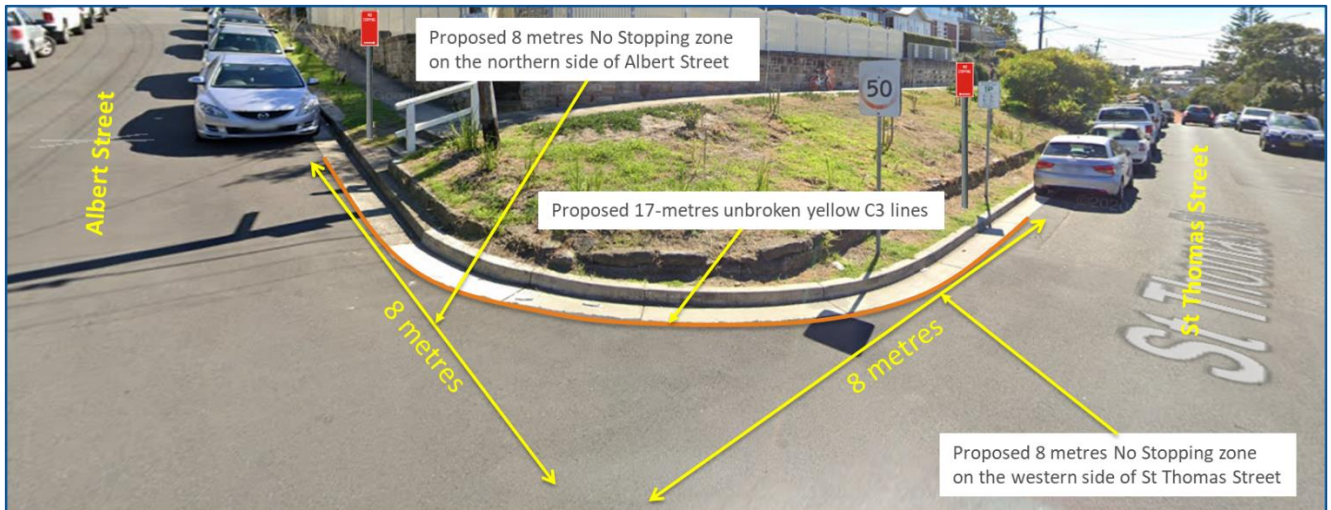


Figure 5. Proposed No Stopping signage and unbroken yellow C3 lines on the northern side of the intersection.

4. Financial Information for Council's Consideration

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

5. Attachments:

Nil

REPORT

TC/C.13/21.02



Subject: Ruthven Lane, Bondi Junction - Modification of No Parking Zone

TRIM No: A02/0637

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council modifies the existing "No Parking: 8 AM – 9 AM Thursday" zones in Ruthven Lane, Bondi Junction to "No Parking: 6 AM – 10 AM Thursday" and 1 Hour parking (permit holders excepted) at other times between 8 AM and 6 PM, Monday to Saturday.

1. Executive Summary

Representations have been received from Council's Waste Collection Section to extend the time restrictions of the existing "No Parking: 8 AM – 9 AM Thursday" zone on the southern and eastern sides of Ruthven Lane to "No Parking: 6 AM – 10 AM Thursday".

The extended times are required due to delays on waste services reaching the street resulting in Council not being able to access residents waste bins.

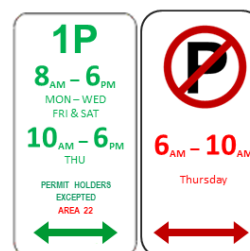
The existing parking controls on Ruthven Lane are shown in Figure 1.

Residents with properties adjacent to the laneway have been consulted. The response from residents indicated that parking issues in the lane were not just associated with waste collection. Further parking control was needed. This is due to non-residents parking in the lane as it has unrestricted/untimed parking.

It is recommended that the times allowed for waste collection on Thursday are extended to 6am to 10 am and that resident parking is introduced between 8 am and 6 pm at other times from Monday to Saturday. Similar restrictions currently are in force on Ruthven Street.

The associated signage is:

- No Parking: 6 AM – 10 AM, Thursday
- 1P:
8 AM – 6 PM, Monday – Wednesday, Friday and Saturday
10 AM – 6 PM, Thursday
Permit Holders Excepted



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

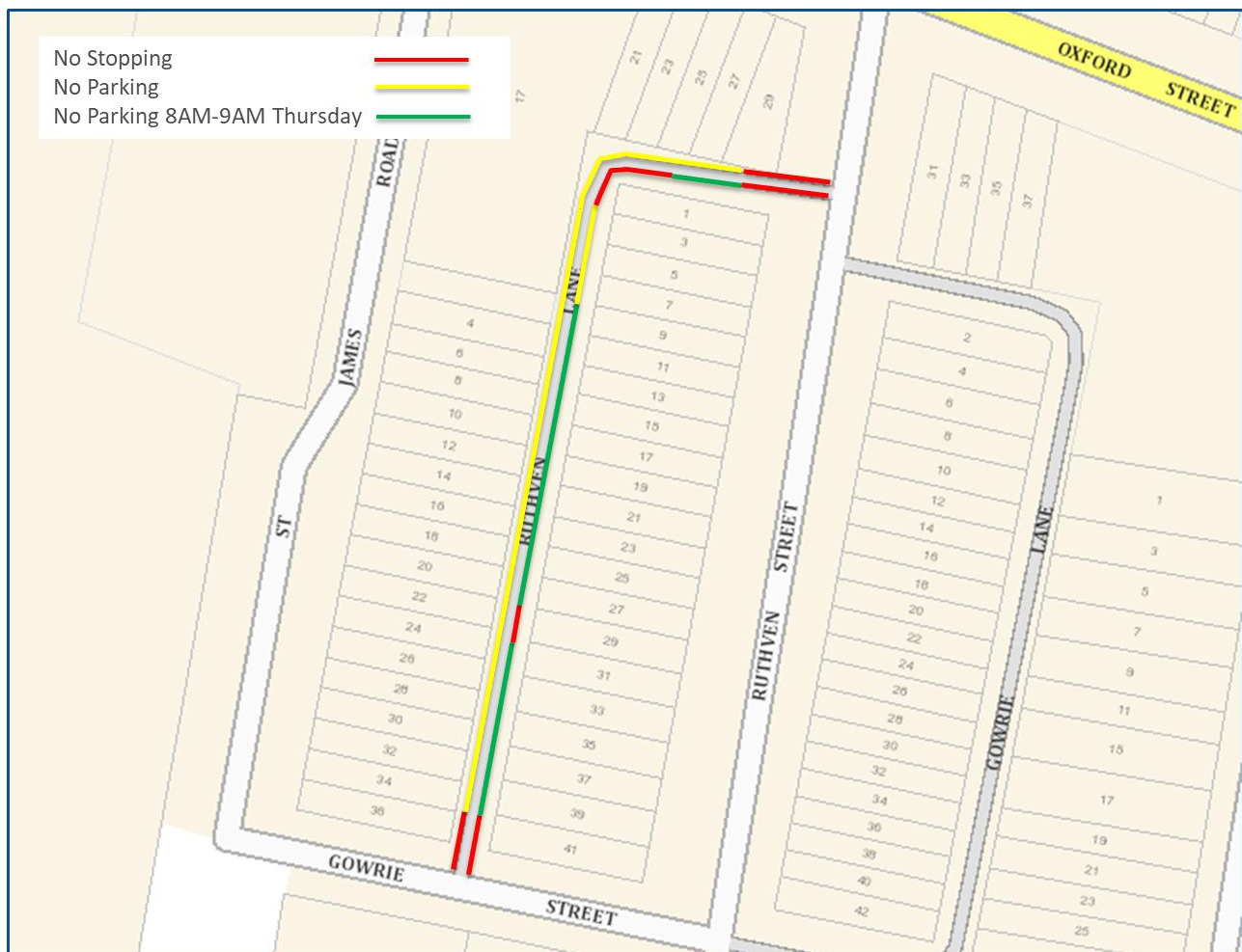


Figure 1. Existing parking controls on Ruthven Lane.

2. Introduction/Background

“No Parking, 8 am to 9 am, Thursday” zones are currently located on the southern and eastern sides of Ruthven Lane together with other no parking and no stopping zone on the laneway. Waste trucks servicing the laneway cannot always be there between these times. An extended time of 6 am to 10 am has been requested.

Waste service requirements and resident parking requirements have been assessed as part of this investigation.

3. Technical Analysis

The Thursday morning no parking zones are located along the southern and eastern sides of Ruthven Lane. They prevent cars being parked in the laneway during waste collection.

Ruthven Lane has a kerb to kerb road width of approximately 5.2 metres. Available parking in Ruthven Lane is used by residents and visitors for parking.

44 residents with frontage to Ruthven Lane were surveyed about the request to change the time restrictions of the no parking zone. 6 responses were received. The responses are summarised in Table 1 below.

Table 1. Resident responses

Resident	Response
Resident 1	Supports proposed changes to parking
Resident 2	Would prefer parking banned altogether
Resident 3	Requests resident parking
Resident 4	Opposes changes. Instead wants more controls in favour of residents.
Resident 5	Supports but would like no parking restrictions for the entire length of the lane.
Resident 6	Supports proposed changes to parking

Whilst the responses are mixed it is clear that measures are required both to allow for waste collection and to accommodate resident parking. It is proposed to modify the existing “No Parking, 8 AM – 9 AM Thursday” zone to:

- “1P: 8 AM – 6 PM, Monday – Wednesday Friday and Saturday, 10 AM – 6 PM Thursday Permit Holders Excepted” parking zone to facilitate resident parking
- “No Parking: 6 AM – 10 AM Thursday” zone to facilitate waste collections.

Signage

The proposed signage to be installed on Ruthven Lane is shown below Figure 2 below.

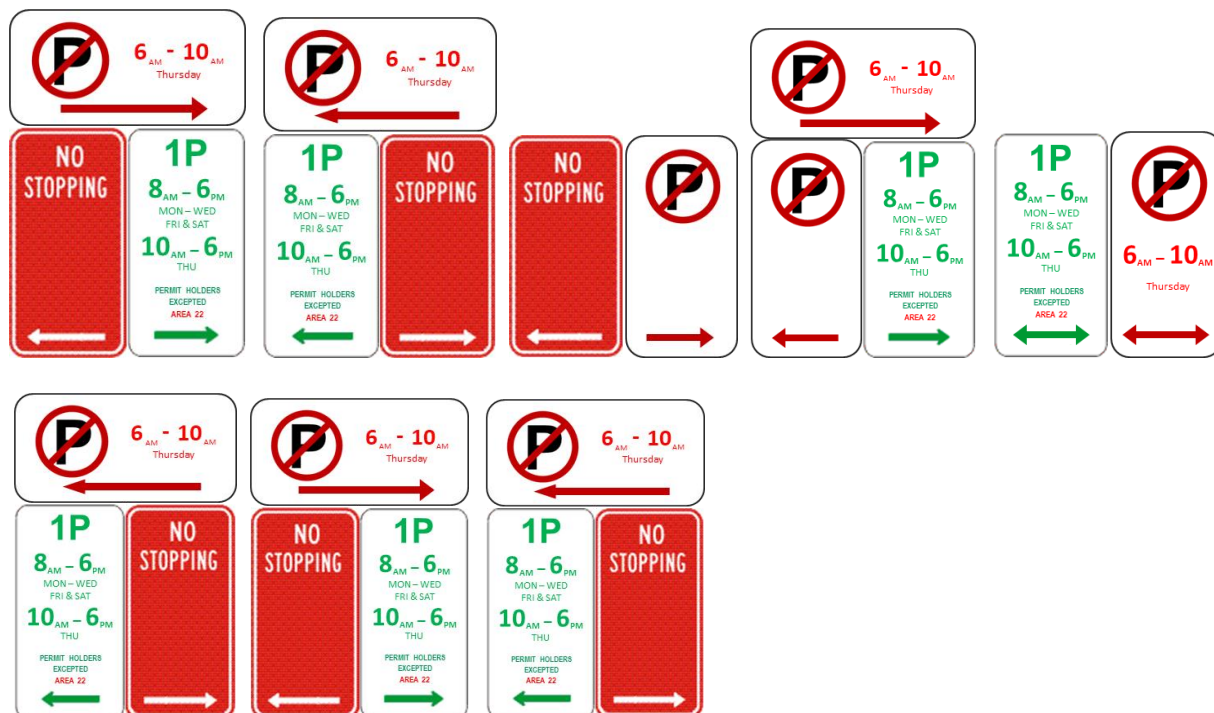


Figure 2. Parking signage

4. Financial Information for Council's Consideration

Council will meet the cost of line-marking from existing budgets.

5. Attachments

Nil.

REPORT
TC/C.14/21.02

Subject: 5 Pembroke Street, Bronte - No Parking Zone

TRIM No: A14/0145

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 'No Parking' sign on the eastern side of Pembroke Street opposite No. 5 Pembroke Street as shown in Figures 1 and 2 of this report.

1. Executive Summary

Council has received representations from residents regarding vehicles parking at the end of the cul-de-sac of Pembroke Street. This impacts the driveway access for No. 5 Pembroke Street. Vehicles parked in this area result in there being insufficient space for a vehicle to perform a turnaround manoeuvre.

No Parking restrictions are signposted at the end of the street. One of the posts is missing (a 'No Parking (Right Arrow)' sign and post). It is proposed to re-install this post but at a location 3 metres from where the missing post was previously placed (see Figure 1 and 2).

Placing the post in the new location will facilitate access for No. 5 Pembroke Street and turnaround manoeuvres at the end of the cul-de-sac.

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

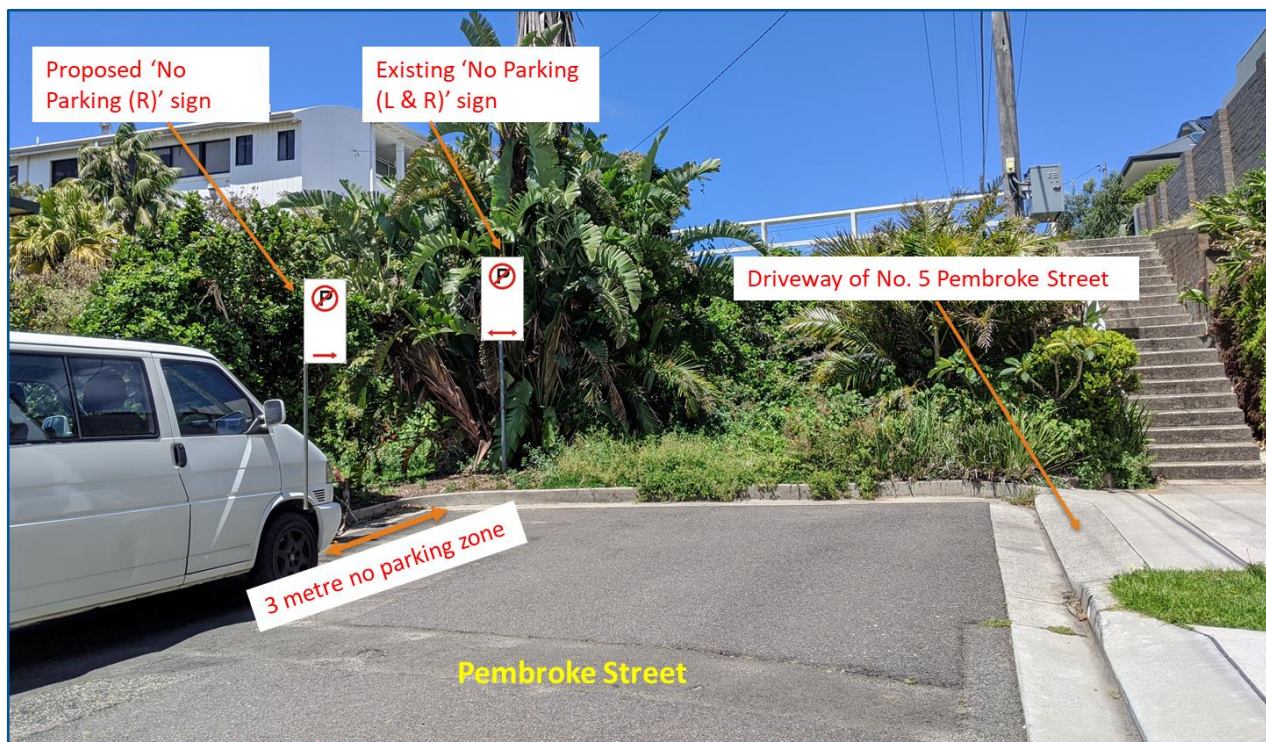


Figure 1. Existing no parking sign and location of proposed new signage.



Figure 2. Aerial image of existing no parking signage and proposed no parking signage locations.

2. Introduction/Background

The eastern side of Pembroke Street is frequently used by residents and visitors for parking, as it has unrestricted parking. Pembroke Street is used as a turnaround area by some drivers from Macpherson Street.

The existing signage on Pembroke Street cannot be legally enforced. A missing 'No Parking (Right Arrow)' sign is required to enclose the no parking zone.

3. Technical Analysis

Vehicles parked at the end of the street opposite to the driveway of property No.5 restrict access in and out of the driveway. It also affects drivers who need to turn around on Pembroke Street.

This proposal is intended to prevent vehicles from parking at the end of the street by signposting a 3 metre long turning area for vehicles accessing the garage of property No. 5 and vehicles turning around when required.

4. Financial Information for Council's Consideration

Council will meet the cost of line-marking from existing budgets.

5. Attachments

Nil.

REPORT

TC/C.15/21.02



Subject: 14 Fletcher Street, Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 23 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone fronting 14 Fletcher Street on Glen 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.

1. Executive Summary

Council has received an application from the builder/developer at 14 Fletcher Street, Bondi for the installation of a 17 metre construction zone along the frontage on Glen Street (see Figure 1). Following an assessment of impacts on parking the length has been extended to 23 metres, to include a 3 metre driveway and a 3 metre section of parking that would be alienated by the zone (see Figure 2). The applicant has agreed to the 23 metre zone.

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

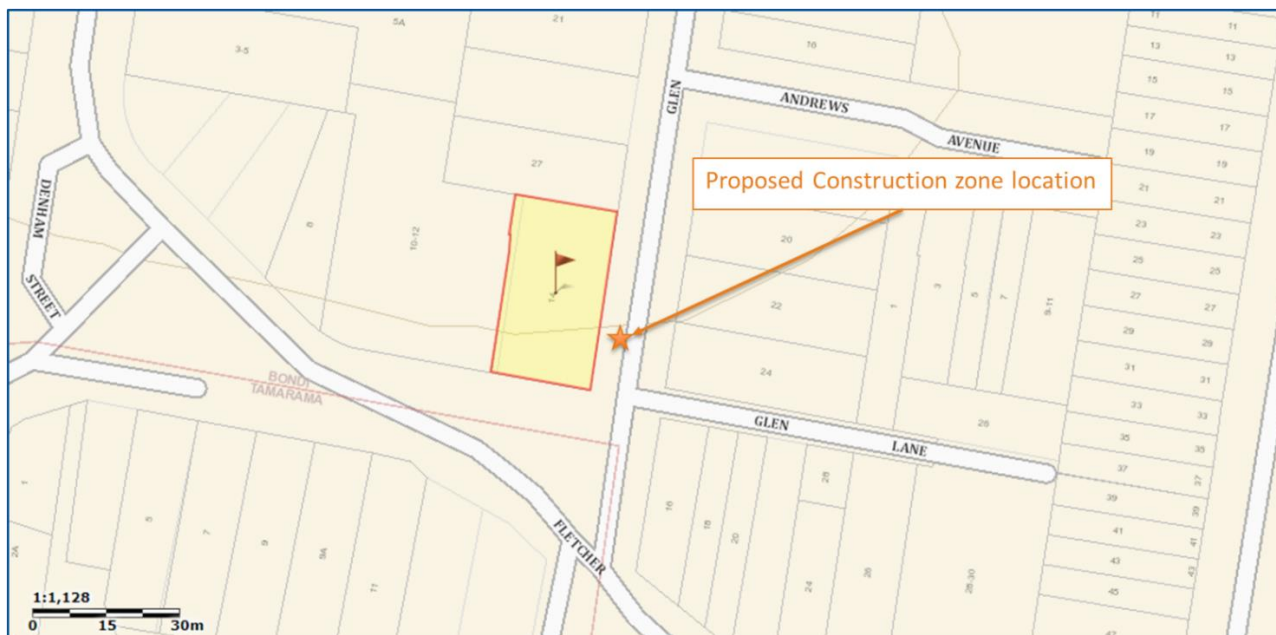


Figure 1. Site location



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 40 metres on Glen Street including 2 x 3 metre-wide driveways.

The applicant initially requested a 17 metre construction zone along the frontage of 14 Fletcher Street on Glen Street. The applicant has agreed to extend the zone to 23 metres to include a driveway and parking that would be alienated.

Council officers propose to install a 23 metre construction zone.

The existing and recommended parking allocation is shown below in Figure 3.

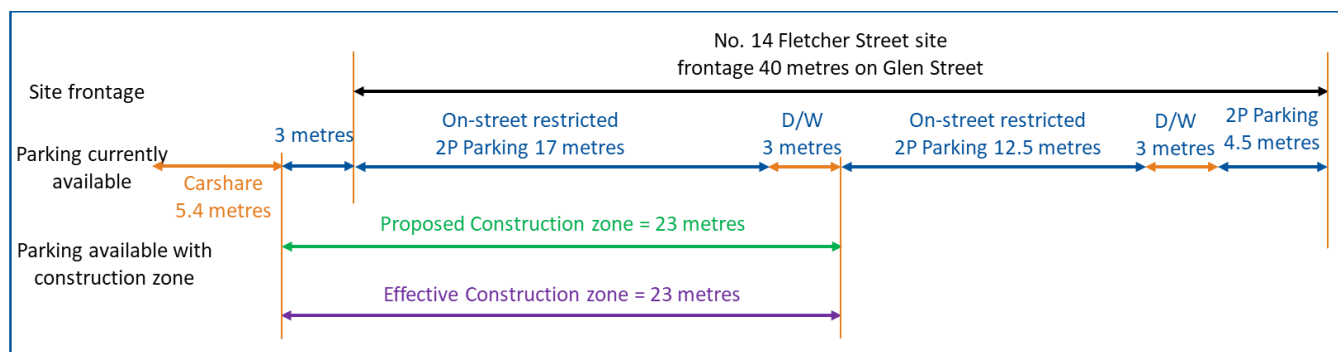


Figure 3. On-street parking allocation

Table 1. Application details

Applicant	William Perry
Development application	DA-489/2017/A
Works	Modifications to the approved residential flat building including internal layout changes, increasing the basement and height of the building and access, roof plant, facade and window changes.
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	40 metres on Glen Street
Road	Glen Street Bondi
Existing parking	2P 8am – 10pm 'Permit Holders Excepted' AREA 11
Length requested by applicant	23 metres
Length to be signposted	23 metres
Effective construction zone - Total length available for construction	23 metres
Duration	Three months
Fee area	Residential area with parking restrictions
Estimated fees	\$1,587 per week

Signage

The proposed signage is shown below.

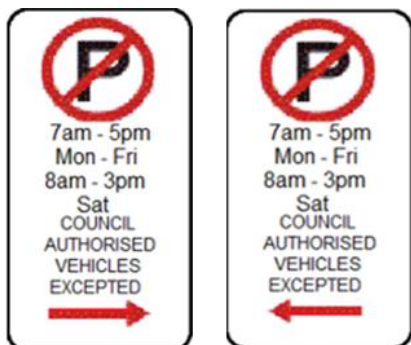


Figure 4. Proposed signage

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:

- \$69.00 per metre per week in a residential area (parallel parking).
- \$95.00 per metre per week in a commercial and mixed-use area (parallel parking).
- \$377.00 per metered (ticket) car parking space per week in addition to above fees (where applicable).

(Note: Parallel parking assessed at an average of 5.5 metres per space. Angle parking assessed at an average of 2.8 metres per space.)

The cost to the applicant for the 23 metres made available for construction vehicles will be \$1,587 per week (23 metres x \$69.00 per metre).

5. Attachments

Nil .

REPORT
TC/V.01/21.02

Subject: Bondi Pavilion Restoration and Conservation Project

TRIM No: SF21/617

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport
Matt Henderson, Senior Project Manager
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves the proposal for Buildcorp to undertake construction forecourt works in two stages on Queen Elizabeth Drive (QED) as part of the Bondi Pavilion Restoration and Conservation project, as shown in Attachment 1 to the report.

1. Executive Summary

This report seeks endorsement for modifying the existing pedestrian and vehicular movements on Queen Elizabeth Drive to accommodate the Bondi Pavilion Restoration and Conservation forecourt construction works. The site is shown below in Figure 1 below.

Works are proposed to begin in two stages with QED closures to maintain through vehicular traffic during the construction period beginning in March 2021.

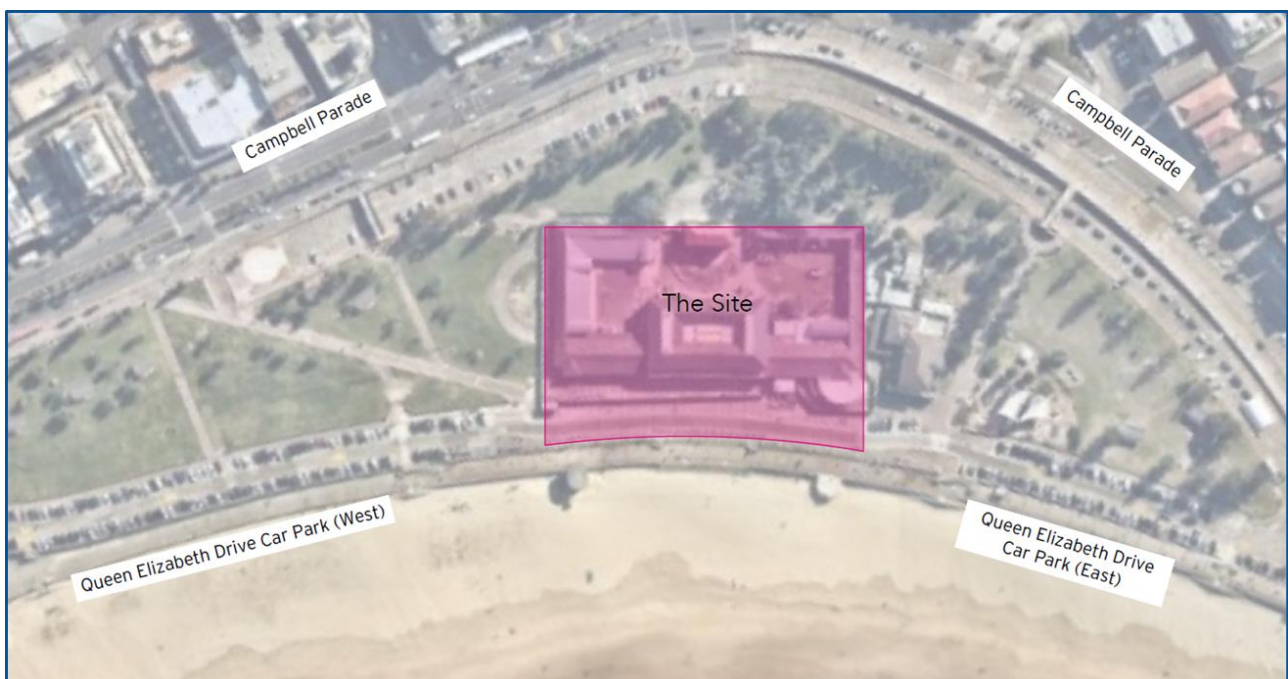


Figure 1. Bondi Pavilion at Bondi Beach.

2. Introduction/Background

The Bondi Pavilion Restoration and Conservation project development application (DA-105/2019) was approved by the Sydney Eastern City Planning Panel on 19 December 2019. The scope of works includes:

- Retain and conserve the exceptional heritage significance of the Bondi Pavilion.
- Removal of intrusive elements.
- Retain and conserve the qualities, features and elements that make a significant contribution to the heritage significance of the Bondi Pavilion.
- Compliance with achieving a 5 Green Star Rating.
- Facilitate the ongoing adaptive and sustainable reuse of the place to ensure ongoing conservation and enhancement of its recreational and cultural roles.
- Internal and external courtyard works.
- Queen Elizabeth Drive (QED) forecourt works.

Buildcorp is scheduled to carry out QED forecourt works in March 2021 until mid-July 2021. The reason for bringing this scope of works forward is due to the annual City to Surf event being scheduled on the 8th August 2021.

3. Technical Analysis

Parking and Traffic Consultants Pty Ltd were engaged by Council to prepare a Pedestrian Traffic Management Plan for the restoration works. The shared area in front of Bondi Pavilion will be demolished and re-paved which will require specific sections to be temporarily closed to pedestrians and vehicles.

The pedestrian paths and the extent of the proposed works at the site is shown in Figure 2 below.



Figure 2. Pedestrian line of path along Bondi Beach and Pavilion.

As shown in Figure 2 above, the site is currently surrounded by pedestrian pathways. During construction, the entire pavilion and parts of the vehicular and pedestrian routes will be within the construction zone. Hence, there will be temporary impacts on pedestrian movement within the beach precinct including the shared zone along the QED frontage.

Two primary options were considered to carry out the works, they were:

1. Option 1: Temporarily Closing the Shared Zone between QED West and QED East.
2. Option 2: Staging Construction works and staged QED closures to maintain through vehicular traffic during the construction period.

Option 2 has been adopted as it will ensure that traffic is maintained during the entire construction period with minimal disruption to pedestrians and vehicular movements. Option 1 would result in a significant amount of traffic congestion to the area.

For safety reasons, pedestrians will not be permitted to use the temporary vehicular thoroughfare to walk but rather will be diverted along the lower promenade to walk to the other side of the beach precinct. The main one-way circulation aisle flow via QED will be maintained, where closure of road connection between the west to the east will be staged in two stages.

The arrangement for stages 1 and 2 is shown in figure 3, 4, 5 and 6. A detailed drawing has also been provided in Attachment 1.

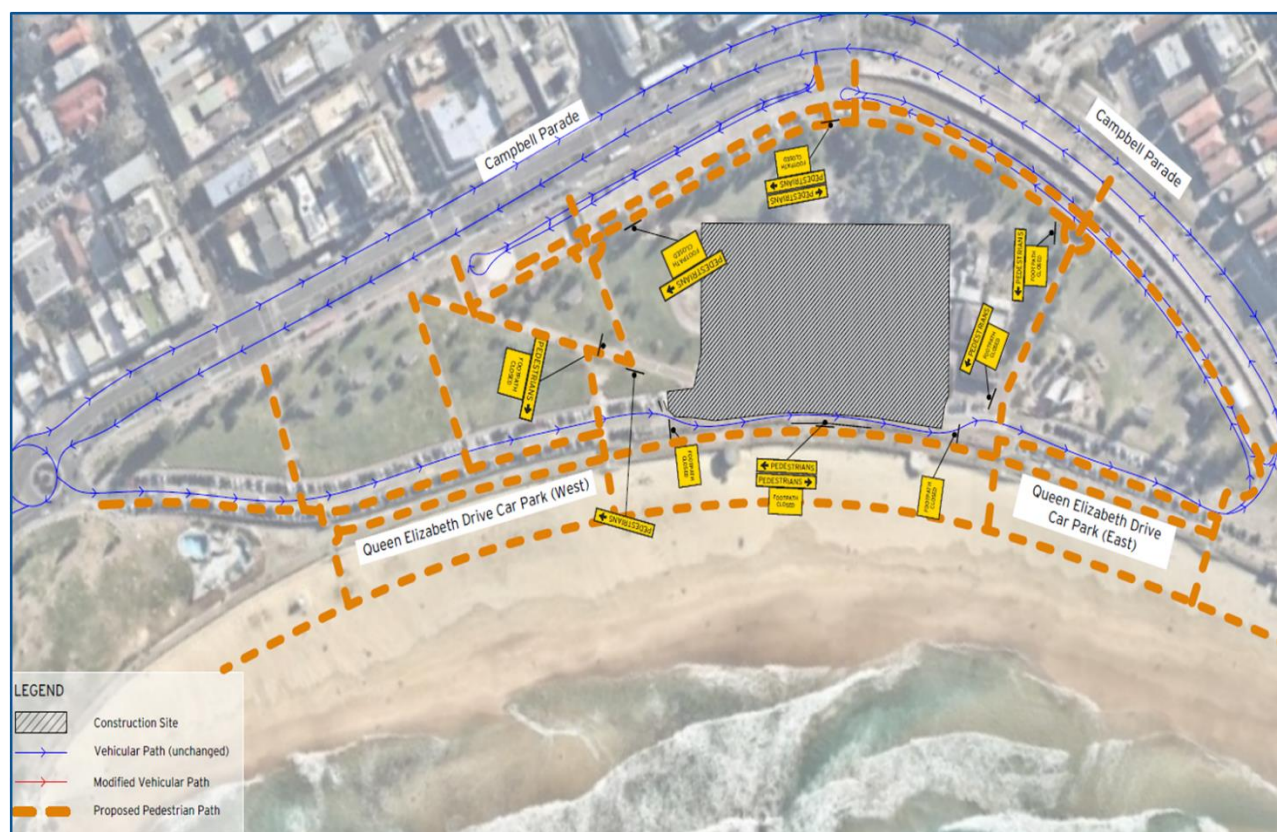


Figure 3. Stage 1 - Vehicular and Pedestrian diversions and paths.

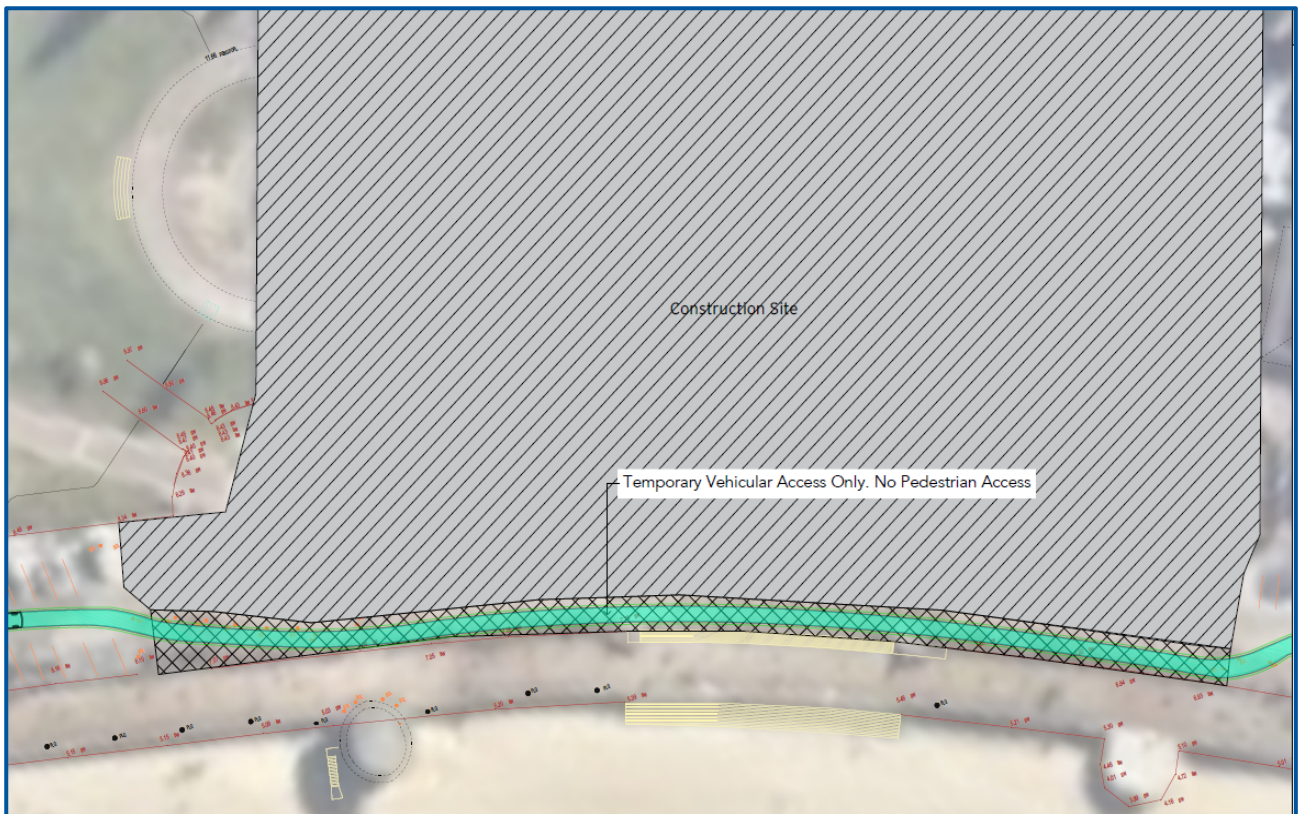


Figure 4. Stage 1 - Site Establishment and vehicular Access.

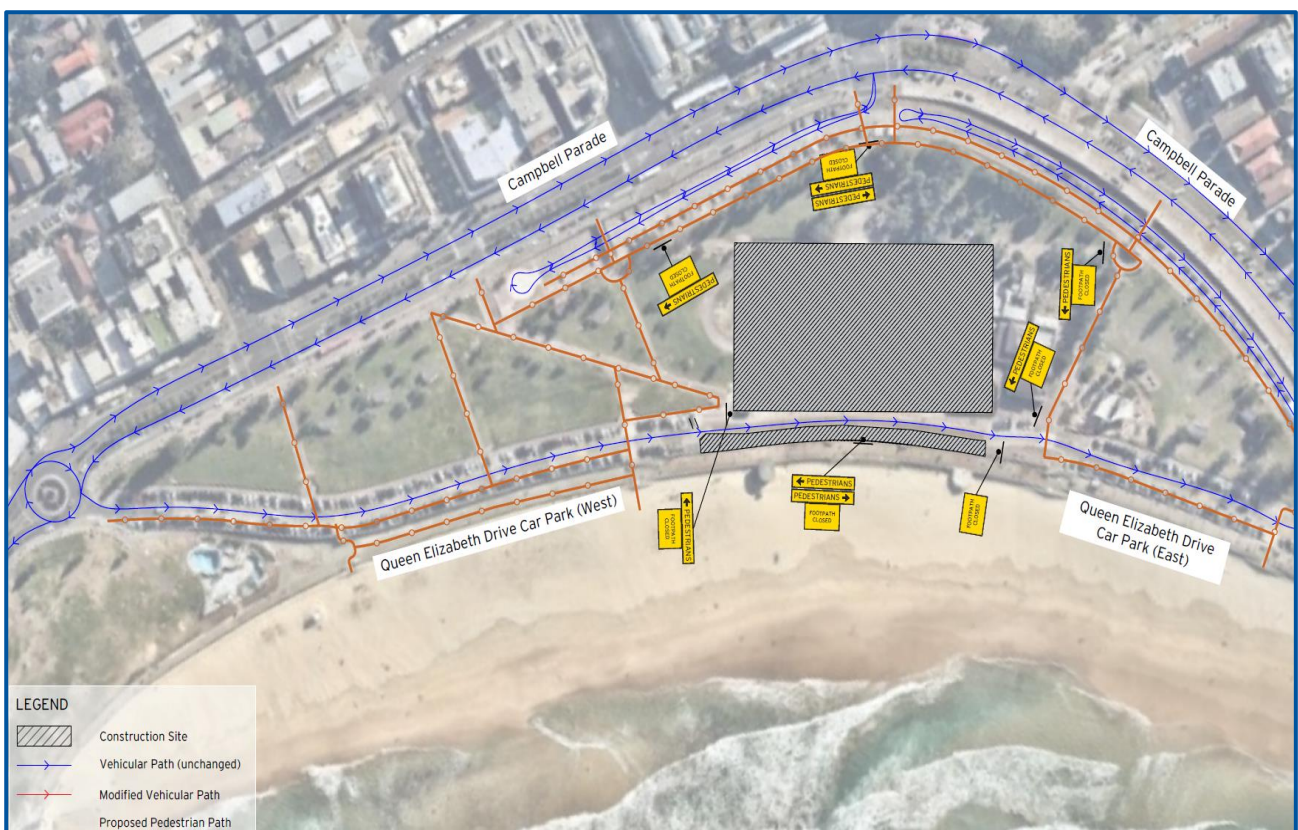


Figure 5. Stage 2 - Vehicular and Pedestrian diversion and paths.

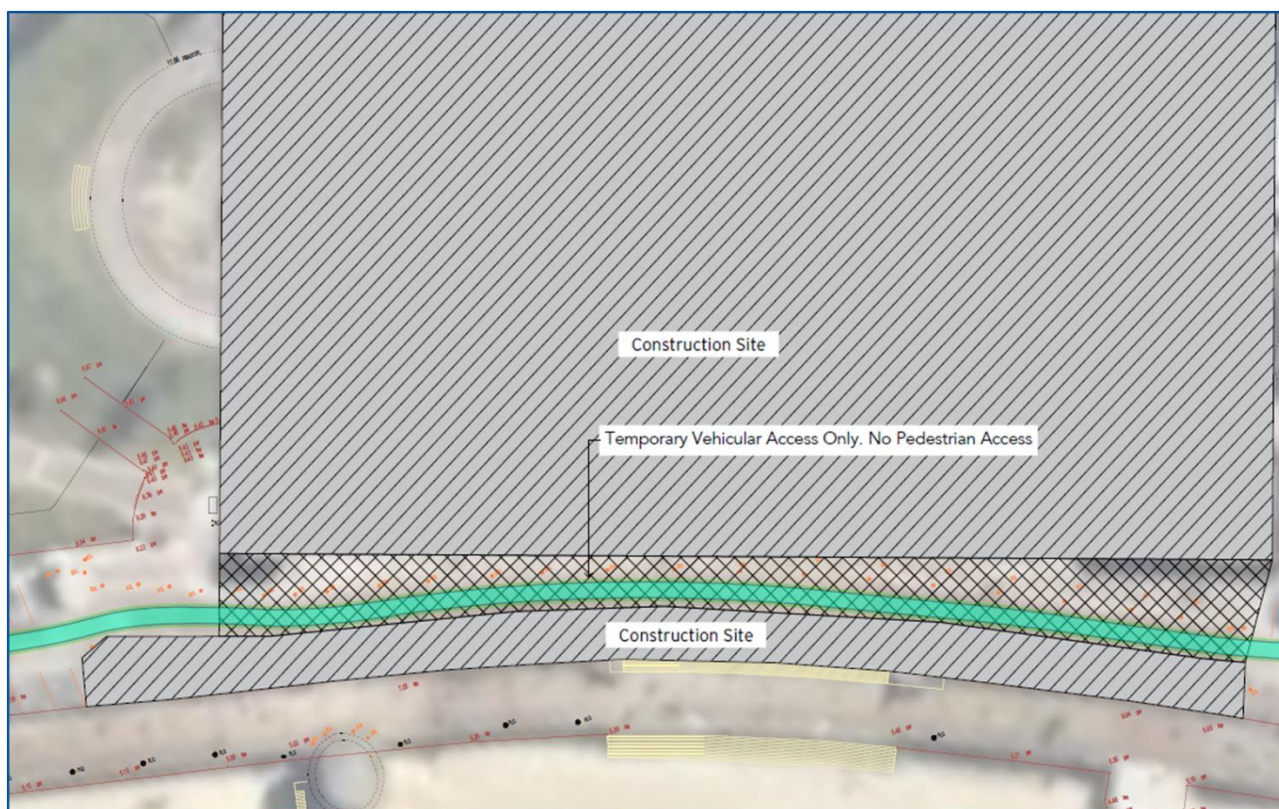


Figure 5. Stage 2 - Site Establishment and vehicular access.

4. Financial Information for Council's Consideration

The project will be fully funded by council out of the Property Investment Strategy Reserve.

The budget for the Bondi Pavilion Restoration and Conservation Project is from the Long Term Financial Plan (LTFP). The draft LTFP 5.2 includes a budget of \$34,500,000 for the Bondi Pavilion Restoration and Conservation Project building works and \$5,200,000 for the associated external landscape and public domain work.

5. Attachments

1. Attachment 1 - Traffic and Pedestrian Management Plan [↓](#) .



A3

<div><div>ptc.</div><div>Suite 502, 1 James Place North Sydney NSW 2060 t +61 2 8920 0800 ptcconsultants.co</div></div>	rev	date	comment / description	drawn	reviewed		project Bondi Pavilion Renovation And Conservation Project - Pedestrian Traffic Management Plan	drawing title Bondi Pavilion Overall View	client	Waverley Council	
									drawing #	ptc-001	rev 1
									project #	2545	
									scale	1 : 1000	
	1	10/09/20	For Information		CHL				DS		

A3



Legend

- Pedestrian Path
- Construction Site / Extent of Works

 Suite 502, 1 James Place North Sydney NSW 2060 t +61 2 8920 0800 ptcconsultants.co	rev	date	comment / description	drawn	reviewed		project Bondi Pavilion Renovation And Conservation Project - Pedestrian Traffic Management Plan	drawing title Bondi Pavilion Current Pedestrian Paths	client	Waverley Council	
									drawing #	ptc-002	rev 1
									project #	2545	
	1	10/09/20	For Information	CHL	DS				scale	1 : 1000	



Legend

- Vehicular Path
- Construction Site / Extent of Works

<div><div>ptc.</div><div>Suite 502, 1 James Place North Sydney NSW 2060 t +61 2 8920 0800 ptcconsultants.co</div></div>	rev	date	comment / description	drawn	reviewed		project Bondi Pavilion Renovation And Conservation Project - Pedestrian Traffic Management Plan	drawing title Bondi Pavilion Current Vehicular Paths	client	Waverley Council		
									drawing #	ptc-003		
									project #	2545		
									scale	1 : 1000		
	1	10/09/20	For Information		CHL				DS	rev 1		

A3



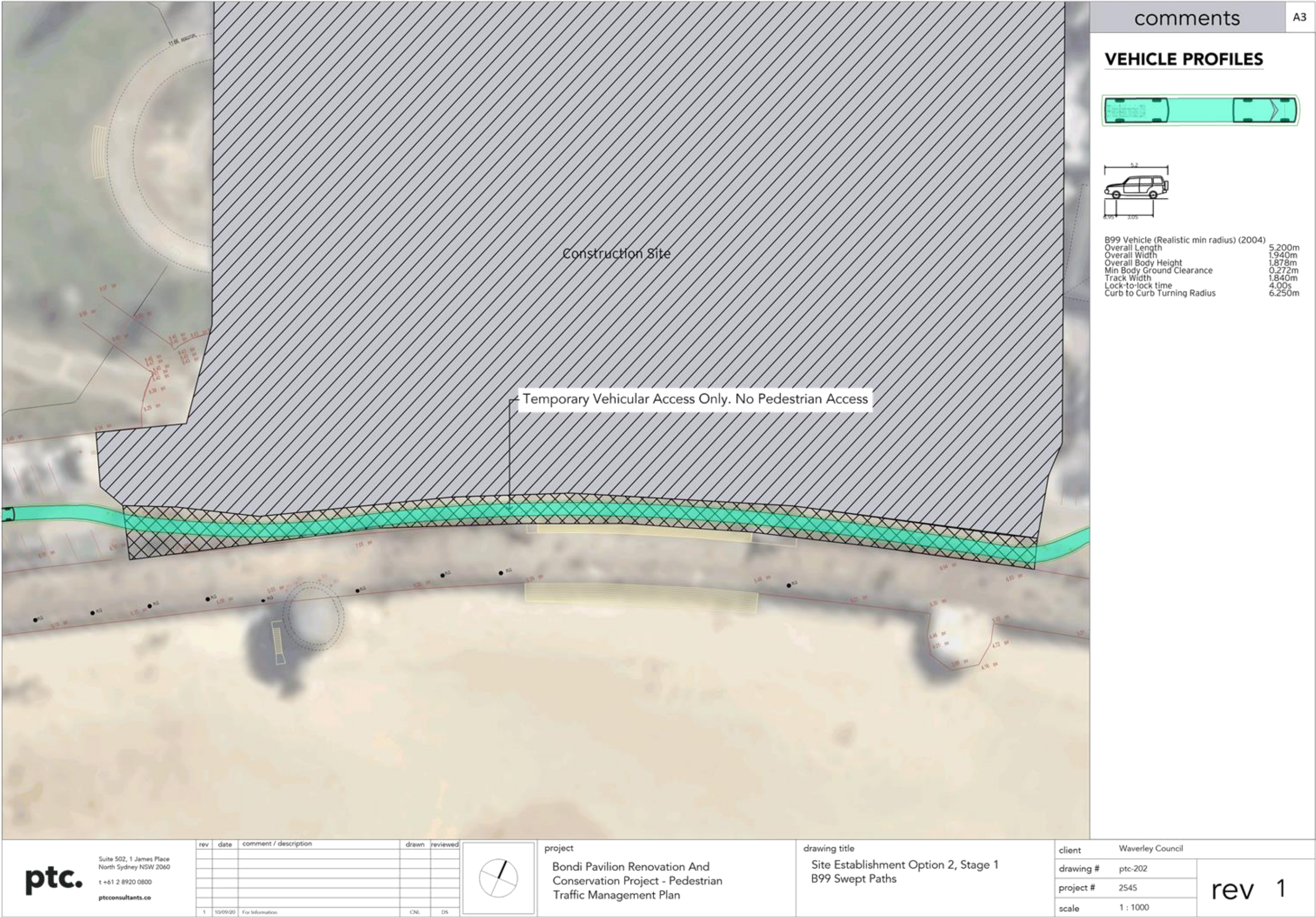
LEGEND

- Construction Site
- Vehicular Path (unchanged)
- Modified Vehicular Path
- Proposed Pedestrian Path

<div><div>ptc.</div><div>Suite 502, 1 James Place North Sydney NSW 2060 t +61 2 8920 0800 ptcconsultants.co</div></div>	rev	date	comment / description	drawn	reviewed		project Bondi Pavilion Renovation And Conservation Project - Pedestrian Traffic Management Plan	drawing title Site Establishment Option 1, Diverted Vehicular and Pedestrian Paths	client	Waverley Council	rev 1
									drawing #	ptc-101	
									project #	2545	
									scale	1 : 1000	
	1	10/09/20	For Information		CHL				DS		



<div><div>ptc.</div><div>Suite 502, 1 James Place North Sydney NSW 2060 t +61 2 8920 0800 ptcconsultants.co</div></div>	rev	date	comment / description	drawn	reviewed		project Bondi Pavilion Renovation And Conservation Project - Pedestrian Traffic Management Plan	drawing title Site Establishment Option 2, Stage 1 Diverted Vehicular and Pedestrian Paths	client	Waverley Council	
									drawing #	ptc-201	rev 1
									project #	2545	
									scale	1 : 1000	
	1	10/09/20	For Information	CNL	DS						



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rev	date	comment / description	drawn	reviewed
1	10/09/20	For Information	CHL	DS



project
Bondi Pavilion Renovation And
Conservation Project - Pedestrian
Traffic Management Plan

drawing title
Site Establishment Option 2, Stage 1
B99 Swept Paths

client
Waverley Council
drawing #
ptc-202
project #
2545
scale
1 : 1000

rev 1

A3



LEGEND

Construction Site

Vehicular Path (unchanged)

Modified Vehicular Path

Proposed Pedestrian Path

ptc.

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rev	date	comment / description	drawn	reviewed
1	10/09/20	For Information	CHL	DS

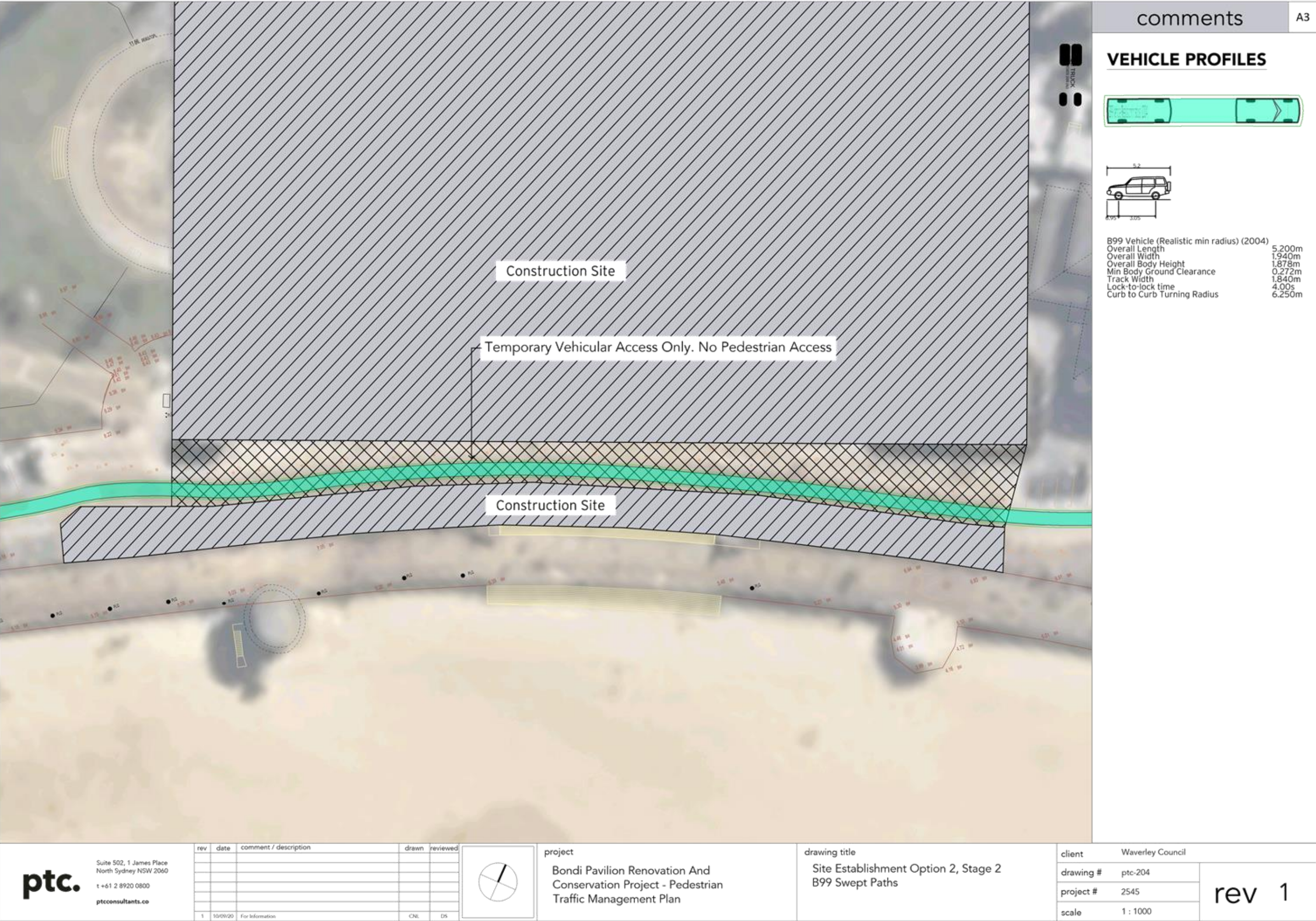
project

Bondi Pavilion Renovation And
Conservation Project - Pedestrian
Traffic Management Plan

drawing title

Site Establishment Option 2, Stage 2
Diverted Vehicular and Pedestrian Paths

client	Waverley Council	
drawing #	pte-203	rev 1
project #	2545	
scale	1 : 1000	



REPORT

TC/V.02/21.02



Subject: 92 Ramsgate Avenue, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

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 along the frontage of 92 Ramsgate 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.

1. Executive Summary

Council has received an application from the builder/developer at 92 Ramsgate Avenue, Bondi Beach, for the installation of a construction zone along the Ramsgate Avenue frontage (see Figure 1).

Council officers propose the installation of a 9 metre construction zone as shown in Figure 2.

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

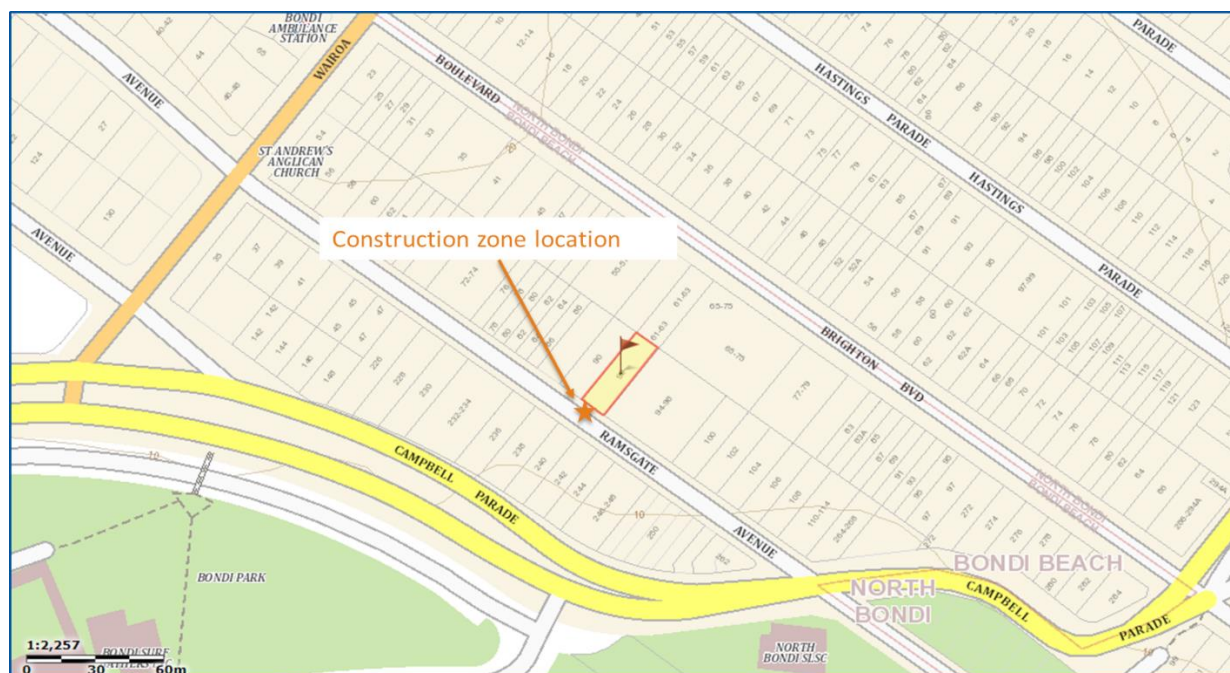


Figure 1. Site location

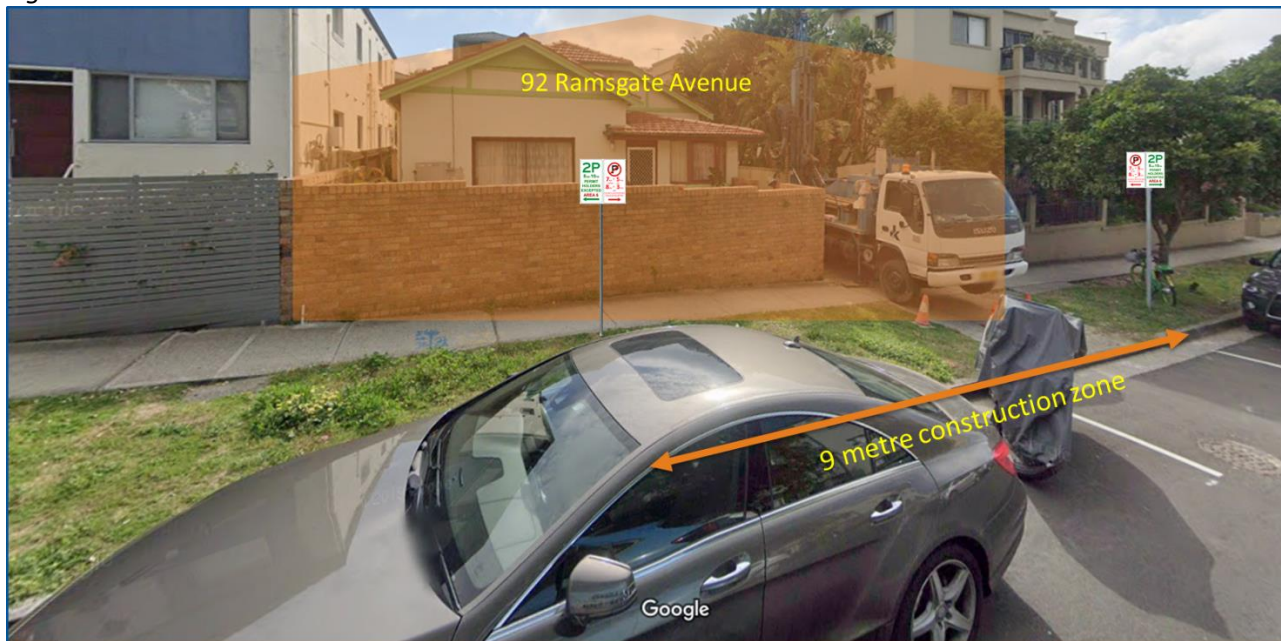


Figure 2. Location to install construction zone signs

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is 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 Ramsgate Avenue including a 3-metre-wide driveway.

The applicant has requested a 9 metre construction zone along the frontage on Ramsgate Avenue.

Council officers propose to install a 9 metre construction zone from an existing post around 1 metre south-east of the existing driveway. The 9 metre construction zone will include the existing driveway.

The existing and recommended parking allocation is shown in Figure 3 below.

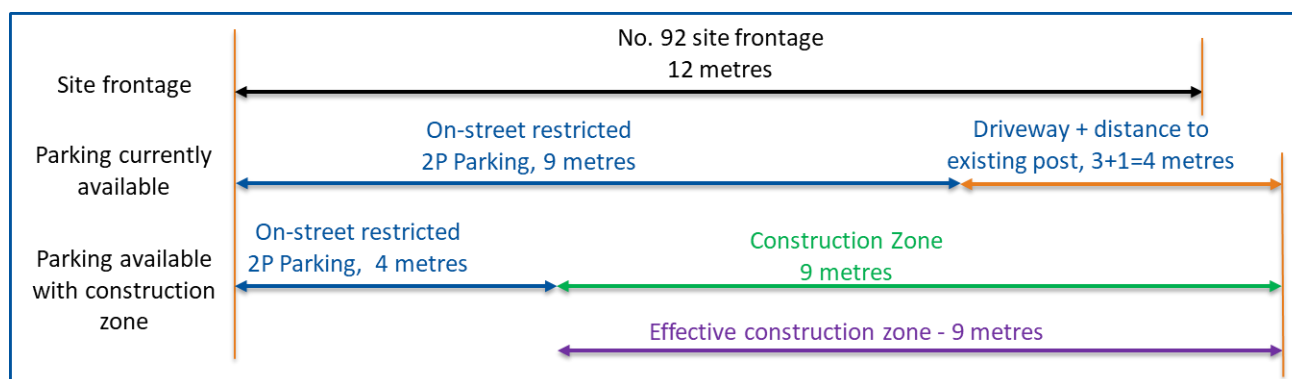


Figure 3. On-street parking allocation

Table 1. Application details

Applicant	Ranald Kogan
Development application	DA20/120528
Works	Demolition of an existing dwelling and ancillary structures and construction of a part three, part four (attic) storey Residential Flat Building with basement parking, swimming pool and associated landscaping.
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	12 metres
Road	Ramsgate Avenue
Existing parking	2P 8am-10pm 'Permit Holders Excepted' AREA 6
Length requested by applicant	9 metres
Length to be signposted	9 metres
Effective construction zone - Total length available for construction	9 metres
Duration	Six months
Fee area	Residential area with parking restrictions
Estimated fees	\$621.00 per week (9 metres x \$69.00 per metre)

Signage

The proposed signage is shown below.

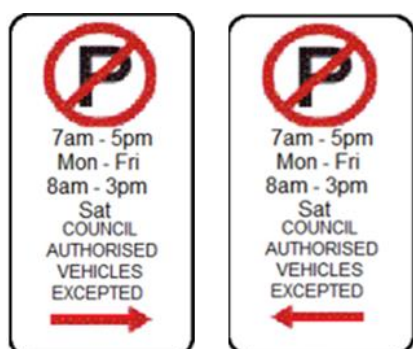


Figure 4. Proposed signage.

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 from 1 January 2021 are:

- \$69.00 per metre per week in a residential area.
- \$95.00 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 9 metres made available for construction vehicles will be \$621.00 per week (9 metres x \$69.00 per metre).

5. Attachments

Nil .

REPORT
TC/V.03/21.02

Subject: 3 Lancaster Road, Dover Heights - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: 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 at 3 Lancaster Road, Dover Heights.
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 3 Lancaster Road, Dover Heights for the installation of a 13 metre construction zone along the frontage (see Figure 1). Following an assessment of impacts on parking the length has been extended to 14.5 metres. to include a section of parking that would be alienated by the zone (see Figure 2).

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

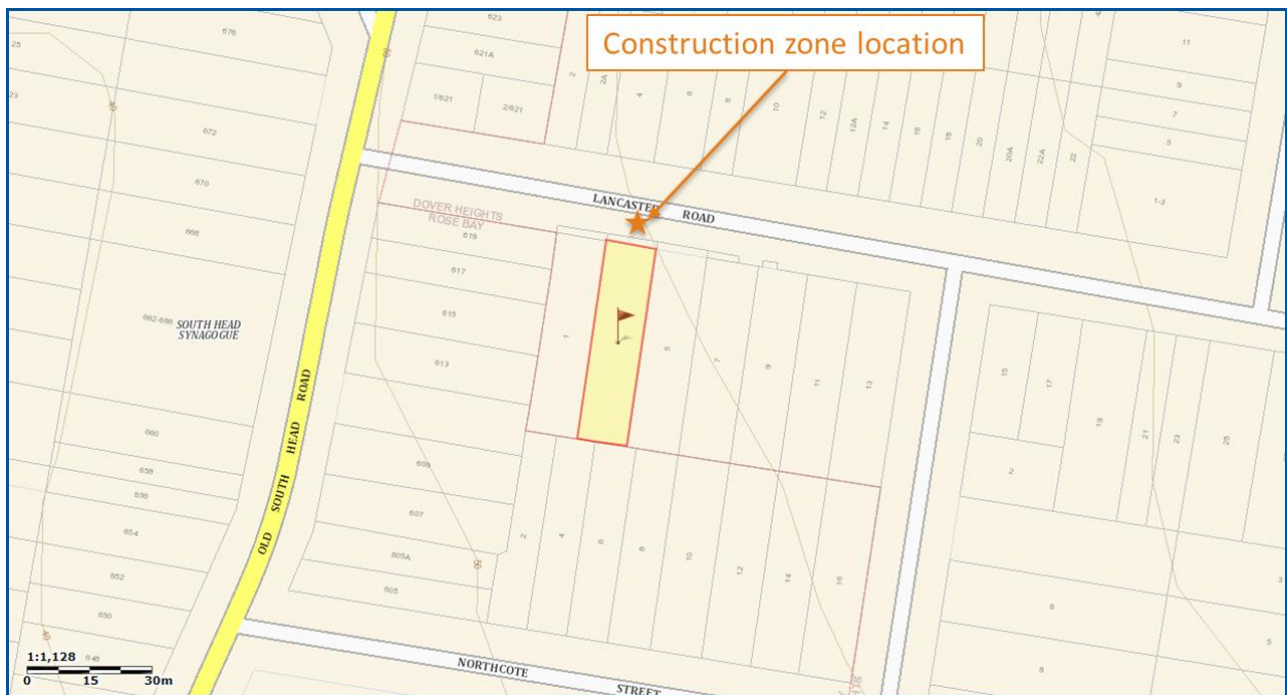


Figure 1. Site location



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 Lancaster Road including a 6.5-metre-wide driveway.

The applicant has requested a 14.5 metre construction zone along the frontage on 3 Lancaster Road.

Council officers propose to install a 14.5 metre construction zone.

The existing and recommended parking allocation is shown below in Figure 3.

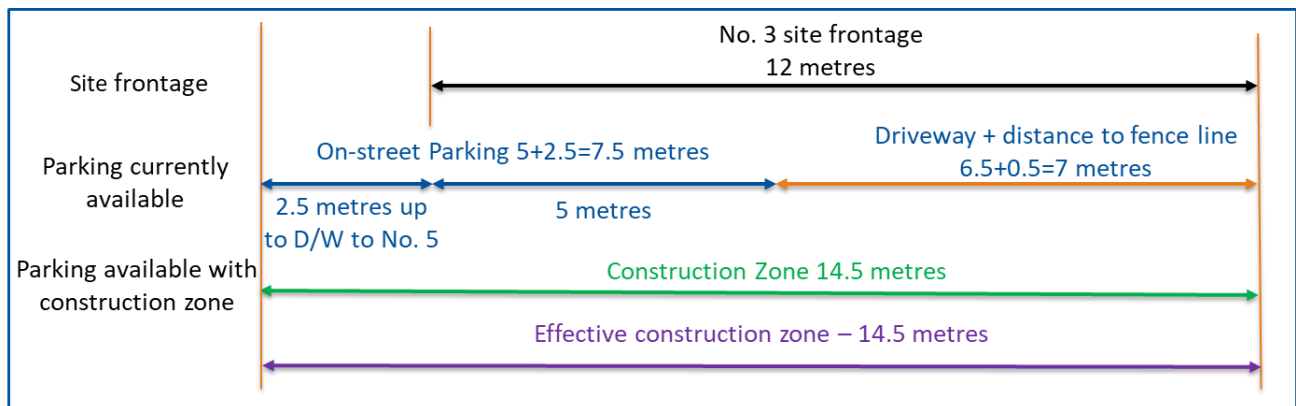


Figure 3. On-street parking allocation

Table 1. Application details

Applicant	John Cusumano (Cusumano Construction Service)
Development application	DA-35/2019
Works	Demolition of dwelling and construction of an attached dual occupancy with basement garage, new swimming pools, associated landscaping and strata subdivision.
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	12.0 metres
Road	Lancaster Road
Existing parking	No parking restrictions
Length requested by applicant	14.5 metres
Length to be signposted	14.5 metres
Effective construction zone - Total length available for construction	14.5 metres
Duration	Six months
Fee area	Residential area without parking restrictions
Estimated fees	\$1,000.50 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:

- \$69.00 per metre per week in a residential area (parallel parking).
- \$95.00 per metre per week in a commercial and mixed-use area (parallel parking).
- \$377.00 per metered (ticket) car parking space per week in addition to above fees (where applicable).

(Note: Parallel parking assessed at an average of 5.5 metres per space. Angle parking assessed at an average of 2.8 metres per space.)

The cost to the applicant for the 12 metres made available for construction vehicles will be \$1,000.50 per week (14.5 metres x \$69.00 per metre).

5. Attachments

Nil .

REPORT
TC/V.04/21.02

Subject: 116-118 Brighton Boulevard, North Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs an 18 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along the frontage of 116-118 Brighton Boulevard, 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 116-118 Brighton Boulevard, North Bondi, for the installation of a construction zone along the frontage of the property (see Figure 1).

Council officers propose the installation of a 18 metre construction zone as shown in Figure 2.

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

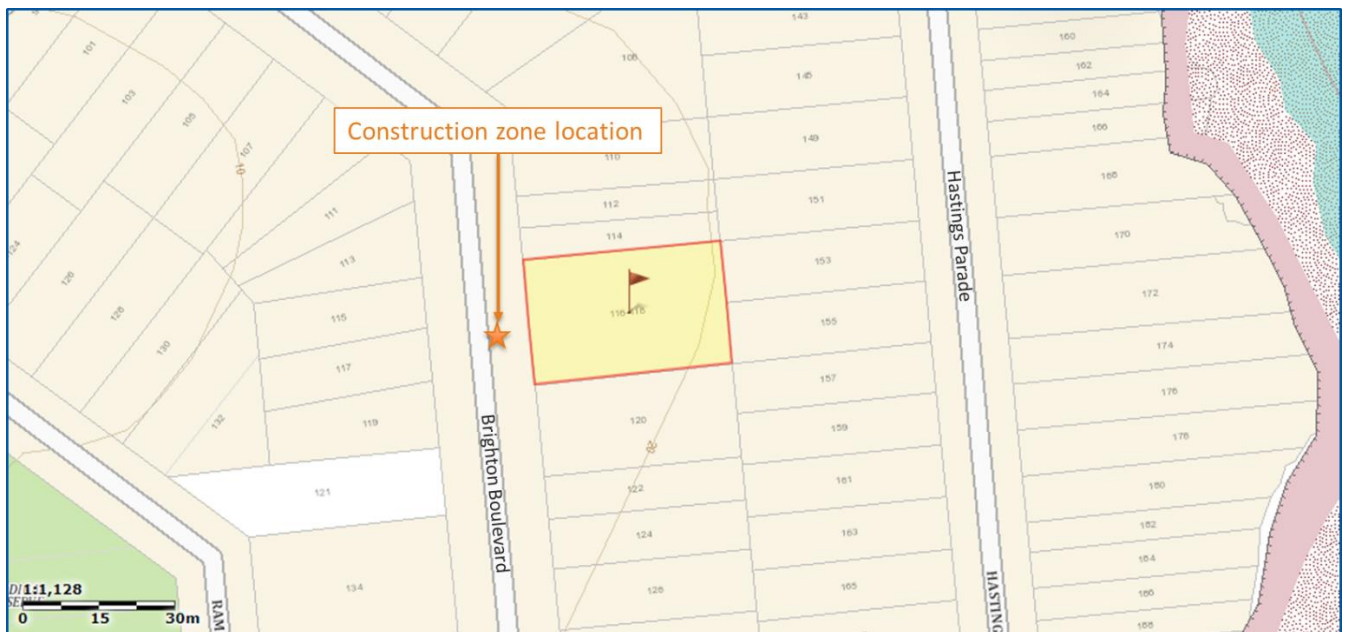


Figure 1. Site location



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 is 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 24 metres on Ramsgate Avenue including 6 (3+3)-metre-wide two separate driveways on both sides of the property.

The applicant has requested a 18 metre construction zone along the frontage at 116-118 Brighton Boulevard. This encompasses

Council officers propose to install a 18 metre construction zone in between the two driveways. The 18 metre construction zone will exclude two existing driveways which will be in use by residents who occupy other apartments in the building.

The existing and recommended parking allocation is shown in Figure 3 below.

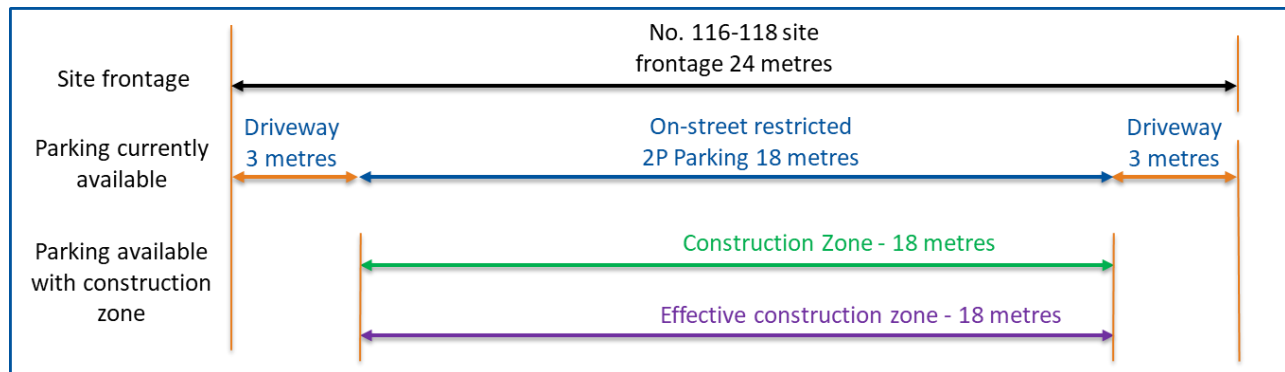


Figure 3. On-street parking allocation

Table 1. Application details

Applicant	Renfay Projects Pty Ltd
Development application	DA-293/2017
Works	Extension to unit 2 in a residential flat building.
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	24 metres
Road	Brighton Boulevard
Existing parking	2P 8am-10pm 'Permit Holders Excepted' AREA 6
Length requested by applicant	18 metres
Length to be signposted	18 metres
Effective construction zone - Total length available for construction	18 metres
Duration	13 weeks
Fee area	Residential area with parking restrictions
Estimated fees	\$1,242.00 per week (18 metres x \$69.00 per metre)

Signage

The proposed signage is shown below.

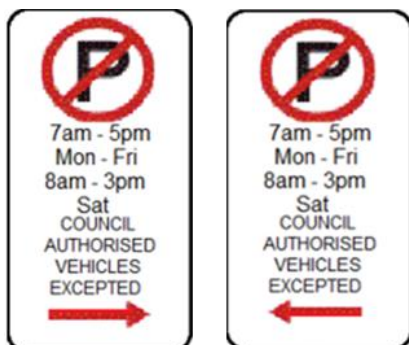


Figure 4. Proposed signage.

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 from 1 January 2021 are:

- \$69.00 per metre per week in a residential area.
- \$95.00 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 20 metres made available for construction vehicles will be \$1,242.00 per week (18 metres x \$69.00 per metre).

5. Attachments

Nil .

REPORT
TC/V.05/21.02**Subject:** 45-47 Ramsgate Avenue, Bondi Beach - Construction Zone**TRIM No:** A03/2514-04**Author:** Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport**Director:** Dan Joannides, Executive Manager, Infrastructure Services**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 20 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along the frontage of 45-47 Ramsgate 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.

1. Executive Summary

Council has received an application from the builder/developer at 45-47 Ramsgate Avenue, Bondi Beach, for the installation of a construction zone along the Ramsgate Avenue frontage (see Figure 1).

Council officers propose the installation of a 20 metre construction zone as shown in Figure 2.

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

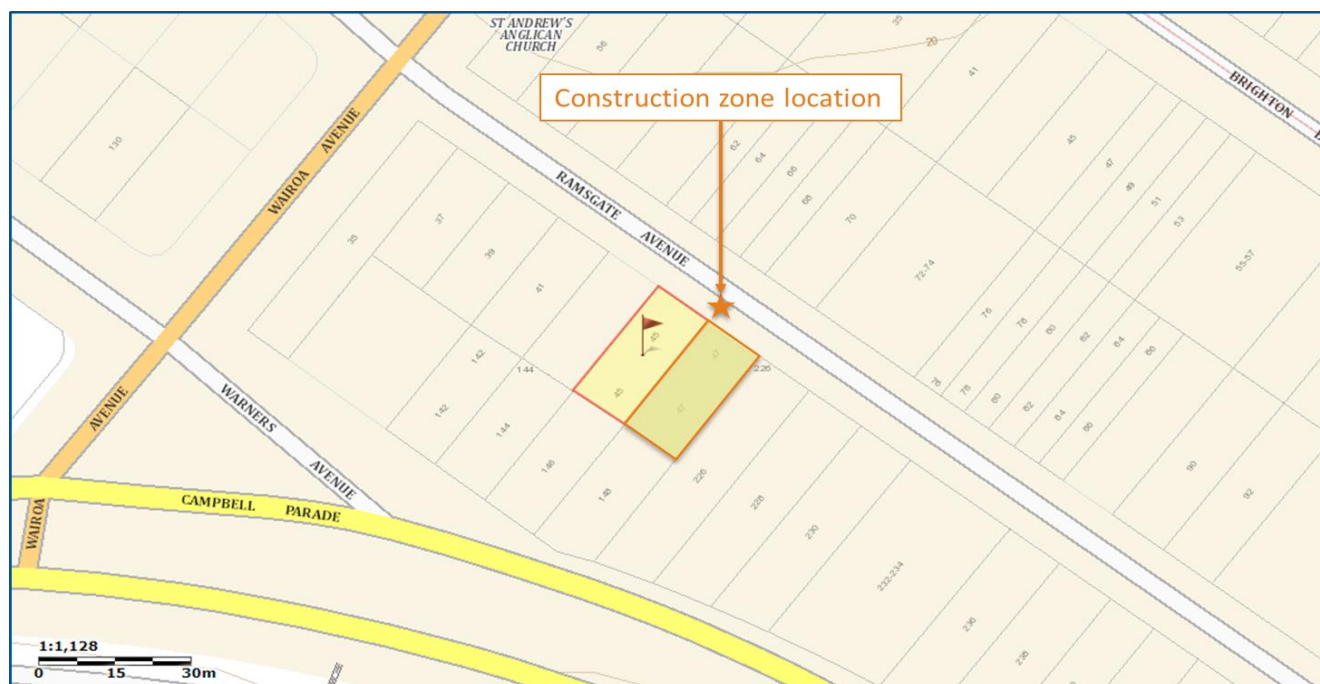


Figure 1. Site location



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 is 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 24 metres on Ramsgate Avenue including a 7-metre-wide shared driveway accessing No. 45 and 47.

The applicant has requested a 20 metre construction zone along the frontage on Ramsgate Avenue.

Council officers propose to install a 20 metre construction zone from the western fence line of the property number 45. The 20 metre construction zone will include the existing shared driveway accessing No. 45 and 47.

The existing and recommended parking allocation is shown in Figures 3 and 4 below.

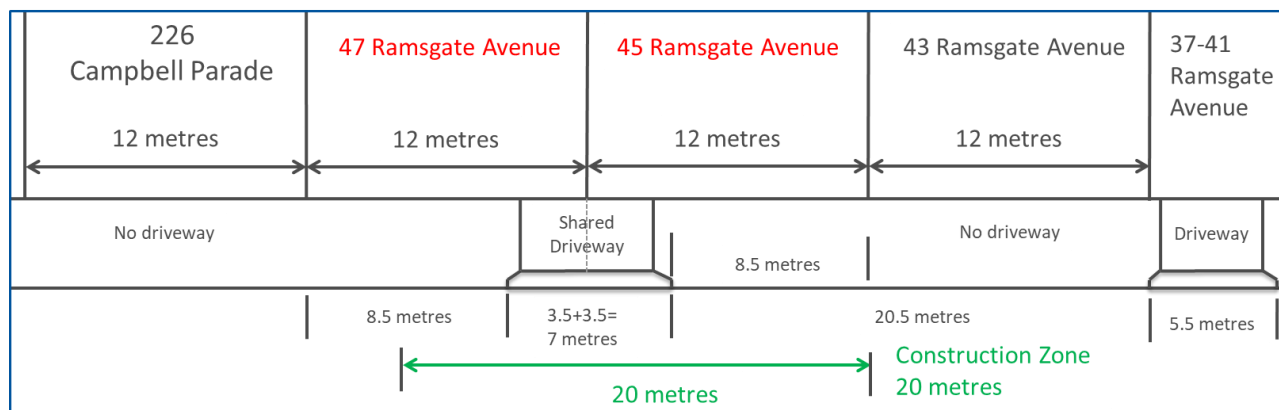


Figure 3. On-street parking for site and adjacent properties

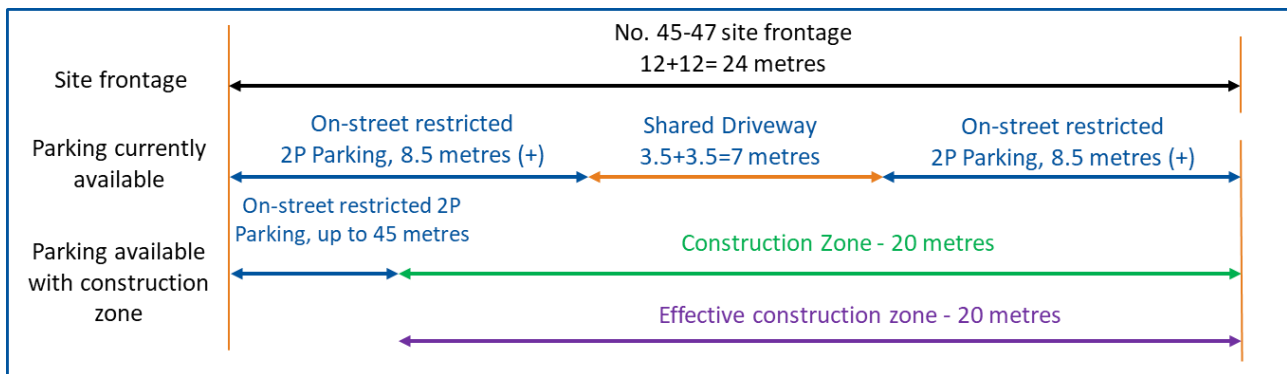


Figure 4. On-street parking for site frontage only

Table 1. Application details

Applicant	HSN Construction
Development application	DA-336/2019
Works	Demolition of all dwellings and construction of a four storey residential flat building over basement parking & associated landscape works.
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	24 metres
Road	Ramsgate Avenue
Existing parking	2P 8am-10pm 'Permit Holders Excepted' AREA 6
Length requested by applicant	20 metres
Length to be signposted	20 metres
Effective construction zone - Total length available for construction	20 metres
Duration	Six months
Fee area	Residential area with parking restrictions
Estimated fees	\$1,380.00 per week (20 metres x \$69.00 per metre)

Signage

The proposed signage is shown below.

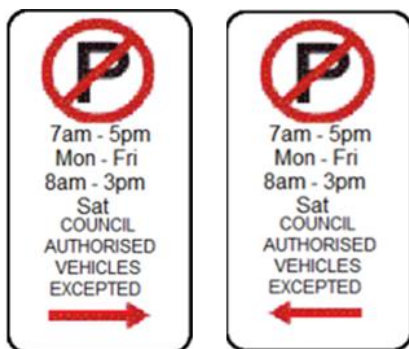


Figure 4. Proposed signage.

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 from 1 January 2021 are:

- \$69.00 per metre per week in a residential area.
- \$95.00 per metre per week in a commercial or 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 20 metres made available for construction vehicles will be \$1380.00 per week (20 metres x \$69.00 per metre).

5. Attachments

Nil .

REPORT
TC/V.06/21.02

Subject: 39 Beach Road, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

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 Excepted' construction zone fronting 39 Beach Road, 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.

1. Executive Summary

Council has received an application from the builder/developer at 39 Beach Road, Bondi Beach, for the installation of a construction zone along the frontage on Beach Road (see Figure 1).

Council officers propose the installation of a 15 metre construction zone as shown in Figure 2.

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

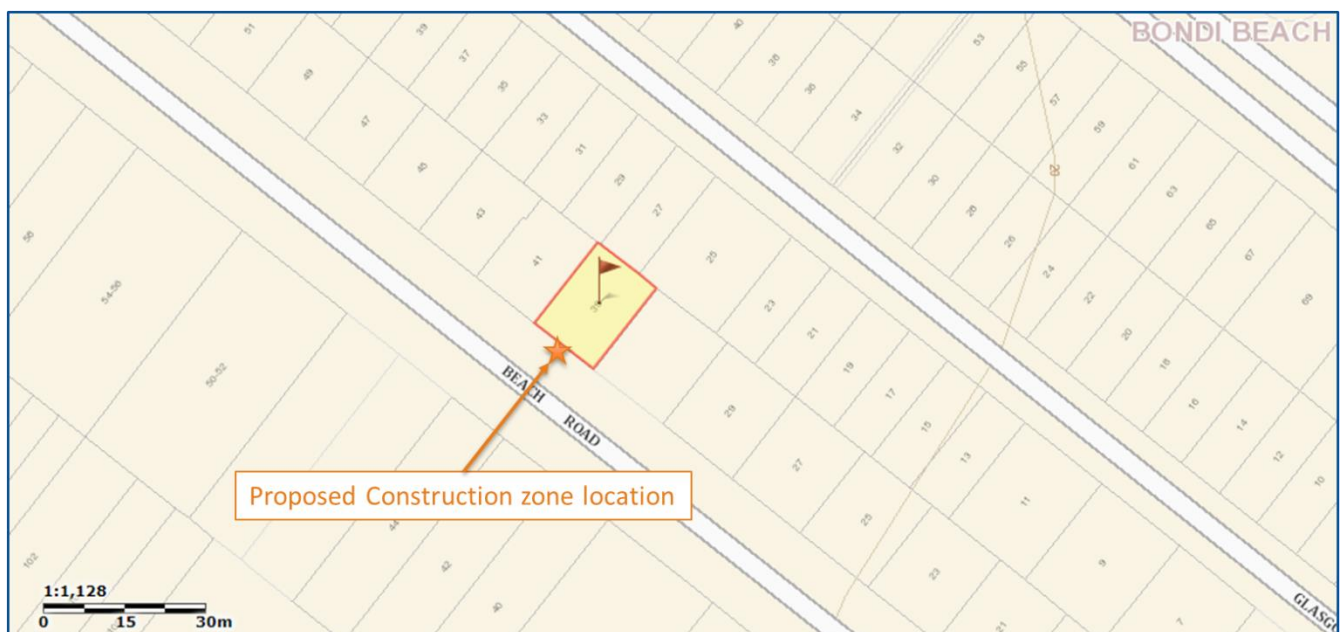


Figure 1. Site location



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 15 metres on Beach Road including a 3.5 metre wide driveway.

The applicant has requested a 15 metre construction zone along the frontage of 39 Beach Road.

Council officers propose to install a 15 metre construction zone.

The existing and recommended parking allocation is shown below in Figure 3.

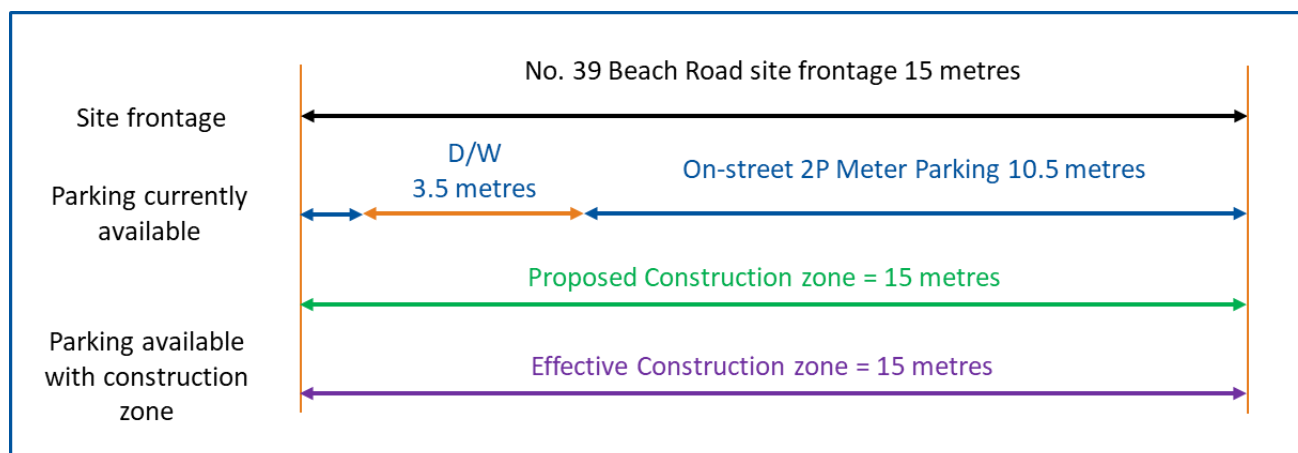


Figure 3. On-street parking allocation

Table 1. Application details

Applicant	Farbs Nazer
Development application	DA-338/2019
Works	Demolition of an existing two-storey residential dwelling and construction of a new two-storey dwelling with integrated garage.
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	15 metres
Road	Beach Road Bondi Beach
Existing parking	2P 8am – 10pm Meter Registration ‘Permit Holders Excepted’ AREA 8
Length requested by applicant	15 metres
Length to be signposted	15 metres
Effective construction zone - Total length available for construction	15 metres
Duration	08/03/2021 – 13/11/2021 (8 months)
Fee area	Residential
Estimated fees	\$1,035 per week

Signage

The proposed signage is shown below.

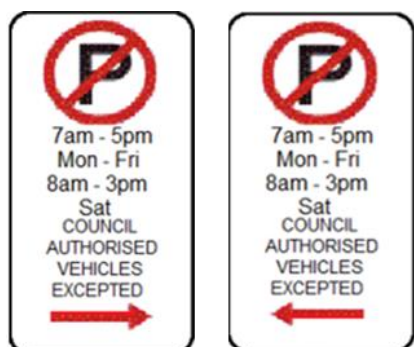


Figure 4. Proposed signage

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:

- \$69.00 per metre per week in a residential area (parallel parking).
- \$95.00 per metre per week in a commercial and mixed-use area (parallel parking).
- \$377.00 per metered (ticket) car parking space per week in addition to above fees (where applicable).

(Note: Parallel parking assessed at an average of 5.5 metres per space. Angle parking assessed at an average of 2.8 metres per space.)

The cost to the applicant for the 15 metres made available for construction vehicles will be \$1,035 per week (15 metres x \$69.00 per metre).

5. Attachments

Nil .

REPORT



Subject: Mons Street and Tower Street Intersection, Vaucluse - No Stopping Zones

TRIM No.: A14/0145

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs 10 metre 'No Stopping' zones on the south-eastern and south western corners of the intersection of Mons Street and Tower Street, Vaucluse.

1. Executive Summary

Council officers have received representations from Councils Parking Patrol Officers to review parking controls at the intersection of Mons Street and Tower Street, Vaucluse (see Figure 1).

Proposed for this location:

- Installation of a 10-metre 'No Stopping' zone on the south-eastern corner
- Installation of a 10-metre 'No Stopping' zone on the south-western corner

Parking Patrol Officers have requested that the statutory No Stopping zone is sign posted to avoid confusion as to its coverage/length.

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



Figure 1. Site location.

2. Introduction/Background

Councils Parking Patrol Officers have reported vehicles parked within the 10 metre statutory No Stopping zones on the Mons Street and Tower Street intersection. As a result, Parking Patrol Officers have infringed a number of vehicles in the area parking in these zones. Parking Patrol Officers have requested that the statutory No Stopping zone is sign posted to avoid confusion as to its coverage/length.

3. Technical Analysis

NSW Road Rules 2014 excerpt shown below further reinforces this report's recommendations.

'NSW Road Rule 2014 – 170 Stopping in or near an intersection

(3) A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops—

(a) at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules, or

(b) if the intersection is a T-intersection—along the continuous side of the continuing road at the intersection.'

Shown below is the recommendation.



Figure 3. Birds eye view of proposed No Stopping zones

4. Financial Information for Council's Consideration

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

5. Attachments:

Nil

REPORT



Subject: 59 Gould Street, Bondi Beach - Reduction of No Stopping Zone

TRIM No.: A14/0145

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council reduces the existing No Stopping Zone on the southern side of Glasgow Avenue at Gould Street from 26 metres to 10 metres.

1. Executive Summary

Council has received representations from residents to review the existing parking arrangements outside of 59 Gould Street, Bondi Beach.

Proposed for this location is a reduction in the existing No Stopping Zone on the southern side of Glasgow Avenue from 26 metres to 10 metres.

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

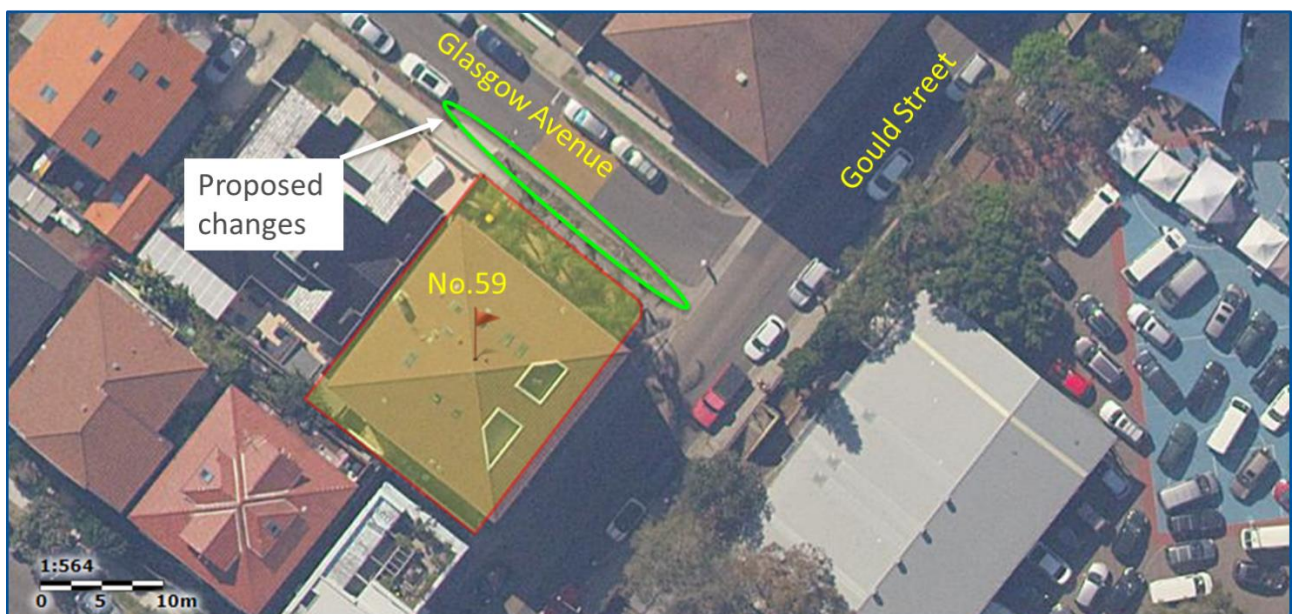


Figure 1. Site location.

2. Introduction/Background

Residents of the intersection of Glasgow Avenue and Gould Street have contacted Council to review the 26 metre length of No Stopping Zone.

This unorthodox length has essentially removed 12 metres of on-street parking space.

The existing conditions of the site are shown below in *Figures 2 and 3*.

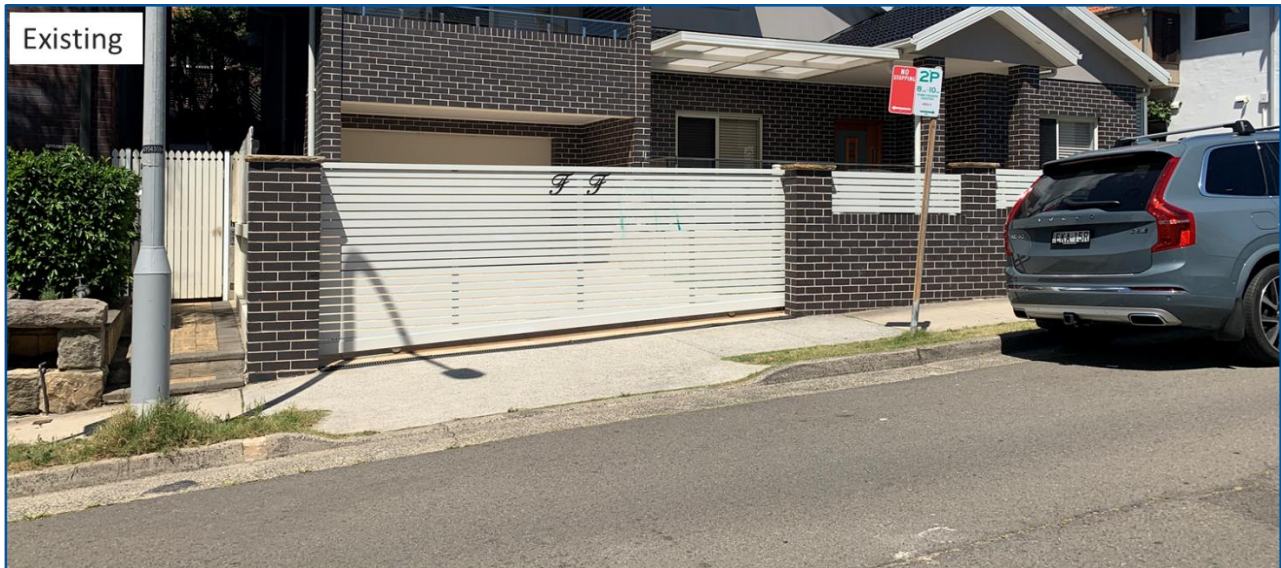


Figure 2. Street view of existing conditions



Figure 3. Street view of existing conditions

3. Technical Analysis

The proposal for a reduction in the No Stopping distance will result in:

1. A gain of 2 metres of on-street parking (west of the driveway to property 3 Glasgow Avenue)
2. A gain of 10 metres of on-street parking (between the driveway to property 3 Glasgow Avenue and Gould Street)

The gain in on-street parking is shown below in *Figure 5*.

The street view of the proposed new signage and length is shown in *Figure 6*.



Figure 5. Existing and proposed parking arrangements



Figure 6. street view of proposed signage.

4. Financial Information for Council's Consideration

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

5. Attachments:

Nil

REPORT
TC/V.09/21.02

Subject: Turner Street, Bronte - Installation of C3 Line Marking along No Stopping zones

TRIM No: A14/0145

Author: Emraul Kayes, Traffic Engineer
Malik Almuhanha, Senior Traffic Engineer

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs C3 line marking along the existing statutory 'No Stopping' zones at the intersection of Turner Street and Ashley Street, Bronte, as shown in Figure 3 of this report.

1. Executive Summary

Council has received representations requesting enhanced 'No Stopping' restrictions at the intersection of Ashley Street with Turner Street, Bronte.

Reinforcement of the existing No Stopping restrictions with installation of C3 line marking at the intersection is recommended.

2. Introduction/Background

Turner Street is a two-way 5 metre wide local road with two-way traffic movements. It is used for access to off-street parking and by through traffic. It currently has 'No Stopping' restrictions at the intersection of Turner Street and Ashley Street. Parking demands are very high in the area, especially on weekends and summer days as it is near Bronte Beach.

It has been reported that motorists park their vehicles within the statutory 'No Stopping' zones at the Turner Street / Ashley Street intersection. This results in blocking driveway access to properties, including number 34 Turner Street, and reduces visibility for drivers turning into and out of Turner Street.

A site meeting was held between Council officers and residents in December 2020 to identify opportunities to improve road safety for residents in the subject road. The key issue discussed at that time was motorists parking on Turner Street within the signposted 'No Stopping' zone.

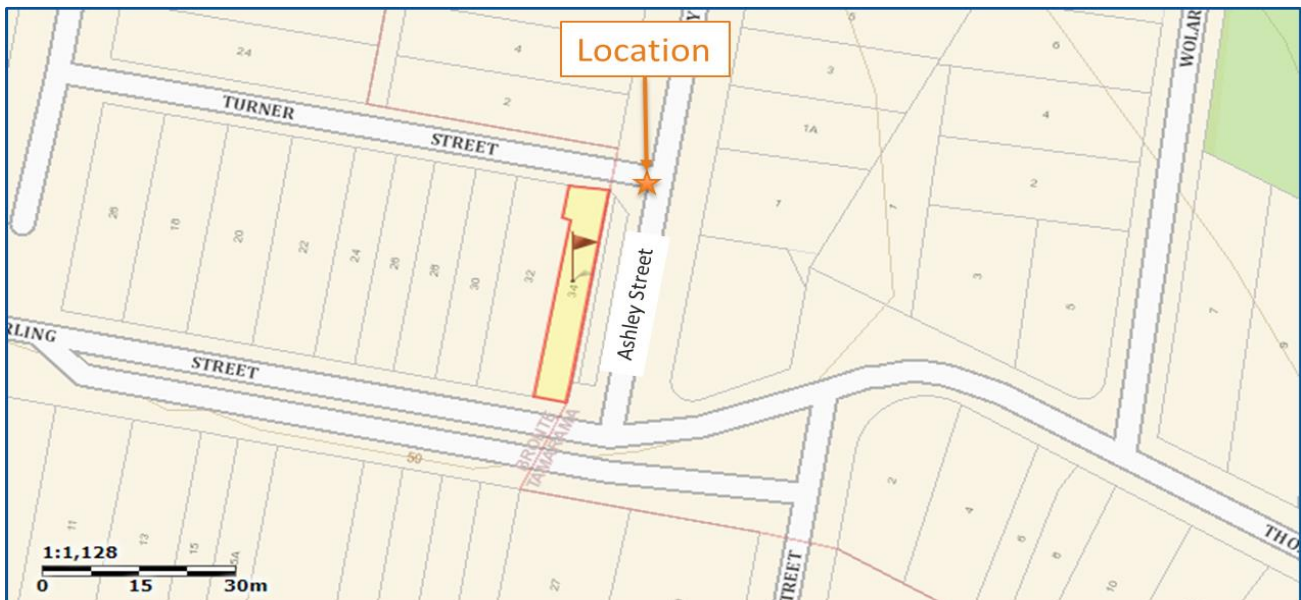


Figure 1. Site Location



Figure 2. View of Turner Street from Ashley Street

3. Technical Analysis

Site observations were conducted by Council officers during two separate week days on 19 and 28 January 2021 in Turner Street. No illegal parking was observed at the time of inspections (see Figure 2). Motorists who were driving on opposite directions were travelling in a safe speed and were able to pass safely.

Based on analysis and observations, it is proposed to install additional 'No Stopping' unbroken golden yellow C3 lines at the statutory 'No Stopping' restrictions at the intersection of Turner Street and Ashley Street. This will further highlight the existing 'No Stopping' restrictions and minimise illegal parking. The proposed changes are shown in Figure 3.



Figure 3: Proposed C3 line marking along existing 'No Stopping' zones on Turner Street and Ashley, Bronte

4. Financial Information for Council's Consideration

Changes to signage will be funded from existing budgets.

5. Attachments

Nil .

REPORT

TC/V.10/21.02



Subject: Yeshiva College - Modification of Pick-up/Drop-off Zone Restrictions

TRIM No: A14/0145

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council modifies the existing 'No Parking, 7.30 am–9 am Mon–Fri, 3.30 pm–6 pm Mon–Thu, 2.30 pm–3.30 pm Fri, School Days' (pick-up/drop-off) zone in front of Yeshiva College on Flood Street, Bondi, to 'No Parking, 7.30 am–9 am Mon–Fri, 3 pm–5.30 pm Mon–Thu, 1.30 am–2.30 pm FRI.'

1. Executive Summary

A request has been received from to change the time restrictions of the existing No Parking in Flood Street outside Yeshiva College. The revised times align better with activities at the college.

The location of the no parking zone is shown in Figure 1.

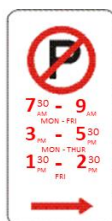
The existing time restrictions for the no parking zone apply for School Days only. They are for:

- 7.30 to 9.00 am, Monday to Friday
- 3.30 to 6.00 pm, Monday to Thursday
- 2.30 to 3.30 pm, Friday



It is proposed to modify this zone to cover all weekdays as opposed to School Days with the following times:

- 7.30 to 9.00 am, Monday to Friday
- 3.00 to 5.30 pm, Monday to Thursday
- 1.30 to 2.30 pm, Friday



The resultant signage is shown in Figure 2.

The changes in time restrictions better align with day to day activities at the college. In particular:

- The removal of the School Days only restriction is because the school calendar does not align with state school terms. They often have school when everyone else is on a school break
- The school runs vacation care during their holidays requiring pick up and drop off at these times.

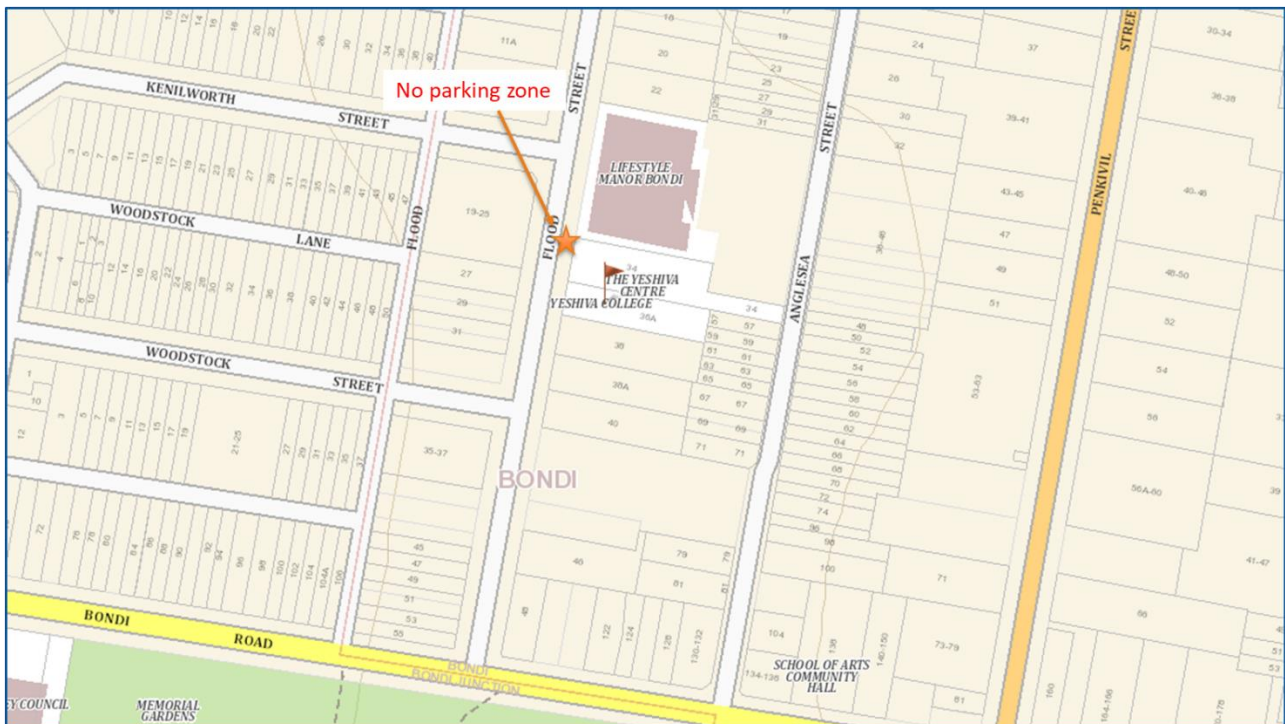


Figure 1. Locations of Yeshiva College and no parking zone



Figure 2. Proposed no parking zone signage

2. Introduction/Background

Yeshiva College is a Jewish school that offers a Torah-centred curriculum where courses in the NSW Board of Studies Key Learning Areas are integrated within Jewish Studies Subjects.

The no parking zone on the eastern side of Flood Street is being used to facilitate the pick up and drop off activities in the school times during NSW school days. It is advised that the posted time restrictions do not align with the operation hours of the school.

Yeshiva College also runs vacation cares during the school breaks. There are demands for on-street pick up and drop off outside the school days.

It is proposed to modify the no parking time restrictions in the afternoon and remove the school days restriction. This will better accommodate the needs of the College.

3. Technical Analysis

The existing restricted no parking zone along the school frontage on Flood Street is 24 metres long. This length will be able to accommodate 4 standard cars at once. The existing time restrictions for no parking is “No Parking, 7.30AM-9AM MON-FRI, 3.30PM-6PM MON-THUR, 2.30PM-3.30PM FRI, SCHOOL DAYS”. This area is used to accommodate the school pick up and drop off activities.

The proposal is to modify the no parking time restrictions to “No Parking, 7.30AM-9AM MON-FRI, 3PM-5.30PM MON-THUR, 1.30AM-2.30PM FRI”. The length of this no parking zone will remain the same.

This proposal is to align the pick up and drop off facilities with the school times and vacation care services of Yeshiva College.

Signage

Standard TfNSW (RMS) signage will be installed. Regulatory No Parking signs with modified time restrictions will be installed on the exist posts. Signage designs are shown below.

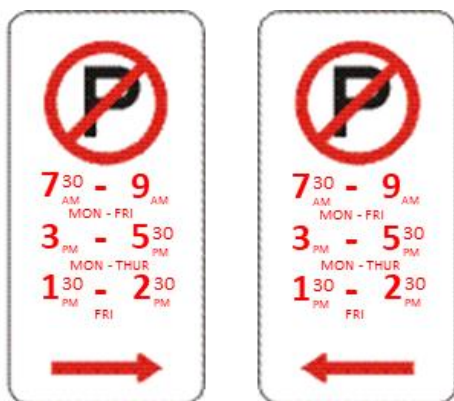


Figure 3. Signage design

4. Financial Information for Council's Consideration

Council will supply and install the signs or remove signs with funds from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.11/21.02

Subject: Notts Avenue, Bondi Beach - Changes to Loading Zone Signage

TRIM No: A14/0145

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council replaces the existing loading zone signs at the lower end of Notts Avenue, Bondi with 'Loading Zone, 8am-1pm' plus '2P, Meter Registration 1 pm-10pm, Permit Holders Excepted Area 8' signs.

1. Executive Summary

Waverley Council recently upgraded Notts Avenue in order to achieve strategic objectives serving pedestrians and vehicular safety. Parking controls have been installed for cars, motor bikes, and delivery vehicles. Delivery vehicles park in a designated loading zone.

The loading zone is located on the southern side of Notts Avenue opposite the Bondi Icebergs Club (see Figure 1). Signage for the loading zone requires ticketed parking during loading zone times. Cars can be parked within two marked bays within the loading zone outside of loading zone times.

The parking meters installed for Notts Avenue are metered but not ticketed. Vehicle drivers identify the space number for where they are parked when paying at the meter. This cannot be applied to the loading zone when it is in operation.

It is proposed to remove the requirement for a ticket during loading zone times. Delivery vehicles will not be charged for parking in the loading zone during the loading zone times. Parking at other times (any vehicles) will be metered with a parking charge.

Approval is sought for the new signage.

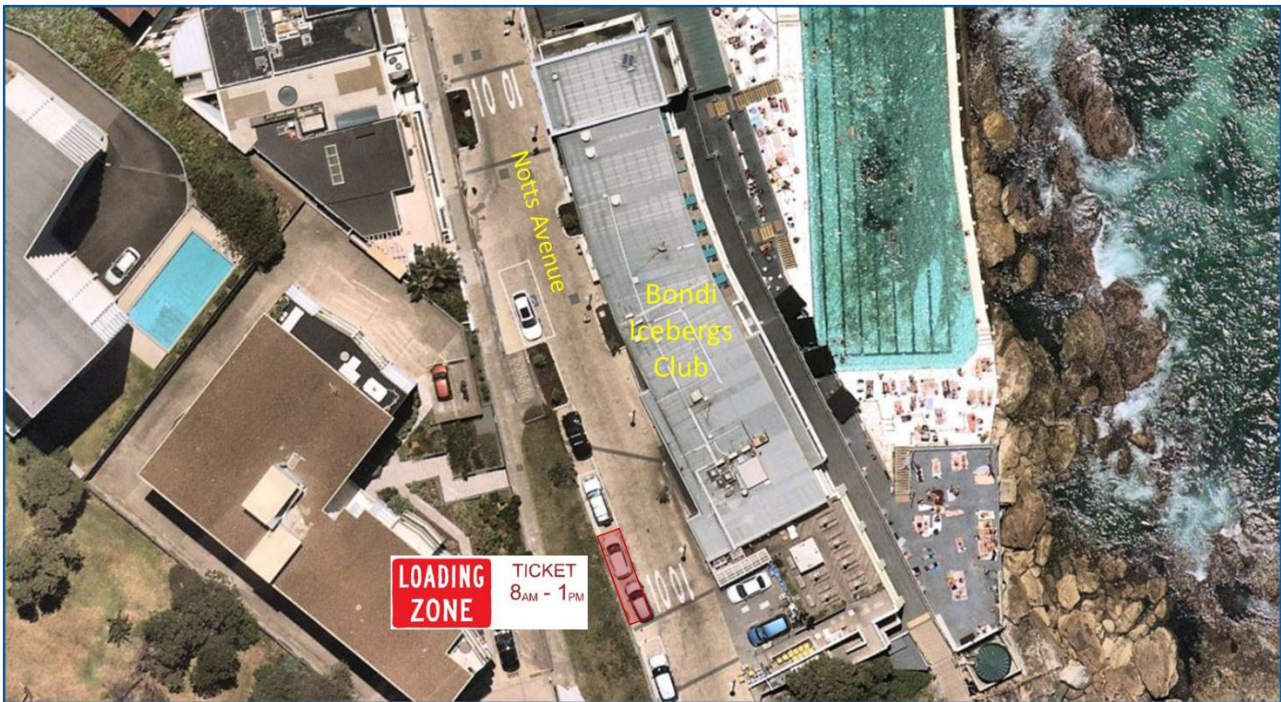


Figure 1. Existing loading zone in Notts Avenue, Bondi Beach.

2. Introduction/Background

Notts Avenue is a designated parking area with parking meters. The current parking meters are “pay by space” machines with no ticket printing.

There are 2 hour time restrictions for car parking from 8 am to 10 pm, all days, permit holders excepted. Untimed / unmetered motor bike parking is provided in a separate zone. A ticketed loading zone encompassing two car parking spaces operates everyday between 8 am and 1 pm.

The existing signage is shown in Figure 2.



Figure 2. Notts Avenue parking controls.

3. Technical Analysis

Removal of the ticket requirement for the loading zone is required. At the same time, the parking restrictions outside of loading zones need to be clarified. This is because a driver could interpret parking in the loading zone outside of loading zone hours to be free.

The proposed new signage is presented below in Figure 3.



Figure 3. Proposed signage

4. Financial Information for Council's Consideration

Council will fund the cost of sign changes and installation from existing budgets.

5. Attachments

Nil .

REPORT

TC/V.12/21.02



Subject: 43 Mitchell Street, North Bondi (O'Donnell Street Frontage) - P Disability Space

TRIM No: A18/0719

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 5.4 metre 'P Disability Only' zone outside 43 Mitchell Street, North Bondi (O'Donnell Street frontage).

1. Executive Summary

Council has received a request from a resident for the installation of a 'P Disability Only' parking zone at 43 Mitchell Street (O'Donnell Street frontage), North Bondi.

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



Figure 1. Site location

2. Introduction/Background

These following procedures are applied by Council when a new application is lodged at Waverley for an on-street disabled parking space.

Council requirements include:

1. Applicant must have a vehicle registered to the address fronting the new disability parking space.
2. Applicant must have an approved RMS Mobility Parking Permit.
3. Applicant must not have access to off-street parking within their property.
4. The level of parking within 50 metres either side and opposite of the property to be surveyed on 2 occasions at random by Council officers. The parking demand is to be above 85% capacity on both occasions.
5. Letters to be sent to all disability parking space holders annually to determine if still required.

3. Technical analysis

Compliance of the proposal with Council standard requirements is presented below.

Table 1. Compliance with Council requirements.

Address	43 Mitchell Street, North Bondi
Mobility Parking Permit	Yes
Circumstances leading to requirement	Applicant's carer visits the address on a regular basis for travel to appointments and running errands.
Off-street parking available	No
Length of zone	5.4 metres
Level of parking within 50 m of proposed space	95–100% occupied during the day
Other on street disability spaces	1x space outside 51 Glenayr Avenue (130 metres west of applicant's address)



Figure 2. Street view.

The proposed length is based on Australian Standard AS2890.5-2020 – On-street parking. This is shown in Figure 3 below.

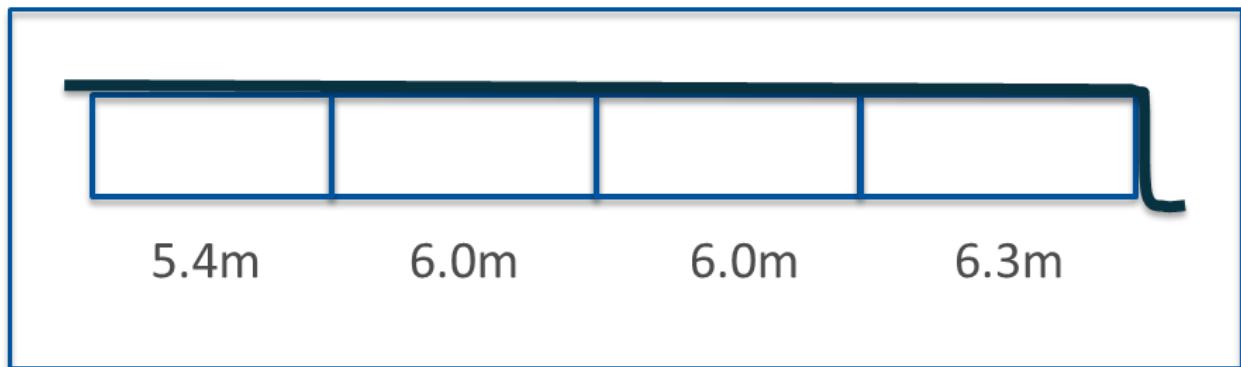


Figure 3. Dimensions for on-street disability parking spaces

Signage

The proposed signage is shown below.



Figure 4. Proposed signage.

4. Financial Information for Council's Consideration

Council will supply and install the signs with funds from existing budgets.

5. Attachments

Nil .

REPORT
TC/V.13/21.02

Subject: 92 O'Brien Street, Bondi Beach - 'P Disability Only' Zone

TRIM No: A18/0719

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 5.4 metre long 'P Disability Only' parking zone outside 92 O'Brien Street, Bondi Beach.

1. Executive Summary

Council has received representations from a resident requesting a 'P Disability Only' parking zone at 92 O'Brien Street, Bondi Beach.

An assessment of the request undertaken in February 2021 of the proposed 'P Disability Only' parking zone, and it meets all Council's requirements. The location of the site is shown in Figure 1. The proposed disability parking zone is shown in Figure 2.



Figure 1: Site location



Figure 2: Proposed 'P Disability Only' parking zone location

2. Introduction/Background

These following procedures are applied by Council when a new application is lodged at Waverley for an on-street disabled parking space.

Council requirements include:

1. Applicant must have a vehicle registered to the address fronting the new disability parking space.
2. Applicant must have an approved RMS Mobility Parking Permit.
3. Applicant must not have access to off-street parking within their property.
4. The level of parking within 50 metres either side and opposite of the property to be surveyed on 2 occasions at random by Council officers. The parking demand is to be above 85% capacity on both occasions.
5. Letters to be sent to all disability parking space holders annually to determine if still required.

3. Technical Analysis

Compliance of the proposal with Council standard requirements is presented below.

Table 1. Compliance with Council requirements.

Address	92 O'Brien Street, Bondi Beach
Mobility Parking Permit	Yes
Circumstances leading to requirement	Applicant has 18 screws holding his spine together, suffered a massive heart attack in 2018 requiring a quadruple by-pass, had a hip replacement recently and suffer ongoing health issues due to a severe staph infection picked up in hospital during spine surgery, and with his disability, can't walk far.
Off-street parking available	No
Length of property frontage	6.0 metres
Length of zone	5.4 metres
On-street parking occupancy within 50 metres either side of the property	78%-96% occupied during the day.
Other on-street disability spaces	Nil within 50 metres. Two fronting 11 and 13

Barracluff Avenue (distance= 98 meters); one fronting 55 Wellington Street (distance=180 meters); two fronting 76 and 82 Lamrock Avenue (distance=140 metres); and one fronting 18 Rickard Avenue (distance=165 metres)

The proposed length is based on Australian Standard AS2890.5-2020 – On-street parking. This is shown in Figure 3 below.

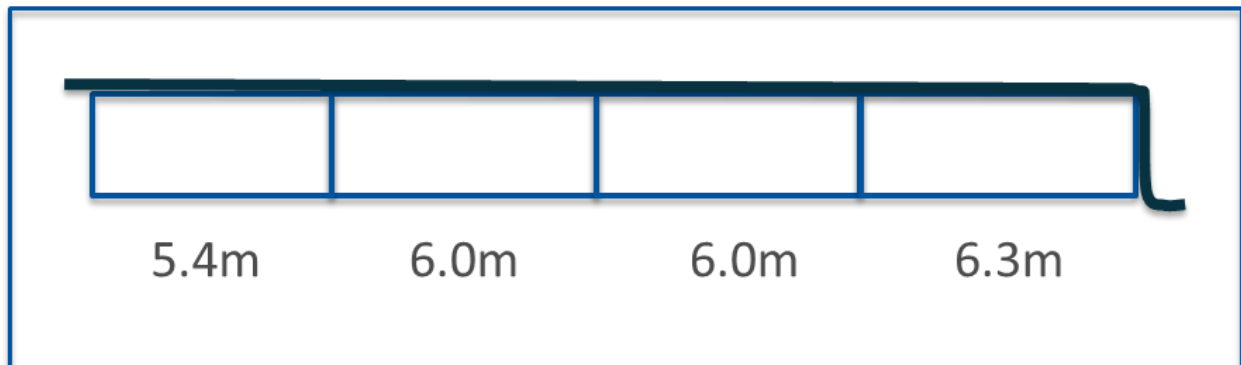
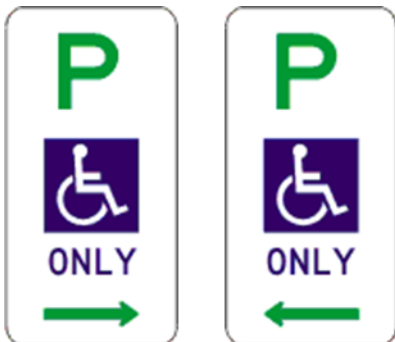


Figure 3. Dimensions for on-street disability parking spaces

Signage

The proposed signage is shown below.



4. Financial Information for Council's Consideration

Council will supply and install the signs and remove existing signs with funds from existing budgets.

5. Attachments

Nil .

REPORT

TC/CV.01/21.02



Subject: Queen Elizabeth Drive - 'Electric Vehicle Excepted Only While Charging' Zone

TRIM No: A17/0477

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

Director: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a "No Parking. Electric Vehicles Excepted Only While Charging" zone for one space adjacent to an existing space with the same restrictions on Queen Elizabeth Drive.

1. Executive Summary

Waverley Council is one of the first group of Councils in NSW to establish public electric vehicle charging spaces across the Eastern Suburbs. A new charging space is proposed on Queen Elizabeth Drive adjacent to an existing charging space.

The location on Queen Elizabeth Drive is shown in *Figure 1* below.

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

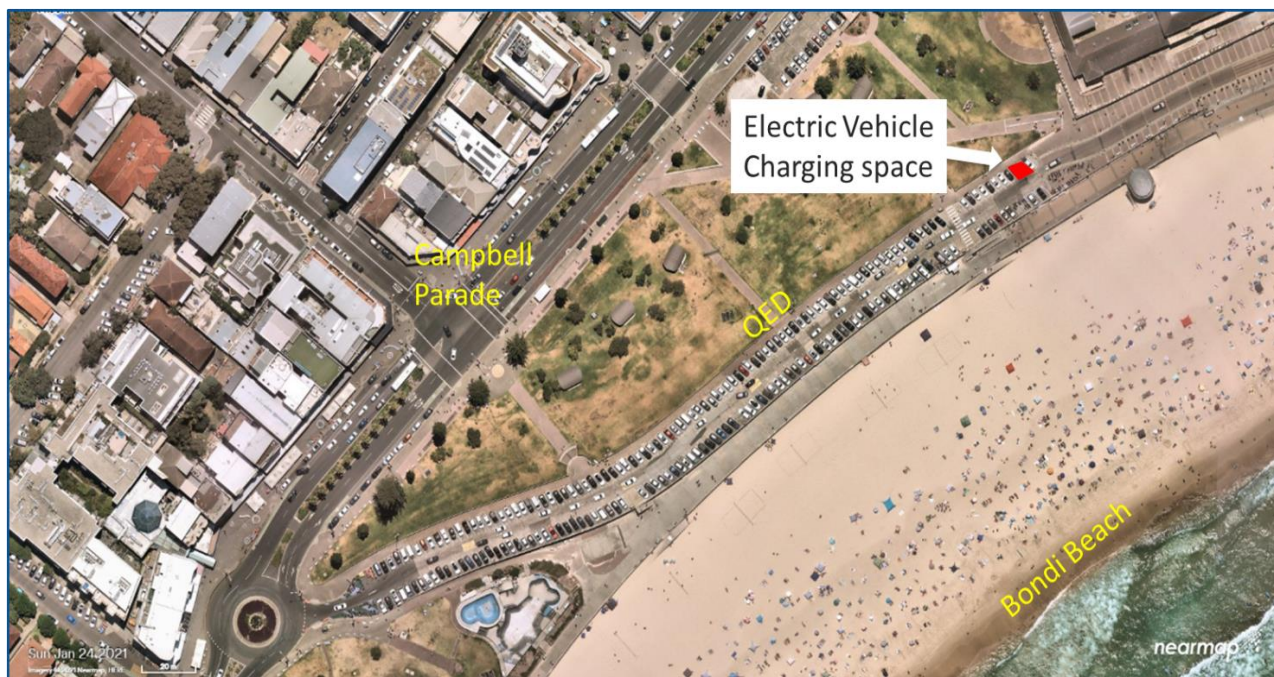


Figure1. Queen Elizabeth Drive, Bondi Beach

2. Introduction/Background

The provision of the electric vehicle charging spaces:

- Provides greater 'zero emission' transport options for residents, businesses, and visitors to Bondi Beach
- Provides financial and non-financial benefits to encourage greater electric vehicle use within the community
- Provides significant promotion and awareness in a high-profile area such as Bondi Beach

The subject area within Queen Elizabeth Drive already has an existing electric vehicle only space west of Bondi Pavilion, as shown in *Figure 2*. below.

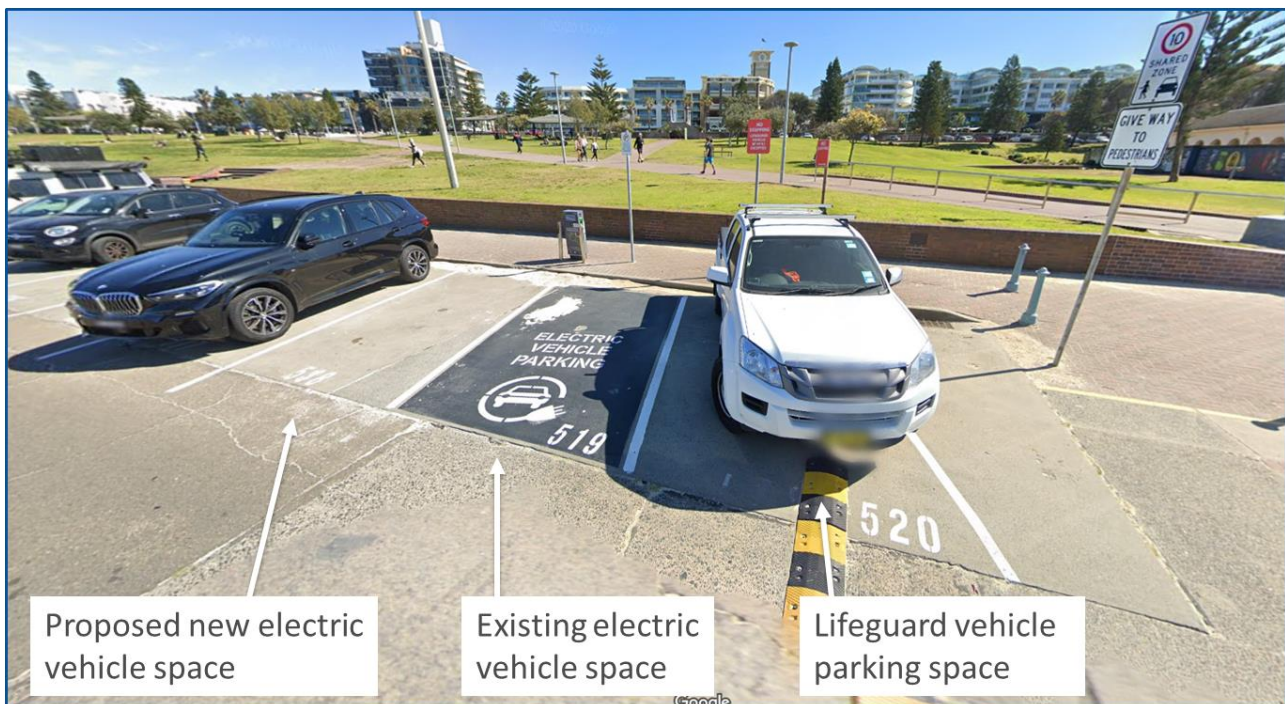


Figure 2. Existing electric vehicle parking space

Data from the electric vehicle charging units have showed that there is increased amount of usage of these units over the past two years. *Figure 3* below shows this trend.

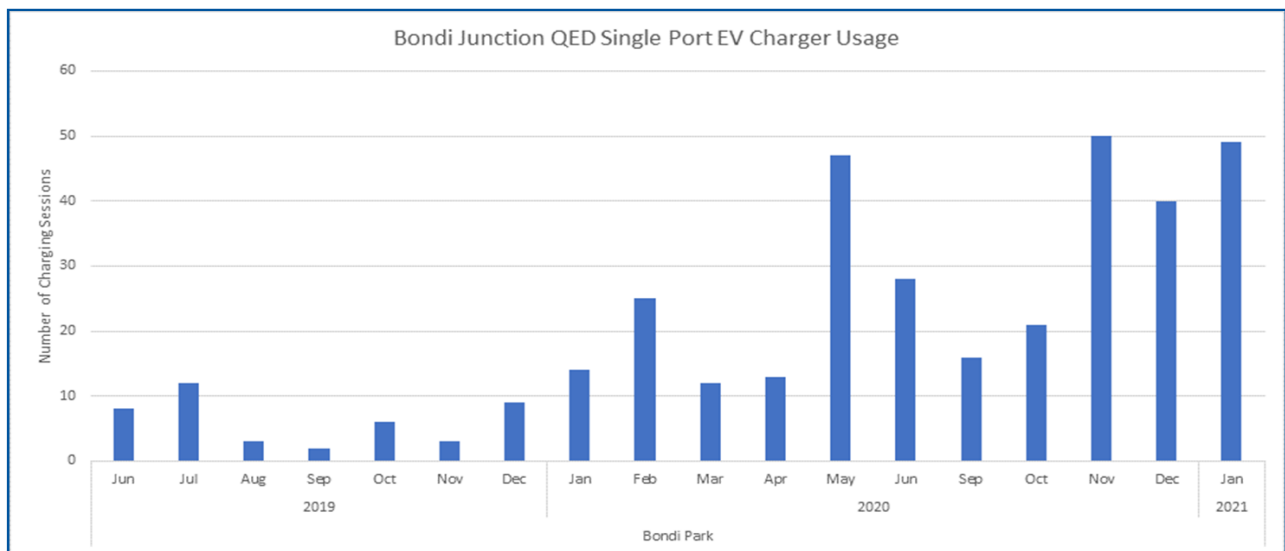


Figure 3. Electric vehicle parking unit usage

3. Technical Analysis

The charger unit at the existing parking space is capable of charging two vehicles at once.

As there is only one designated electric vehicle parking space, many electric vehicle drivers have been illegally stretching their charging cables to be able to use the station. By introducing the additional electric vehicle parking space, it will allow greater usage of the unit and reduce the potential safety hazards.

The new additional electric vehicle parking space is proposed to be at car space No.518 which is directly next to car space No.519 an existing electric vehicle parking space. This is shown below in *Figure 3*.

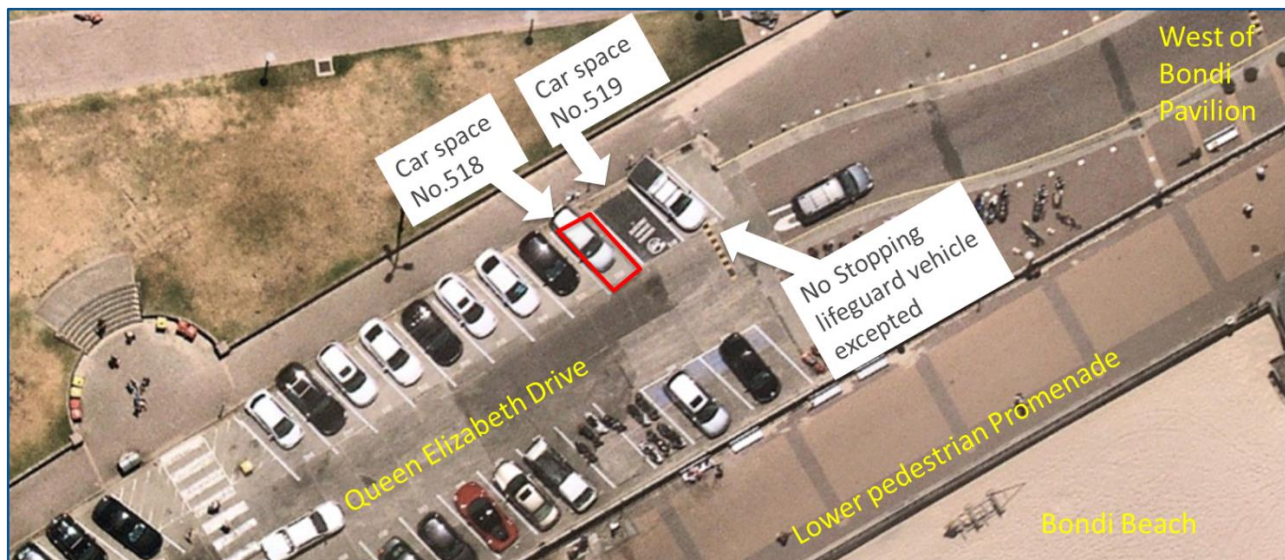


Figure 3. Electric vehicle parking spaces at Queen Elizabeth Drive

The proposed parking space will be line-marked and signposted for use only by electric vehicles for use while charging. The signage is shown below in *Figure 4*.



Figure 3. Proposed signage

4. Financial Information for Council's Consideration

Installation costs of signs and line-marking will come from the Environmental Sustainability OPEX budget.

5. Attachments

Nil .