



WAVERLEY TRAFFIC COMMITTEE MEETING

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

10.00AM, THURSDAY 18 APRIL 2019

Emily Scott
Director, Waverley Renewal

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AGENDA

Apologies

Declarations of Interests

Adoption of previous Minutes by Council - 28 March 2019 7

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 28 March 2019 are scheduled to be adopted by Council at its meeting on 16 April 2019.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC/C STATE ELECTORATE OF COOGEE

TC/C.01/19.04 Hegarty Lane, Bondi Junction - Temporary Closure for Tower Crane Installation (A02/0216) 15

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council approves the temporary closure of Hegarty Lane between Leswell Street and Vernon Street between 7am and 9pm on Sunday 26 May and 9am and 4pm on Sunday 2 June 2019 in accordance with the Traffic Control Plan tabled at the meeting.
2. Council approves the removal of all parking spaces in Leswell Street to facilitate the manoeuvring of semi-trailers into Hegarty Lane (as required by the submitted swept paths).
3. Council delegate's authority to the Executive Manager, Creating Waverley to approve any backup date and times Hegarty Lane can be closed (if required).
4. Businesses, residents affected by the closures and emergency services be notified of the closure in writing by the applicant not less than seven (7) days prior to implementation of the road closure.
5. A copy of the applicant's notification letter and expected date and area of distribution be forwarded to Council's Traffic Engineer not less than three (3) days prior to distribution.
6. A Council compliance officer be present for the duration of the works at the applicant's expense, and that this be communicated to the applicant.

TC/C.02/19.04 Darling Street, Bronte - Installation of 'No Stopping' Zone (A02/0637-02)..... 26**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs "No Stopping Fridays 5am-9am" restrictions on the southern side of the low section of Darling Street from Andrew Street to 11 Darling Street to aid access by Council's waste collection trucks.
2. Adjusts the existing "No Parking" restrictions on the southern side of Darling Street from Andrew Street to 11 Darling Street to "No Parking All Other Times".
3. Notifies residents on the southern side of Darling Street from Andrew Street to 11 Darling Street of the proposed restrictions prior to installation.

TC/C.03/19.04 Birrell Street, Bondi Junction - Construction Zone (A03/2514-04) 30**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs an 8m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone east of the existing "NO STOPPING" zone at the pedestrian refuge outside 48 Birrell Street, Bondi Junction.
2. There be no blockage to through traffic on Birrell Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/19.04 Ocean Street, Bondi - Changes to Parking Restrictions (A02/0637-02) 33****COUNCIL OFFICER'S PROPOSAL:**

That Council changes the existing 'P5 minute 7:30am-6pm Mon-Fri' parking restrictions to 'P10 minute 7:30am-6pm Mon-Fri'.

TC/V.02/19.04 Onslow Place, Rose Bay - Installation of 'No Stopping' Zone (A02/0637-02)..... 36**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs “No Stopping Mondays 5am-9am” restrictions in Onslow Place, on the northern side of the eastern cul-de-sac and “No Stopping” restrictions around the north-western kerb return of the western cul-de-sac as shown in Figure 3 of this report to improve truck access and manoeuvring of waste collection vehicles.
2. Notifies residents in Onslow Place of the proposed restrictions prior to installation.

TC/V.03/19.04 O'Donnell Street, North Bondi – Installation of 'P Disability Only' Zone (A18/0719) ... 40**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5.5m long 'P Disability Only' zone outside 24 O'Donnell Street, North Bondi immediately adjacent to western side wing of the driveway.

TC/V.04/19.04 Blake Street, Rose Bay - Construction Zone (A03/2514-04)..... 43**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 12 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone on the Blake Street frontage of 553 Old South Head Road, Rose Bay east of the existing “No Parking” zone.
2. There be no blockage to through traffic on Blake Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

TC/V.05/19.04 Gilgandra Road, North Bondi - Construction Zone (A03/2514-04)..... 46**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 12 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 25 Gilgandra Street, North Bondi.
2. There be no blockage to through traffic on Gilgandra Road other than for short periods of time when manoeuvring vehicles into and out of the zone.

3. Trucks servicing the site shall be limited in size to 8.8m bogie truck. No approval is given for the use of articulated vehicles (semi-trailers and truck/trailer combinations).
4. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

TC/CV.01/19.04 Changes to Parking Signs at Bondi Beach and Bronte Cutting - Phone Parking (A18/0705)	49
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COUNCIL OFFICER'S PROPOSAL:

That Council amends signage associated with ticket parking within Queen Elizabeth Drive, Park Drive North, Park Drive South and Bronte Cutting to include reference to phone parking as shown in the table below.

TC/CV.02/19.04 Multiple Streets - 'P Disability Only' Zone (A18/0719)	51
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COUNCIL OFFICERS PROPOSAL:

That Council:

1. Installs a 5.5 m long 'P Disability Only' zone, on the Niblick Street frontage of 33 Gilgandra Road, North Bondi adjacent to the northern wing of the driveway.
2. Installs a 6.5 m long, 'P Disability Only' zone, outside 96 Ocean Street, Bondi.
3. Removes the existing 'P Disability Only' zone outside 38 Avoca Street, Bondi.
4. Removes the existing 'P Disability Only' zone outside 115 O'Donnell Street, Bondi.
5. Removes the existing 'P Disability Only' zone outside 177 Blair Street, North Bondi.
6. Removes the existing 'P Disability Only' zone outside 179 Blair Street, North Bondi.

TC/CV.03/19.04 Multiple Streets - Installation of 'No Stopping' Zones (A02/0637-02)	55
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COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Stopping' zones at the following intersections:

1. Mirimar Avenue and Thompson Street, Bronte:
 - (a) On the western side of Mirimar Avenue, south of Thompson Street terminating at the southern wing of the driveway to 4A Mirimar Avenue.
 - (b) 10 m on the southern side of Thompson Street, west of Mirimar Avenue.

2. Bangalla Road and Liverpool Street, Rose Bay:
 - (a) 10 m on the eastern side of Bangalla Road, north of Liverpool Street.
 - (b) 10 m on the western side of Bangalla Road, north of Liverpool Street.
3. Hewlett Street at Dickson Street, Bronte:
 - (a) 10 m on the eastern side of Dickson Street, north of Hewlett Street.
 - (b) 10 m on the eastern side of Dickson Street, south of Hewlett Street.
 - (c) 10 m on the northern side of Hewlett Street, east of Dickson Street.
 - (d) 10 m on the southern side of Hewlett Street, east of Dickson Street.

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

TC/TEAC.01/19.04 5-11 Hollywood Avenue, Bondi Junction - Demolition of Commercial Building and Construction of new 11 Storey Hotel (DA-421/2018)..... 59

COUNCIL OFFICER’S PROPOSAL:

That should Development Application 421/2018 be approved for construction of a lifestyle hotel at 5-11 Hollywood Avenue, Bondi Junction, the Committee:

1. Raises no objections on traffic and parking grounds to a drop off/pick up facility being installed on Hollywood Avenue outside the site.
2. Will give consideration to the signage required at the drop off/pick up facility following completion of the public domain upgrade works which include road carriageway widening and indented parking bay installation.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

**MINUTES OF THE WAVERLEY TRAFFIC
COMMITTEE MEETING HELD AT WAVERLEY
COUNCIL CHAMBERS, CNR PAUL STREET AND
BONDI ROAD, BONDI JUNCTION ON
THURSDAY, 28 MARCH 2019**



Voting Members Present:

Cr J Wakefield	Waverley Council (Chair)
Snr Cst A Birchansky	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr B Borger	Roads and Maritime Services – Traffic Management (South East Precinct)
Ms J Zin	Representing Gabrielle Upton, MP, Member for Vaucluse

Also Present:

Mr B Gidies	Sydney Buses (Eastern Region)
Mr D Joannides	Waverley Council – Executive Manager, Creating Waverley
Mr G Garnsey	Waverley Council – Manager, Transport and Development
Mr C Handsaker	Waverley Council – Manager, Customer Parking
Mr K Mowad	Waverley Council – Senior Traffic Engineer
Mr S Samadian	Waverley Council – Traffic Engineer

At the commencement of proceedings at 10.03am, those present were as listed above.

Apologies

Apologies were received and accepted from Cr Tony Kay and Mr Bruce Morrow, representing Bruce Notley-Smith, MP, Member for Coogee.

Declarations of Pecuniary and Non-Pecuniary Interests

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

Adoption of previous Minutes by Council - 28 February 2019

The recommendations contained in Part 1 - Matters Proposing That Council Exercise Its Delegated Functions - of the Minutes of the Waverley Traffic Committee meeting held on 28 February 2019 were adopted by Council at its meeting on 19 March 2019 with one minor change to Item TC/V.04/19.02 - Ramsgate Avenue, Bondi Beach - Temporary Loss of Parking for Site Compound such that the word 'extend' in clause 2 was replaced with the word 'adjust'.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC/C STATE ELECTORATE OF COOGEE**TC/C.01/19.03 Busby Parade, Bronte - One Way direction (A03/0042-04)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Receives and notes the contents of this report.
2. Takes no further action with regard to the installation of a one-way direction in Busby Parade, Bronte.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.02/19.03 Sandridge Street, Bondi - Change to Part-Time Bus Zone (A02/0225-02)**COUNCIL OFFICER'S PROPOSAL:**

That Council changes the existing full time 'Bus Zone' restrictions on Sandridge Street, Bondi outside 42 Fletcher Street to 'Bus Zone Sat – Sun; 2P 8am - 10pm Mon – Fri Permit Holders Excepted Area 11'.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

"Regular patrols of the bus zone by Council's parking enforcement officers be instituted".

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

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/19.03 Proposed changes to parking restrictions in Bondi Beach (SF17/2767)****COUNCIL OFFICER'S PROPOSAL:**

That Council replace signage associated with ticket parking within Queen Elizabeth Drive and Park Drive to reflect the changes to meter operating times as shown in the table below.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

“That Council replaces signage associated with ticket parking within Queen Elizabeth Drive, Park Drive and Campbell Parade, Bondi Beach to reflect the changes to the proposed meter operating times as shown in the table below:

Area			Current Time Restrictions	Proposed Time Restrictions
QUEEN ELIZABETH DRIVE AND PARK DRIVE NORTH			P Ticket 7am - 7pm Jun - Aug 7am - 10pm Sept - May Beach Permit Holders Excepted Except as Signed	P Ticket 7am - 7pm Beach Permit Holders Excepted Except as Signed
PARK DRIVE SOUTH			4P Ticket 8am - 10pm No Stopping Area 11pm - 6am	4P Ticket 8am - 7pm No Stopping Area 11pm - 6am
CAMPBELL PARADE (NOVEMBER TO APRIL)				
Side of Street	Between Streets		Current Time Restrictions	Proposed Time Restrictions
Western Side	Francis St	Sir Thomas Mitchell Road	½ P Ticket 8am to 6pm 4P Ticket 6pm to 10pm	½ P Ticket 8am to 7pm 3P Ticket 7pm to 10pm
Western Side	Francis St	Sir Thomas Mitchell Road	Loading Zone 6.30am to 6pm Mon to Sat	Loading Zone 6.30am to 7pm Mon to Sat
			1/2P Ticket 8am to 6pm Sunday	1/2P Ticket 8am to 7pm Sunday
			4P Ticket 6pm to 10pm	3P Ticket 7pm to 10pm
Western Side	Sir Thomas Mitchell Road	Lamrock Ave	½ P Ticket 8am to 6pm 4P Ticket 6pm to 10pm	½ P Ticket 8am to 7pm 3P Ticket 7pm to 10pm
Western Side	Lamrock Ave	Hall St	Truck Zone 6.30am to 6pm Mon to Sat	Truck Zone 6.30am to 7pm Mon to Sat
			1/2P Ticket 8am to 6pm Sunday	1/2P Ticket 8am to 7pm Sunday
			3P Ticket 6pm to 9pm	2P Ticket 7pm to 9pm
Western Side	Lamrock Ave	Hall St	½ P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	1/2P Ticket 8am to 7pm 2P Ticket 7pm to 9pm
Western Side	Hall St	Roscoe St	½ P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	1/2P Ticket 8am to 7pm 2P Ticket 7pm to 9pm

Western Side	Roscoe St	Curlewis St	Truck Zone 6.30am to 6pm Mon to Sat	Truck Zone 6.30am to 7pm Mon to Sat
			1/2P Ticket 8am to 6pm Sunday 3P Ticket 6pm to 9pm	1/2P Ticket 8am to 7pm Sunday 2P Ticket 7pm to 9pm
Western Side	Curlewis St	Beach Rd	½ P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	½ P Ticket 8am to 7pm 2P Ticket 7pm to 9pm
Western Side	Beach Rd	Wairoa Ave	½ P Ticket 8am to 6pm 4P Ticket 6pm to 10pm	½ P Ticket 8am to 7pm 3P Ticket 7pm to 10pm
Eastern Side	Beach Road	Curlewis St	2P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	2P Ticket 8am to 7pm 2P Ticket 7pm to 9pm
	Curlewis St	Roscoe St	2P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	2P Ticket 8am to 7pm 2P Ticket 7pm to 9pm
	Curlewis St	Roscoe St	Taxi Zone 8am to 6pm	Taxi Zone 8am to 7pm
			3P Ticket 6pm to 9pm	2P Ticket 7pm to 9pm
	Hall St	Queen Elizabeth Drive	2P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	2P Ticket 8am to 7pm 2P Ticket 7pm to 9pm

CAMPBELL PARADE (MAY TO OCTOBER)

Side of Street	Between Streets		Current Time Restrictions	Proposed Time Restrictions
Western Side	Francis St	Sir Thomas Mitchell Road	½ P Ticket 8am to 6pm 4P Ticket 6pm to 10pm	½ P Ticket 8am to 7pm 3P 7pm to 10pm
Western Side	Francis St	Sir Thomas Mitchell Road	Loading Zone 6.30am to 6pm Mon to Sat	Loading Zone 6.30am to 7pm Mon to Sat
			1/2P Ticket 8am to 6pm Sunday 4P Ticket 6pm to 10pm	1/2P Ticket 8am to 7pm Sunday 3P 7pm to 10pm
Western Side	Sir Thomas Mitchell Road	Lamrock Ave	½ P Ticket 8am to 6pm 4P Ticket 6pm to 10pm	½ P Ticket 8am to 7pm 3P 7pm to 10pm
Western Side	Lamrock Ave	Hall St	Truck Zone 6.30am to 6pm Mon to Sat	Truck Zone 6.30am to 7pm Mon to Sat
			1/2P Ticket 8am to 6pm Sunday	1/2P Ticket 8am to 7pm Sunday

			3P Ticket 6pm to 9pm	2P 7pm to 9pm
Western Side	Lamrock Ave	Hall St	½ P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	1/2P Ticket 8am to 7pm 2P 7pm to 9pm
Western Side	Hall St	Roscoe St	½ P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	1/2P Ticket 8am to 7pm 2P 7pm to 9pm
Western Side	Roscoe St	Curlewis St	Truck Zone 6.30am to 6pm Mon to Sat	Truck Zone 6.30am to 7pm Mon to Sat
			1/2P Ticket 8am to 6pm Sunday 3P Ticket 6pm to 9pm	1/2P Ticket 8am to 7pm Sunday 2P 7pm to 9pm
Western Side	Curlewis St	Beach Rd	½ P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	½ P Ticket 8am to 7pm 2P 7pm to 9pm
Western Side	Beach Rd	Wairoa Ave	½ P Ticket 8am to 6pm 4P Ticket 6pm to 10pm	½ P Ticket 8am to 7pm 3P 7pm to 10pm
Eastern Side	Beach Road	Curlewis St	2P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	2P Ticket 8am to 7pm 2P 7pm to 9pm
	Curlewis St	Roscoe St	2P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	2P Ticket 8am to 7pm 2P 7pm to 9pm
	Curlewis St	Roscoe St	Taxi Zone 8am to 6pm	Taxi Zone 8am to 7pm
			3P Ticket 6pm to 9pm	2P 7pm to 9pm
	Hall St	Queen Elizabeth Drive	2P Ticket 8am to 6pm 3P Ticket 6pm to 9pm	2P Ticket 8am to 7pm 2P 7pm to 9pm

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

The Committee considered a supplementary report on this matter from the Manager, Customer Parking issued and uploaded to Council's website prior to the meeting.

TC/V.02/19.03 Anzac Day - Ramsgate Avenue and Campbell Parade, North Bondi – Temporary Road Closure (A02/0216)

COUNCIL OFFICER'S PROPOSAL:

That Council approves the Transport Management Plan for the temporary closure of Ramsgate Avenue and Campbell Parade, North Bondi on 25 April 2019 between 4am and 8am as per the submitted Transport Management Plans (TMP), subject to:

1. The applicant shall:
 - a) Submit the Transport Management Plan to the Roads and Maritime Services for the approval of the Traffic Management Centre.
 - b) Provide Public Liability Insurance for the event.
 - c) Obtain NSW Police Force approval and assessment of the event classification.
 - d) Notify the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra and Randwick Fire Stations) not less than seven (7) days prior to the event.
 - e) Notify local residents and businesses at least seven (7) days prior to the event.
 - f) Use only RMS-accredited Traffic Controllers to regulate traffic.
 - g) Cover all costs associated with traffic control.
 - h) Submit a copy of the approved R.O.L to the Executive Manager, Creating Waverley prior to the event taking place.
2. The Executive Manager, Creating Waverley being delegated authority to audit the TMP and cancel the approval if required.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to adding the words "dated 22 March 2019 tabled at the meeting and attached to Council's file" after "Transport Management Plan" in the first sentence.

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

TC/V.03/19.03 Hardy Street, North Bondi - Installation of 'P Disability Only' Zone (A18/0719)

COUNCIL OFFICER'S PROPOSAL:

That Council Installs a 6.5 m long 'P Disability Only' zone outside 24 Hardy Street, North Bondi.

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/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/19.03 Further 15 Minute 'Drop In' Zones (SF17/2767)****COUNCIL OFFICER'S PROPOSAL:**

That Council introduces free 15 minute 'drop in' zones at the following locations:

1. Bondi Junction (4 spaces):
 - (a) Hollywood Avenue, Bondi Junction – western side of Hollywood Avenue, adjacent to 241 Oxford Street extending 16.5 m south from the current Mail Zone (3 spaces).
 - (b) Pine Lane, Bondi Junction – northern side of Pine Lane at the intersection with Hollywood Avenue extending 6.5 m east of the current No Stopping (1 space).
2. Bondi Beach (4 spaces):
 - (a) Northern side of Hall Street outside 51–53 Hall Street between existing driveways (3 spaces).
 - (b) Campbell Parade – western side of Campbell Parade outside 110 Campbell Parade extending 6.5 m south of the current Taxi Zone (1 space).

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to inserting "P" before "15 minute" in the first sentence.

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

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

THE MEETING CLOSED AT 10.33AM

.....
SIGNED AND CONFIRMED
MAYOR
16 April 2019

REPORT
TC/C.01/19.04

Subject: Hegarty Lane, Bondi Junction - Temporary Closure for Tower Crane Installation

TRIM No: A02/0216

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council approves the temporary closure of Hegarty Lane between Leswell Street and Vernon Street between 7am and 9pm on Sunday 26 May and 9am and 4pm on Sunday 2 June 2019 in accordance with the Traffic Control Plan tabled at the meeting.
2. Council approves the removal of all parking spaces in Leswell Street to facilitate the manoeuvring of semi-trailers into Hegarty Lane (as required by the submitted swept paths).
3. Council delegate's authority to the Executive Manager, Creating Waverley to approve any backup date and times Hegarty Lane can be closed (if required).
4. Businesses, residents affected by the closures and emergency services be notified of the closure in writing by the applicant not less than seven (7) days prior to implementation of the road closure.
5. A copy of the applicant's notification letter and expected date and area of distribution be forwarded to Council's Traffic Engineer not less than three (3) days prior to distribution.
6. A Council compliance officer be present for the duration of the works at the applicant's expense, and that this be communicated to the applicant.'

1. Executive Summary

Council has received an application for the temporary, full closure of Hegarty Lane, Bondi Junction, in the section between Vernon Street and Leswell Street, to facilitate the installation of a tower crane from the development site at 292-302 Oxford Street, Bondi Junction. Council will need to exercise its delegated function to approve the proposal.

2. Introduction/Background

An application has been received from the builder at 292-302 Oxford Street, Bondi Junction, for a temporary, full closure of Hegarty Lane in the section between Leswell Street and Vernon Street from 7am to 9pm to facilitate the erection of a tower crane.

3. Technical Analysis

Development application, DA-600/2015, was approved by Council in December 2015 for the construction of a twelve storey, mixed use development with ground floor commercial areas and 48 residential apartments to be constructed at 292-302 Oxford Street, Bondi Junction. With the excavation nearing completion and the main construction works beginning, an application has been received for the erection of a tower crane which from Hegarty Lane at the rear.

This site has frontages to both Oxford Street and Hegarty Lane. It is preferable to setup a mobile crane on Hegarty Lane rather than Oxford Street to erect the tower crane as it will result in less disruption to traffic.

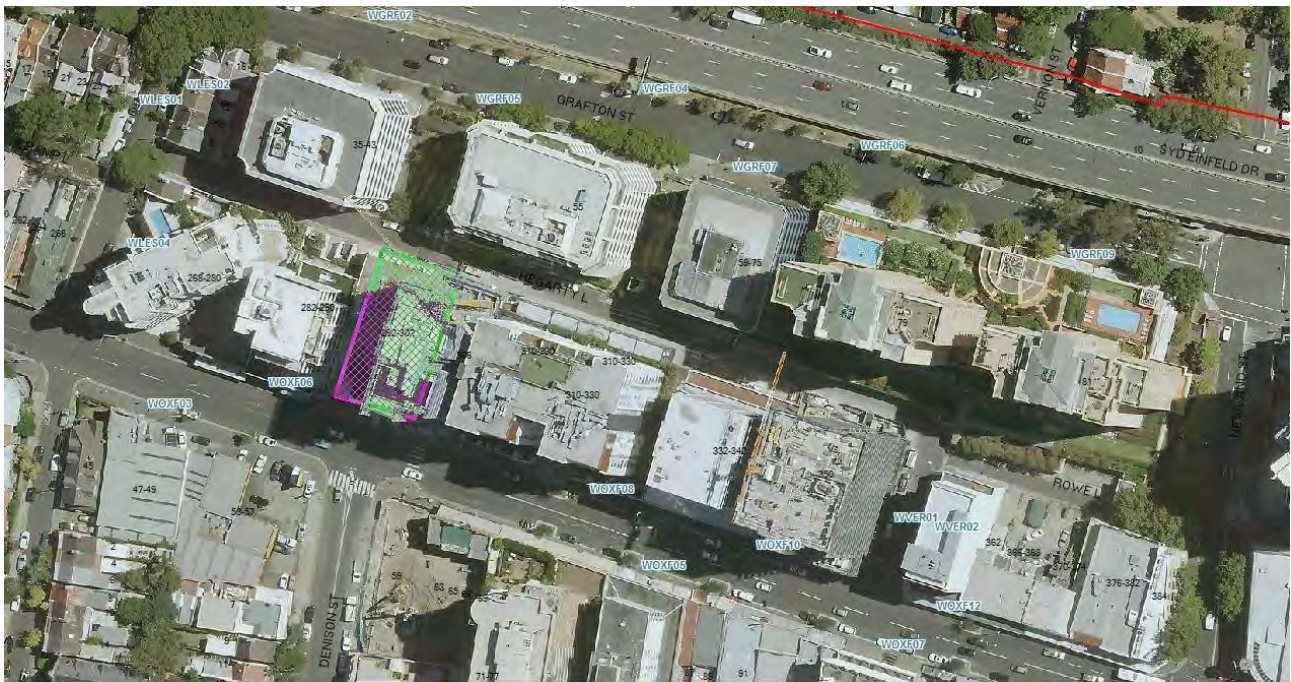


Figure 1: Aerial photo of 292-302 Oxford Street, Bondi Junction.

The road closure will be carried out similar to previous tower crane erections from Hegarty Lane. It will involve 11 semi-trailers accessing Hegarty Lane one at a time by turning left into Leswell Street from Oxford Street and then reversing into Hegarty Lane under full traffic control. Once loaded, the trucks will exit Hegarty Lane via Leswell Street to Grafton Street and then Nelson Street onto Oxford Street.



Figure 2: Street view in Hegarty Lane at rear of 292-302 Oxford Street, Bondi Junction.

To minimise the impact on road users, particularly bus services on Oxford Street inbound to the Bondi Junction Bus Rail Interchange, the tower crane installation is to be limited to Sunday as has been applied to other building sites in the Bondi Junction CBD area.

The applicant has also submitted swept wheel path drawings showing that all parking spaces in Leswell Street must be removed to allow the semi-trailers to manoeuvre in order to enter/exit Hegarty Lane.

4. Financial Information for Council's Consideration

The applicant will be required to meet the cost of closing the road and standing plant in accordance with Council's fees and charges for 2018/19.

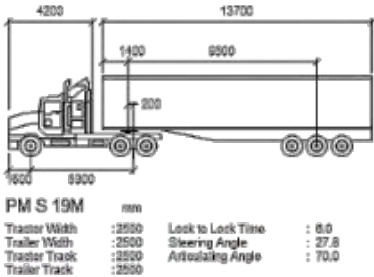
5. Attachments

1. Oxford Street - Swept Path Diagrams [↓](#) .

292 - 302 Oxford Street, Bondi Junction

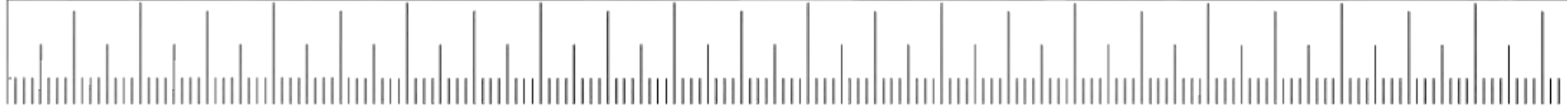
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Swept Path Diagram (Articulated Truck)
Plan prepared by EB Traffic Solutions Pty Ltd
Date: 30/01/2019

Sheet 01



Design Vehicle

EB Traffic Solutions



292 - 302 Oxford Street, Bondi Junction

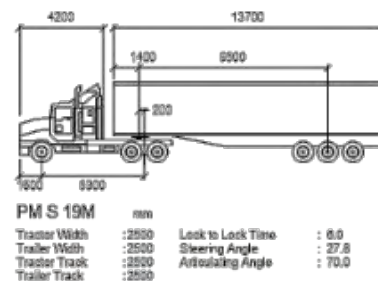
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Swept Path Diagram (Articulated Truck)

Plan prepared by EB Traffic Solutions Pty Ltd

Date: 30/01/2019

Sheet 02



Design Vehicle



292 - 302 Oxford Street, Bondi Junction

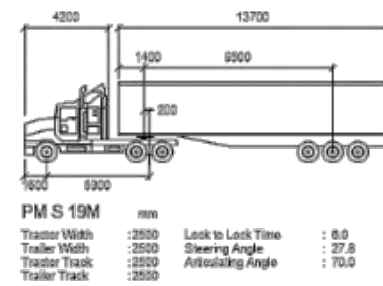
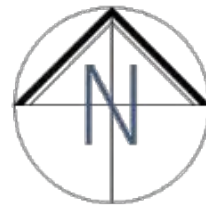
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Swept Path Diagram (Articulated Truck)

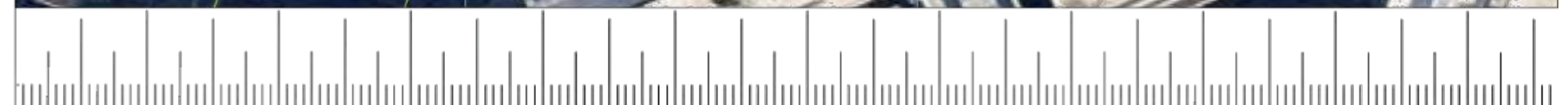
Plan prepared by EB Traffic Solutions Pty Ltd

Date: 30/01/2019

Sheet 03



Design Vehicle

B Traffic
Solutions

292 - 302 Oxford Street, Bondi Junction

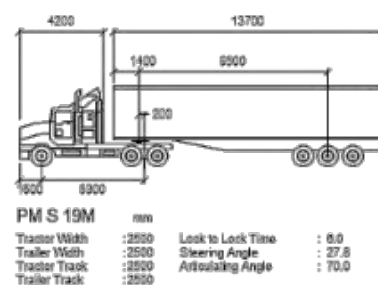
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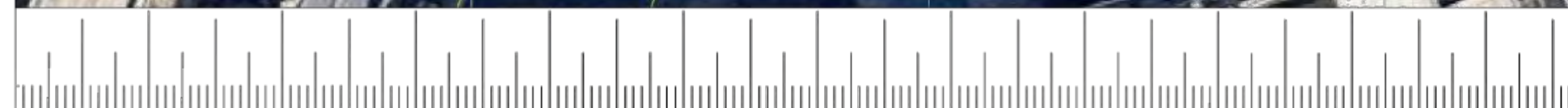
Plan prepared by EB Traffic Solutions Pty Ltd

Date: 30/01/2019

Sheet 04

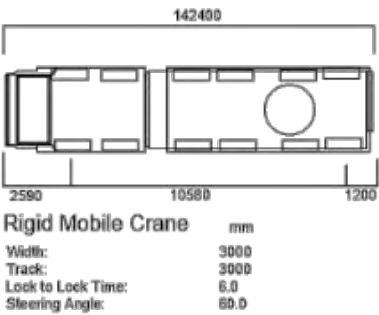


Design Vehicle

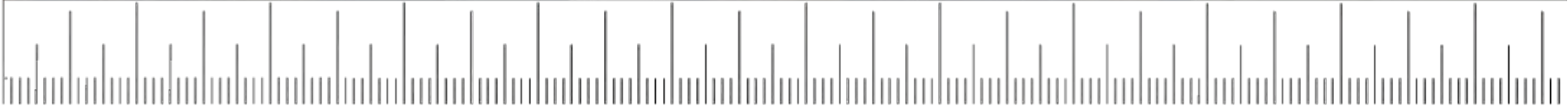
B Traffic
Solutions

292 - 302 Oxford Street, Bondi Junction

Scale 1:250 @ A3
Swept Path Diagram (Rigid Crane)
Plan prepared by EB Traffic Solutions Pty Ltd
Date: 30/01/2019
Sheet 05



Design Vehicle
EB Traffic Solutions



292 - 302 Oxford Street, Bondi Junction

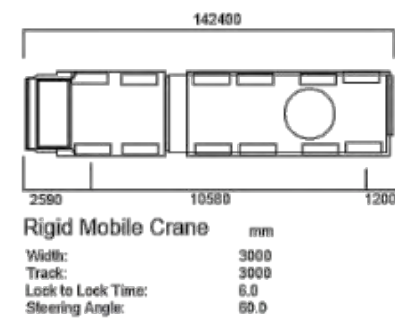
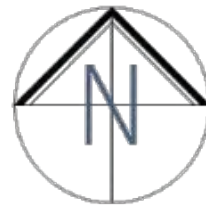
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Swept Path Diagram (Rigid Crane)

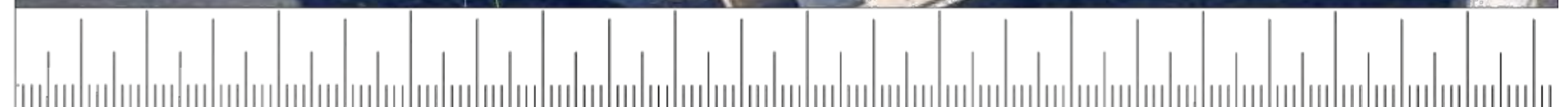
Plan prepared by EB Traffic Solutions Pty Ltd

Date: 30/01/2019

Sheet 06



Design Vehicle



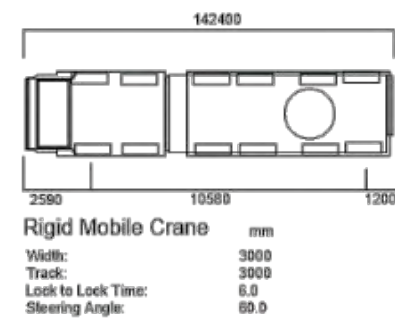
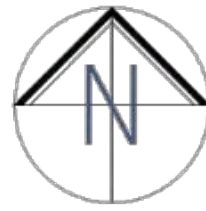
292 - 302 Oxford Street, Bondi Junction

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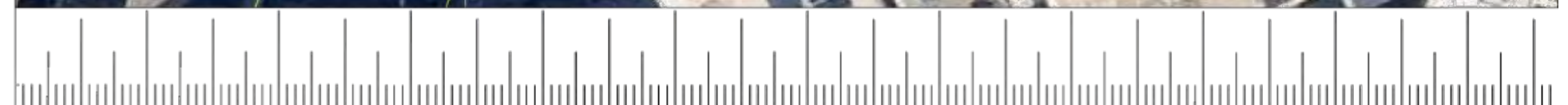
Swept Path Diagram (Rigid Crane)

Plan prepared by EB Traffic Solutions Pty Ltd
Date: 30/01/2019

Sheet 07



Design Vehicle

EB Traffic
Solutions

292 - 302 Oxford Street, Bondi Junction

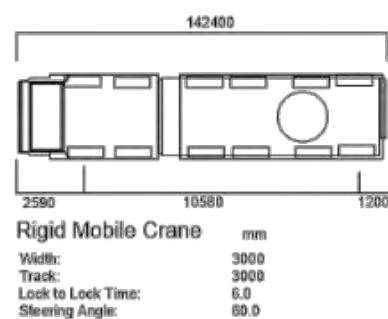
Scale 1:250 @ A3

Swept Path Diagram (Rigid Crane)

Plan prepared by EB Traffic Solutions Pty Ltd

Date: 30/01/2019

Sheet 08



Design Vehicle

B Traffic
Solutions


REPORT
TC/C.02/19.04

Subject: Darling Street, Bronte - Installation of 'No Stopping' Zone

TRIM No: A02/0637-02

Author: Behzad Saleh, Professional Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs "No Stopping Fridays 5am-9am" restrictions on the southern side of the low section of Darling Street from Andrew Street to 11 Darling Street to aid access by Council's waste collection trucks.
2. Adjusts the existing "No Parking" restrictions on the southern side of Darling Street from Andrew Street to 11 Darling Street to "No Parking All Other Times".
3. Notifies residents on the southern side of Darling Street from Andrew Street to 11 Darling Street of the proposed restrictions prior to installation.

1. Executive Summary

A request has been received from Council's Resource Recovery Team for consideration to be given to the installation of "No Stopping Fridays 5am-9am" in Darling Street to improve accessibility by Council's waste collection trucks. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Council's Resource Recovery team has reported that the waste collection trucks are unable to access and service properties in Darling Street between Andrew Street and No. 11 Darling Street. When vehicles are parked kerbside in this section of road, the remaining travelling lane width becomes too narrow for the trucks to pass through. Waste collection in Darling Street is scheduled on Fridays between 5am and 9am and it is requested that "No Stopping" restrictions be applied in this section of the road during those times.



Figure 1: Shows the location of the narrow section of Darling Street as well as surrounding streets

3. Technical Analysis

Darling Street at the location of the subject site is divided into two components. The properties on the southern side of the road are serviced by a lower level service road which is restricted to one-way westbound traffic flow. The parking in this section of road is primarily unrestricted however, “No Parking” restrictions have been installed near several driveways in order to keep vehicles sufficiently clear such that they do not hinder vehicular access into and out of the private properties.

The service road has a total width from kerb to kerb of 4.5m however, with vehicles parked on street, the travelling lane width is reduced to 2.4m. Given that the width of Council’s waste collection truck is 2.5m plus the width of the door mirrors, it is not practical for waste collection to occur at this section of road when vehicles are parked kerbside.

The proposal is to install “No Stopping Fridays 5am-9am” restrictions within the southern side of Darling Street between Andrew Street and No. 11 Darling Street. This will result in the loss of seven on-street parking spaces during these times. The existing “No Parking” restrictions that are within the proposed “No Stopping” zone are to be altered to read “No Parking All Other Times”.



Figure 2: Shows the location of the proposed "No Stopping" zone and the existing "No Parking" Restrictions to be altered to be "No Parking All Other Times"



Figure 3: Shows the location of proposed "No Stopping" signs to be installed and existing "No Parking" signs to be adjusted



Figure 4: Shows a photo of the lower level service road of Darling Street with parked vehicles

4. Financial Information for Council's Consideration

If changes to signs are approved, Council will fund the cost of installing the signs from existing budgets.

5. Attachments

Nil.

REPORT
TC/C.03/19.04

Subject: Birrell Street, Bondi Junction - Construction Zone

TRIM No.: A03/2514-04

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs an 8m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone east of the existing "NO STOPPING" zone at the pedestrian refuge outside 48 Birrell Street, Bondi Junction.
2. There be no blockage to through traffic on Birrell Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

1. Executive Summary

Council has received an application from the builder at 48 Birrell Street, Bondi Junction for the installation of a construction zone on the site frontage. Council will need to exercise its delegated function to implement the proposal.



Figure 1: Aerial Image of semi-detached dwelling at 48 Birrell Street, Bondi Junction**2. Introduction/Background**

In accordance with standard practice at Council, it is proposed that zones be signposted 'No Parking Council Authorised Vehicles Excepted' and for the zone to operate during standard hours approved under development consents. There is no development consent associated with this site as the works are minor only and remedial in nature. The builder is seeking standard DA approved hours for the zone to operate. Council will issue the applicant with a number of transferable permits to be used on their construction-related vehicles.

The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for a minimum of thirteen weeks.

3. Technical Analysis

The site is located on the northern side of Birrell Street approximately 30m east of Lawson Street, Bondi Junction. There is an existing pedestrian refuge island with a 'NO STOPPING' zone on its departure side immediately to the west of the proposed construction zone. It is proposed to install an 8 m long construction zone outside the site immediately east of the refuge "NO STOPPING" zone, as shown in Figure 2. The zone will extend part way cross the frontage of No. 48 and part way across No. 50. NO. 50 raises no objection to the zone extending part way across their frontage.

Applicant	Maincom Services
Works	Demolition of existing external wall and minor renovations
Hours of Construction	7 am–5 pm Mon–Fri, 8 am–3 pm Saturday (Works remedial in nature and not the subject of a development consent)
Frontage Length	8 m
Road	Birrell Street
Existing Parking	No Stopping / 2P 8am-6pm Mon-Sat permit holders excepted area 21 & 22
Requested Length	12m
Proposed Length	8m
Duration	13 weeks
Beginning	April 2019
Fee Area	Residential without metered parking
Estimated Fees	\$520 per week

Table 1: 48 Birrell Street, Bondi Junction.



Figure 2: 48 Birrell Street, Bondi Junction – Proposed construction zone.

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 2018–19 financial year are:

- \$65 per metre per week in a residential developments.
- \$90 per metre per week in a commercial and mixed-use developments.
- \$360 per week per metered car parking space (In addition to above fees - where applicable)

5. Attachments:

Nil

REPORT
TC/V.01/19.04**Subject:** Ocean Street, Bondi - Changes to Parking Restrictions**TRIM No:** A02/0637-02**Author:** Behzad Saleh, Professional Engineer**Director:** Emily Scott, Director, Waverley Renewal**COUNCIL OFFICER'S PROPOSAL:**

That Council changes the existing 'P5 minute 7:30am-6pm Mon-Fri' parking restrictions to 'P10 minute 7:30am-6pm Mon-Fri'.

1. Executive Summary

Council has received a request from the owner of the Ocean Street Long Day Preschool operating from church owned premises at 34A Ocean Street North, Bondi to change the existing P5 minute parking restriction to P10 minute Parking Restrictions. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

The Owner of the Ocean Street Long Day Preschool has written to Council requesting the existing 'P5 minute 7:30am-6pm Mon-Fri' be changed to 'P10 minute 7:30am-6pm Mon-Fri'. The operator advises the existing parking restrictions do not provide sufficient time for parents to pick up or drop off their children. The preschool operator has been receiving complaints from concerned parents who wish to have the signs changed to 10min parking.



Figure 1: Shows an aerial view of 34A Ocean Street North, Bond

3. Technical Analysis

The Ocean Street Long Day Preschool is located on the eastern side of Ocean Street approximately 110m north of Bondi Road. During a site inspection, it was revealed that parking demand in this part of Ocean Street is high. The current parking restrictions in front of the preschool are **'P5 minute 7:30am-6pm Mon-Fri'** which caters for three vehicles with the remaining sections of road having unrestricted parking.

Increasing the parking restrictions to 10 minutes will allow parents additional time to enter the premises to pick up or drop of their children and to secure them within their child restraints or booster seats as required by NSW Road Rules for children under the age of 7.

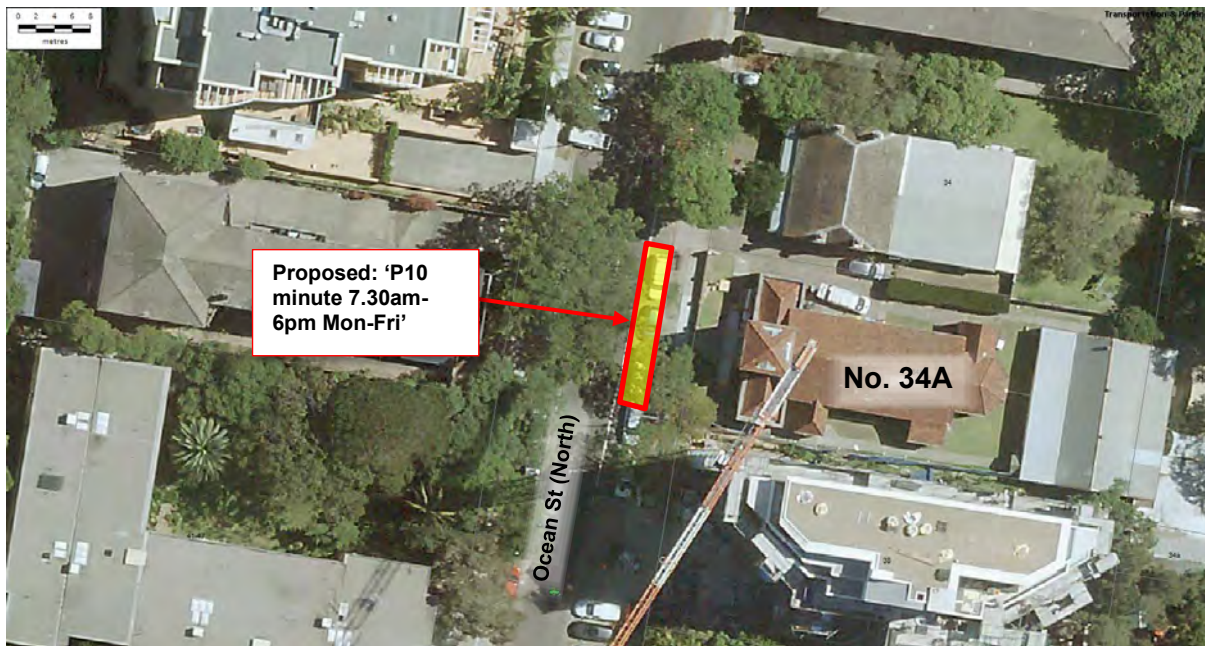


Figure 2: Shows an aerial view of the location of the 'No Parking' zone to be removed



Figure 3: Shows the Ocean Street Long Day Preschool and the existing P5min parking zone

4. Financial Information for Council's Consideration

If changes to signs are approved, Council will fund the cost of installation from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.02/19.04

Subject: Onslow Place, Rose Bay - Installation of 'No Stopping' Zone

TRIM No: A02/0637-02

Author: Behzad Saleh, Professional Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs "No Stopping Mondays 5am-9am" restrictions in Onslow Place, on the northern side of the eastern cul-de-sac and "No Stopping" restrictions around the north-western kerb return of the western cul-de-sac as shown in Figure 3 of this report to improve truck access and manoeuvring of waste collection vehicles.
2. Notifies residents in Onslow Place of the proposed restrictions prior to installation.

1. Executive Summary

A request has been received from Council's Resource Recovery Team for consideration to be given to the installation of "No Stopping: Mondays 5am-9am" restrictions in the eastern portion cul-de-sac of Onslow Place to improve access and manoeuvring of Council's waste collection trucks. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Council's Resource Recovery team has reported that their waste collection trucks are having difficulty servicing properties in Onslow Place when vehicles are parked close to corners and along the northern side kerb of the eastern cul-de-sac. Waste collection in Onslow Place is scheduled for Mondays between 5am and 9am and it is requested that "No Stopping" restrictions be applied around the north-eastern kerb return outside No. 3 Onslow Place during those times.



Figure 1: Shows an aerial view of Onslow Place "T" shape

3. Technical Analysis

Onslow Place is "T" shaped and is located at the end of Onslow Street/The Plaza, Rose Bay. It has a width of 6.2m from kerb to kerb. For the section aligned north to south from the The Plaza, "No Parking" restrictions are in place along the eastern side of the road. These restrictions terminate at their southern end at a power pole positioned part way around the north-eastern kerb return outside No.3.



Figure 2 Power pole with "No Parking" restrictions (arrow left) outside No.3 Onslow Place

Vehicles are seen to be regularly parked along the northern kerb line close to the power pole which hinders the swept wheel path of Council's waste collection trucks.

The corresponding section of kerb on the northern side of the western portion cul-de-sac already has full time "No Stopping" restrictions.

The proposal is to install “No Stopping Mondays 5am-9am” restrictions along the northern kerb of the eastern cul-de-sac in Onslow Place east of the power pole outside No. 3 and extend the existing “No Stopping” zone to include the north-western kerb return of the western cul-de-sac, terminating 6m north of the northern kerb line of this cul-de-sac. These restrictions will aid large vehicle manoeuvring.



Figure 2: Shows existing and proposed parking restrictions in Onslow Place



Figure 4: Shows Onslow Place eastern cul-de-sac portion looking east with part time, “NO STOPPING” restrictions proposed along the left side kerb.



Figure 5: Shows a photo of Onslow Street looking west into the western cul-de-sac

4. Financial Information for Council's Consideration

If changes to signs are approved, Council will fund the cost of Installation from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.03/19.04

Subject: O'Donnell Street, North Bondi – Installation of 'P Disability Only' Zone

TRIM No: A18/0719

Author: Behzad Saleh, Professional Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 5.5m long 'P Disability Only' zone outside 24 O'Donnell Street, North Bondi immediately adjacent to western side wing of the driveway.

1. Executive Summary

Council has received representations from a resident requesting consideration be given to the installation of a 'P Disability Only' parking zone at 24 O'Donnell Street, North Bondi, to improve parking and access to the premises. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

The resident of 24 O'Donnell Street, North Bondi has advised that although he does have an off-street parking facility, the gradients of the driveway within his property are too steep to negotiate and the wall to fence width is too narrow to cater for adequate door opening. These factors make it difficult for the resident to utilise the off street space.

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

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

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

3. Technical Analysis

A site inspection by Council's Traffic Officer revealed that there is an existing carport at the southern end of a long driveway. The carport was occupied by a vintage collector's car that was being kept in storage and had a different registration number to that used in the application form for the disability parking space. The driveway throughout the property also did have steep gradients which are considered to be an unreasonable obstacle for someone with a disability to negotiate should their vehicle be parked there. Furthermore, the width of the internal driveway was measured to be only 2.5m which would add additional difficulty to someone attempting to get in or get out of their vehicle. On these grounds, it is recommended that a 5.5m 'P Disability Only' zone be installed at 24 O'Donnell Street, North Bondi.

Address	MPS Card	Off-street parking available	On-street parking occupancy	Length of zone	Recommend installation?	Comments
24 O'Donnell Street, North Bondi	Yes	Yes	93% during site visits	5.5 m	Yes	The steep grades and narrow width of the driveway make the off-street parking difficult to be used by the resident with a disability

Table 1: Shows the summary of the request for a new "P Disability Only" zone



Figure 1: Shows the steep grades and narrow width of the driveway at 24 O'Donnell Street



Figure 2: Shows a Street View image of O'Donnell Street at No. 24

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

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

Guidelines used:

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

4. Financial Information for Council's Consideration

If changes are approved, Council will supply and install the signs with funds from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.04/19.04

Subject: Blake Street, Rose Bay - Construction Zone

TRIM No.: A03/2514-04

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 12 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone on the Blake Street frontage of 553 Old South Head Road, Rose Bay east of the existing "No Parking" zone.
2. There be no blockage to through traffic on Blake Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

1. Executive Summary

Council has received an application from the builder/developer at 553 Old South Head Road, Rose Bay (south-eastern corner of Old South Head Road and Blake Street) for the installation of a construction zone on the Blake Street frontage. Council will need to exercise its delegated function to implement the proposal.



Figure 1: Aerial Image of 553 Old South Head Road, Rose Bay**2. Introduction/Background**

In accordance with standard practice at Council, it is proposed that the zone be signposted 'No Parking Council Authorised Vehicles Excepted' and for the zone to operate during standard hours approved under development consents. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles.

The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for a minimum of thirteen weeks.

3. Technical Analysis

The site is located on the southern-east corner of Old South Head Road and Blake Street, Rose Bay. On-street parking outside the site is currently restricted to:

- Old South Head Road: No Stopping and Unrestricted
- Blake Street: No Stopping, No Parking and Unrestricted

It is proposed to install a 12 m long construction zone outside the site as shown in Figure 2.

Applicant	Rainbow Group Pty Ltd
Works	Demolition of dwelling and construction of new three storey residential flat building with basement parking and strata subdivision into 6 lots
Approved Hours of Construction	7 am–5 pm Mon–Fri, 8 am–3 pm Saturday
Frontage Length	38 m Blake Street 16 m Old South Head Road
Road	Blake Street
Existing Parking	Old South Head Road: No Stopping and Unrestricted Blake Street: No Stopping, No Parking and Unrestricted
Requested Length	9m
Proposed Length	12 m
Duration	13 weeks
Beginning	April 2019
Fee Area	Residential with metered parking
Estimated Fees	\$780 per week

Table 1: 553 Old South Head Road, Rose Bay.



Figure 2: 553 Old South Head Road, Rose Bay – Proposed construction zone.

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 2018–19 financial year are:

- \$65 per metre per week in a residential developments.
- \$90 per metre per week in a commercial and mixed-use developments.
- \$360 per week per metered car parking space (In addition to above fees - where applicable)

5. Attachments:

Nil

REPORT
TC/V.05/19.04

Subject: Gilgandra Road, North Bondi - Construction Zone

TRIM No.: A03/2514-04

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 12 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 25 Gilgandra Street, North Bondi.
2. There be no blockage to through traffic on Gilgandra Road other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Trucks servicing the site shall be limited in size to 8.8m bogie truck. No approval is given for the use of articulated vehicles (semi-trailers and truck/trailer combinations).
4. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

1. Executive Summary

Council has received an application from the builder/developer at 25 Gilgandra Road, North Bondi for the installation of a construction zone on the site frontage. Council will need to exercise its delegated function to implement the proposal.

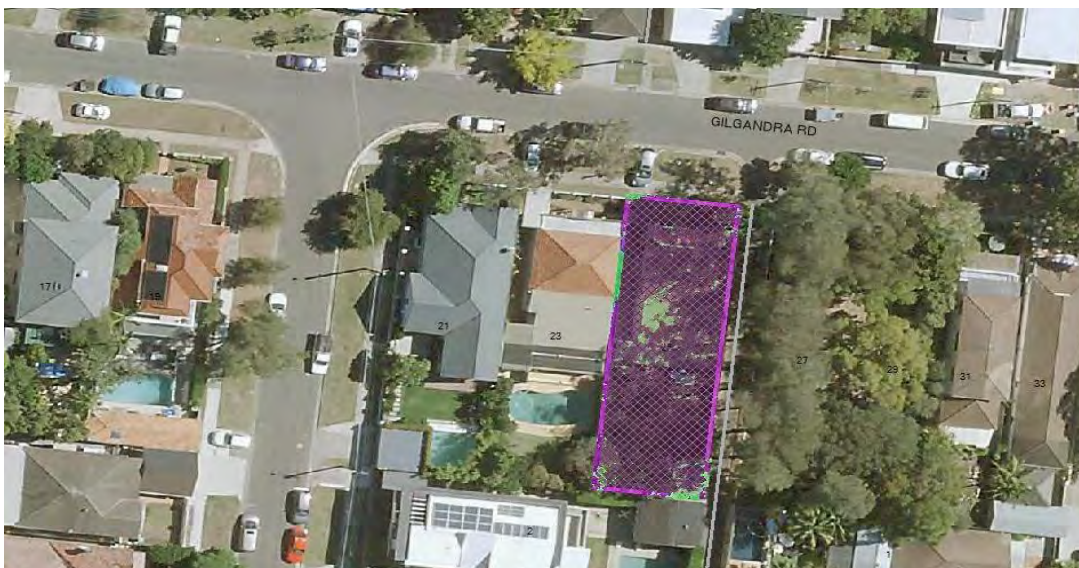


Figure 1. Aerial Image of 25 Gilgandra Road, North Bondi east of Brassie Street**2. Introduction/Background**

In accordance with standard practice at Council, it is proposed that the zone be signposted 'No Parking Council Authorised Vehicles Excepted' and for the zone to operate during standard hours approved under development consents. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles.

The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for a minimum of thirteen weeks.

3. Technical Analysis

The site is located on the southern side of Gilgandra Road approximately 30m east of Brassie Street, North Bondi. It is proposed to install a 12 m long construction zone outside the site as shown in Figure 2.

Applicant	Rawson Homes Pty Ltd
Works	Demolition of existing dwelling, construction of new two storey house and garage
Approved Hours of Construction	7 am–5 pm Mon–Fri, 8 am–3 pm Saturday
Frontage Length	12 m
Road	Gilgandra Road
Existing Parking	Unrestricted
Requested Length	30 m
Proposed Length	12 m
Duration	13 weeks
Beginning	April 2019
Fee Area	Residential without metered parking
Estimated Fees	\$780 per week

Table 1: 25 Gilgandra Road, North Bondi.



Figure 2: 25 Gilgandra Road, North Bondi – Proposed construction zone.

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 2018–19 financial year are:

- \$65 per metre per week in a residential developments.
- \$90 per metre per week in a commercial and mixed-use developments.
- \$360 per week per metered car parking space (In addition to above fees - where applicable)

5. Attachments:

Nil

REPORT
TC/CV.01/19.04

Subject: Changes to Parking Signs at Bondi Beach and Bronte Cutting - Phone Parking

TRIM No: A18/0705

Author: Colin Handsaker, Manager, Customer Parking

Director: Rachel Hensman, Acting Director, Waverley Life

COUNCIL OFFICER'S PROPOSAL:

That Council amends signage associated with ticket parking within Queen Elizabeth Drive, Park Drive North, Park Drive South and Bronte Cutting to include reference to phone parking as shown in the table below.

1. Executive Summary

In Council's Community Strategic Plan 2018 to 2029 Council committed to ensure that on-street and off-street parking is fairly and effectively managed. In the Delivery Program 2018-2021 Customer First was given the responsibility to research and implement cost effective technology, policy and process improvements and prepare Smart Parking Management Strategy.

In order to support the Delivery Program initiative Customer First is rolling out mobile phone payment options for Council's on-street parking meters, commencing in Queen Elizabeth Drive, Park Drive North Park Drive South and Bronte Cutting.

As part of the implementation phone parking the current ticket parking signs need to be amended to include the word "phone".

2. Introduction/Background

In Council's Community Strategic Plan 2018 to 2029 Council committed to ensure that on-street and off-street parking is fairly and effectively managed. In the Delivery Program 2018-2021 Customer First was given the responsibility to research and implement cost effective technology, policy and process improvements and prepare Smart Parking Management Strategy.

In order to support the Delivery Program initiative Customer First is rolling out mobile phone payment options for Council's on-street parking meters, commencing in Queen Elizabeth Drive, Park Drive North Park Drive South and Bronte Cutting.

Phone parking allows motorists to use their mobile phone to pay for parking without the need to access a parking meter or ticket machine. This is achieved by the use of a smartphone app to pay for a parking session. Motorists without a smartphone can still access the system by calling or texting a dedicated operator.

Following a request for Quotation process a Mobile Phone Parking provider was selected. The successful supplier is Database Consultants Australia with their "Pay Stay" app.

As part of the implementation the current ticket parking signs need to be amended to include the word “phone”.

3. Technical Analysis

In order to comply with RMS requirements regarding phone parking, the word “phone” must be added to each ticket sign within the associated area.

Area	Current Sign wording	Proposed Sign wording
Queen Elizabeth Drive / Park Drive North	Bondi Beach Parking Area P Ticket 7am - 7pm Jun - Aug 7am - 10pm Sept - May Beach Permit Holders Excepted Except as Signed	Bondi Beach Parking Area P Ticket / Phone 7am - 7pm Jun - Aug 7am - 10pm Sept - May Beach Permit Holders Excepted Except as Signed
	You are within a Parking Area P Ticket 7am - 7pm Jun - Aug 7am - 10pm Sept - May Beach Permit Holders Excepted Except as Signed	You are within a Parking Area P Ticket / Phone 7am - 7pm Jun - Aug 7am - 10pm Sept - May Beach Permit Holders Excepted Except as Signed
	End P Ticket Area	End P Ticket / Phone Area
Park Drive South	4P Ticket 8am - 10pm No Stopping Area 11pm - 6am	4P Ticket / Phone 8am - 10pm No Stopping Area 11pm - 6am
Bronte Cutting	Bronte Cutting Parking Area P ticket 9am-8pm Sep-May beach permit holders excepted except as signed	Bronte Cutting Parking Area P ticket / Phone 9am-8pm Sep-May beach permit holders excepted except as signed
	End P Ticket Area	End P Ticket / Phone Area

Table 1. Changes to signage required in Queen Elizabeth Drive, Park Drive North, Park Drive South and Bronte Cutting.

Guidelines used:

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

4. Financial Information for Council’s Consideration

The cost of amending the signage in the affected ticket parking areas will be allocated from existing Council budget.

5. Attachments

Nil.

REPORT
TC/CV.02/19.04

Subject: Multiple Streets - 'P Disability Only' Zone

TRIM No.: A18/0719

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICERS PROPOSAL:

That Council:

1. Installs a 5.5 m long 'P Disability Only' zone, on the Niblick Street frontage of 33 Gilgandra Road, North Bondi adjacent to the northern wing of the driveway.
2. Installs a 6.5 m long, 'P Disability Only' zone, outside 96 Ocean Street, Bondi.
3. Removes the existing 'P Disability Only' zone outside 38 Avoca Street, Bondi.
4. Removes the existing 'P Disability Only' zone outside 115 O'Donnell Street, Bondi.
5. Removes the existing 'P Disability Only' zone outside 177 Blair Street, North Bondi.
6. Removes the existing 'P Disability Only' zone outside 179 Blair Street, North Bondi.

1. Executive Summary

Council has received representations from residents requesting consideration be given to the installation of 'P Disability Only' parking zones at:

1. 33 Gilgandra Road, Bondi
2. 96 Ocean Street, Bondi.

Council has also been advised by resident that the existing 'P Disability Only' zones no longer required at:

1. 38 Avoca Street, Bondi
2. 115 O'Donnell Street, North Bondi
3. 177 Blair Street, North Bondi
4. 179 Blair Street, North Bondi

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

2. Introduction/Background

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

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

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

3. Technical Analysis

(i) Zones to be Installed

Address	MPS Card	Off –street Parking Available	On-street Parking Occupancy	Length of Zone	Recommend Installation	Comments
33 Gilgandra Road, North Bondi	Yes	Yes	100% during site visits	5.5 m	Yes	Two disabled persons with two vehicles living at the address. Residence has only one accessible off-street parking space.
96 Ocean Street, Bondi	Yes	No	98% during site visits	6.5 m	Yes	

Table 1. Requests for new 'P Disability Only' zone



Figure 1: Parked vehicles in the vicinity of No. 33 Gilgandra Road (Right side, single storey dwelling).



Figure 2: Parked vehicles in the vicinity of No. 9 Ocean Street (Right side, Multi storey dwelling).

(ii) Zones to be Removed

Address	WTC Approval	Surrounding Parking Restrictions	Recommend Removal	Comments
38 Avoca Street, Bondi	Nov 2018	Unrestricted	Yes	No longer required

115 O'Donnell Street, North Bondi	Sep 2016	Unrestricted	Yes	No longer required
177 Blair Street, North Bondi	April 2014	Unrestricted	Yes	No longer required
179 Blair Street, North Bondi	April 2014	Unrestricted	Yes	No longer required

Table 2. 'P Disability Only' zones no longer required

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

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

Guidelines used:

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

4. Financial Information for Council's Consideration

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

5. Attachments:

Nil

REPORT
TC/CV.03/19.04

Subject: Multiple Streets - Installation of 'No Stopping' Zones

TRIM No.: A02/0637-02

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Stopping' zones at the following intersections:

1. Mirimar Avenue and Thompson Street, Bronte:
 - (a) On the western side of Mirimar Avenue, south of Thompson Street terminating at the southern wing of the driveway to 4A Mirimar Avenue.
 - (b) 10 m on the southern side of Thompson Street, west of Mirimar Avenue.
2. Bangalla Road and Liverpool Street, Rose Bay:
 - (a) 10 m on the eastern side of Bangalla Road, north of Liverpool Street.
 - (b) 10 m on the western side of Bangalla Road, north of Liverpool Street.
3. Hewlett Street at Dickson Street, Bronte:
 - (a) 10 m on the eastern side of Dickson Street, north of Hewlett Street.
 - (b) 10 m on the eastern side of Dickson Street, south of Hewlett Street.
 - (c) 10 m on the northern side of Hewlett Street, east of Dickson Street.
 - (d) 10 m on the southern side of Hewlett Street, east of Dickson Street.

1. Executive Summary

Council has received representations from local residents requesting consideration be given to improving sight distances and manoeuvrability by imposing statutory 'No Stopping' restrictions at the following intersections:

1. Mirimar Avenue and Thompson Street, Bronte.
2. Bangalla Road and Liverpool Street, Rose Bay.
3. Hewlett Street and Dickson Street, Bronte.

In response, it is proposed to install the statutory 10 m 'No Stopping' restrictions where practical at the above locations. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

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

3. Technical Analysis

Intersection of Mirimar Avenue and Thompson Street, Bronte

There are currently 'No Stopping' restrictions:

- On the southern side of Thompson Street, east of Mirimar Avenue.
- On the eastern side of Mirimar Avenue, south of Thompson Street.

A number of inspections have taken place during the day revealing that vehicles are often parked close to and within 10 m of the intersection. Vehicles parked illegally at these locations significantly reduces driver sight lines and inhibits pedestrian access.



Figure 1. Street view of Thomson Street and Mirimar Avenue, Bronte.

As compliance is an issue at this location, it is recommended that the legislative requirements be signposted. This will not result in a net loss of legal, on-street parking spaces.

Intersection of Bangalla Road and Liverpool Street, Rose Bay

There are currently 'No Stopping' restrictions:

- On the northern side of Liverpool Street, west of Bangalla Road.
- On the northern side of Liverpool Street, east of Bangalla Road.

A number of inspections have taken place during the day revealing that vehicles are often parked close to this intersection. Vehicles parked illegally at this location considerably reduce driver sight lines and hinder access.



Figure 2. Street view of the intersection of Bangalla Road and Liverpool Street.

As compliance is an issue at this location, it is recommended that the legislative requirements be signposted. This will not result in a net loss of legal, on-street parking spaces.

Intersection of Hewlett Street and Dickson Street, Bronte

There are currently no signposted parking restrictions on the corners of the intersection of Hewlett Street and Dickson Street, Bronte.

A number of inspections have taken place during the day revealing that vehicles are often parked close to and within 10 m of the intersection. Vehicles parked illegally at these locations significantly reduces driver sight lines and inhibits pedestrian access.



Figure 3. Street view of the intersection of Dickson Street and Hewlett Street, Bronte.

As compliance is an issue at this location, it is recommended that the legislative requirements be signposted. This will not result in a net loss of legal, on-street parking spaces.

Legislative requirements

Under the [NSW] Road Rules 2014:

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

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

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

Existing signs, with the exception of NO STANDING signs (see Technical Direction No 99/21), are not to be removed or replaced until required under maintenance. Where the post is required to be replaced, the sign should be relocated to the new location as specified in this Technical Direction.'

Guidelines used:

- Transport Administration Act 1988.
- RMS's Delegation to Councils; Regulation of Traffic.
- RMS's Signs Database.
- [NSW] Road Rules 2014.
- RMS's TDT 2002/12.

4. Financial Information for Council's Consideration

If changes to signs and/or line marking are approved, Council will undertake the installation of signs/lines from existing budgets.

5. Attachments:

Nil

REPORT

TC/TEAC.01/19.04



Subject: 5-11 Hollywood Avenue, Bondi Junction - Demolition of Commercial Building and Construction of new 11 Storey Hotel

TRIM No: DA-421/2018

Author: Cameron Pike, Professional Engineer - Traffic and Development

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That should Development Application 421/2018 be approved for construction of a lifestyle hotel at 5-11 Hollywood Avenue, Bondi Junction, the Committee:

1. Raises no objections on traffic and parking grounds to a drop off/pick up facility being installed on Hollywood Avenue outside the site.
2. Will give consideration to the signage required at the drop off/pick up facility following completion of the public domain upgrade works which include road carriageway widening and indented parking bay installation.

1. Executive Summary

DA-421/2018 has been lodged with Council for the demolition of the existing commercial building at 5-11 Hollywood Avenue, Bondi Junction and the construction of a new, 11 storey hotel. The report is being submitted to the Committee for engineering advice regarding the provision of a drop off/pickup car space on Hollywood Avenue directly outside the site.

The application shows a drop off/pick up zone being proposed directly outside the site. Such a facility cannot be approved for installation without it being considered by the Waverley Traffic Committee. The provision of a drop off/pick up space aligns with parking to be provided as part of Council's Complete Streets Project whereby the carriageway will be widened to two lanes on the western side of Hollywood Avenue and the footpath narrowed to cater for indented parking bays. Given the function of the site and the need for taxi/rideshare vehicles to service the site both day and night, to avoid instances of taxis/rideshare vehicles possibly doubling parking/stopping in travel lanes on Hollywood Avenue, it is considered appropriate for one or more of the indented parking bays to be allocated to a taxi zone or P5 minute parking following completion of the Complete Streets public domain upgrade works outside the site.

Note: At the time of preparing this report, the Development Application has been escalated to the Land and Environment Court for the Court to determine the application. Council's planning staff are seeking advice from the Committee in regard to installing a drop off/pick up zone outside the site. Should the Committee consider a drop off/pick up facility is not appropriate/ should not be provided, planning staff can advise the Court accordingly.

2. Introduction/Background

Drawings have been submitted to Council by Bates Smart Architects for a redevelopment of the site at 5-11 Hollywood Avenue, Bondi Junction.

The application is seeking approval for the demolition of the existing commercial building and construction of a new eleven (11) storey hotel including limited basement car parking, gymnasium, café and common roof terrace. The application comprises of eleven (11) storeys of hotel accommodation in 198 rooms, a taxi drop-off/pick-up and service vehicle area in a small basement area and a potential pick-up/drop-off area in Hollywood Avenue. No off-street car parking will be provided for on-site staff or hotel guests.



Figure 1 – Aerial photograph of the site at 5-11 Hollywood Avenue, Bondi Junction

3. Technical Analysis

Hollywood Avenue is local road, with a carriageway width of 12.5 m. The proposed hotel has a 30m frontage to Hollywood Avenue. There is currently “No Stopping” along both sides of this section of Hollywood Avenue. On-street parking occupancy in the surrounding streets is generally high, at around 90%.

Under the [NSW] *Road Rules 2008*:

168 No parking signs

- (1) The driver of a vehicle must not stop on a length of road or in an area to which a no parking sign applies, unless the driver:
 - (a) is dropping off, or picking up, passengers or goods, and
 - (b) does not leave the vehicle unattended, and

- (c) completes the dropping off, or picking up, of the passengers or goods, and drives on, as soon as possible and, in any case, within the required time after stopping.
- (2) For this rule, a driver leaves a vehicle unattended if the driver leaves the vehicle so the driver is over 3 metres from the closest point of the vehicle.
- (3) In this rule:
required time means:
 - (a) if information on or with the sign indicates a time—the indicated time, or
 - (b) if there is no indicated time—2 minutes, or
 - (c) if there is no indicated time, or the indicated time is less than 5 minutes, and rule 206 applies to the driver—5 minutes.

It is understood that the proposed 'No Parking' will allow taxis, shuttle buses and other vehicles to drop-off/pick-up passengers within the time frame stipulated in Rule 168. There will be a net loss of one parking spaces.

The Bondi Junction Complete Streets project identifies a number of concepts for improvements on a street by street basis in the Bondi Junction town centre.

The concept design prepared for Hollywood Avenue (between Ebley St-Oxford St) has the following improvements

- The construction of an off-road cycle way along the eastern side of Hollywood Avenue
- Provision of indented parking bays along the western side of Hollywood Avenue between Ebley Street and Waverley Street.

The concept plan envisages the provision of 2, new, indented kerbside parking spaces on the western side of Hollywood Avenue, directly in front of the hotel site. Given the proposed usage of the site one, of these bays could be used for short-term P5 minute type parking or a taxi drop-off/pick-up area.

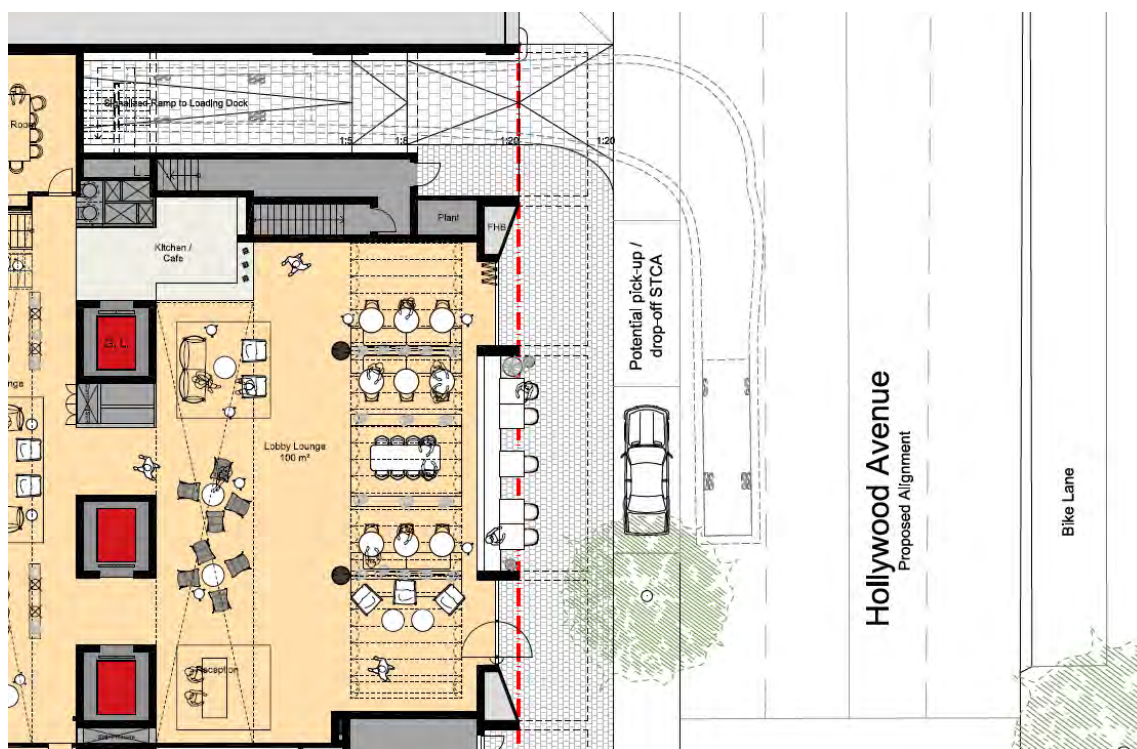


Figure 2 – Future Indented Bays in Hollywood Avenue as part of Council's Complete Streets project

In order to accommodate a wide variety of vehicles using the pick-up/drop-off area, rather than signpost the location as a 'taxi zone', it is recommended the drop off/pick up area be either 'P5 min' or 'No parking'. Both options will sufficiently allow vehicles to pull up into the designated area to either drop off or collect hotel patrons.

The proposed development also includes the provision of a single 'small vehicle loading bay' within the basement. However, as this bay is proposed beyond the entry/exit roller door, it is unlikely that taxi/rideshare vehicles will be able to easily access this space. The loading bay will be used by small delivery vehicles servicing the site such as vans collecting linen or deliveries to the onsite café.



Figure 3 – Basement Layout

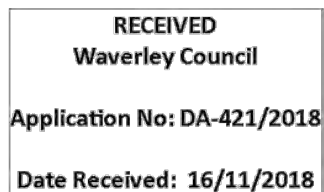
Should the Development Application be approved by the Land and Environment Court, conditions of approval are proposed to be placed on the consent requiring detailed engineering drawings of all the work proposed on Council land to be submitted to Council for approval prior to the issue of a Construction Certificate. The detailed engineering drawings showing the required re-aligned kerb and gutter and intended parking bays and parking control signs will be submitted to the Waverley Traffic Committee for consideration.

4. Financial Information for Council's Consideration

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

5. Attachments

1. Traffic and Parking Report [↓](#) .



Proposed Lifestyle Hotel Development

**5-11 Hollywood Avenue,
Bondi Junction**

TRAFFIC AND PARKING ASSESSMENT REPORT

15 November 2018

Ref 18207



Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089, Ph: 9904 3224

VARGA TRAFFIC PLANNING PTY LTD

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1. INTRODUCTION

This report has been prepared to accompany a development application to Waverley Council for a lifestyle hotel development proposal to be located at 5-11 Hollywood Avenue, Bondi Junction (Figures 1 and 2).

The proposed development will involve the demolition of the existing commercial office buildings on the site to facilitate the construction of a purpose-built lifestyle hotel catering for a specific demographic.

Lifestyle hotel customers are typically patronised by young, urban professionals and creatives who are environmentally aware and sensitive to the local environment. Lifestyle hotels are typically:

- focused on the experience rather than the product or service
- design-led, stimulating, creative and personalised environments that enable people and ideas to come together
- designed with publicly accessible ground planes to enhance interaction and experience
- focused on immersing the facility within the local environment and economy to enhance the experience of “living like a local” and not like a tourist
- located in urban areas that are highly “walkable”, and benefit from the superior nearby amenity and public transport
- patronised for short stays of no more than 3 months as part of their “lifestyle experience”.

A taxi drop-off/pick-up and service vehicle area is proposed in a small basement area. No off-street car parking will be provided for on-site staff or hotel guests in accordance with sustainable transport initiatives.

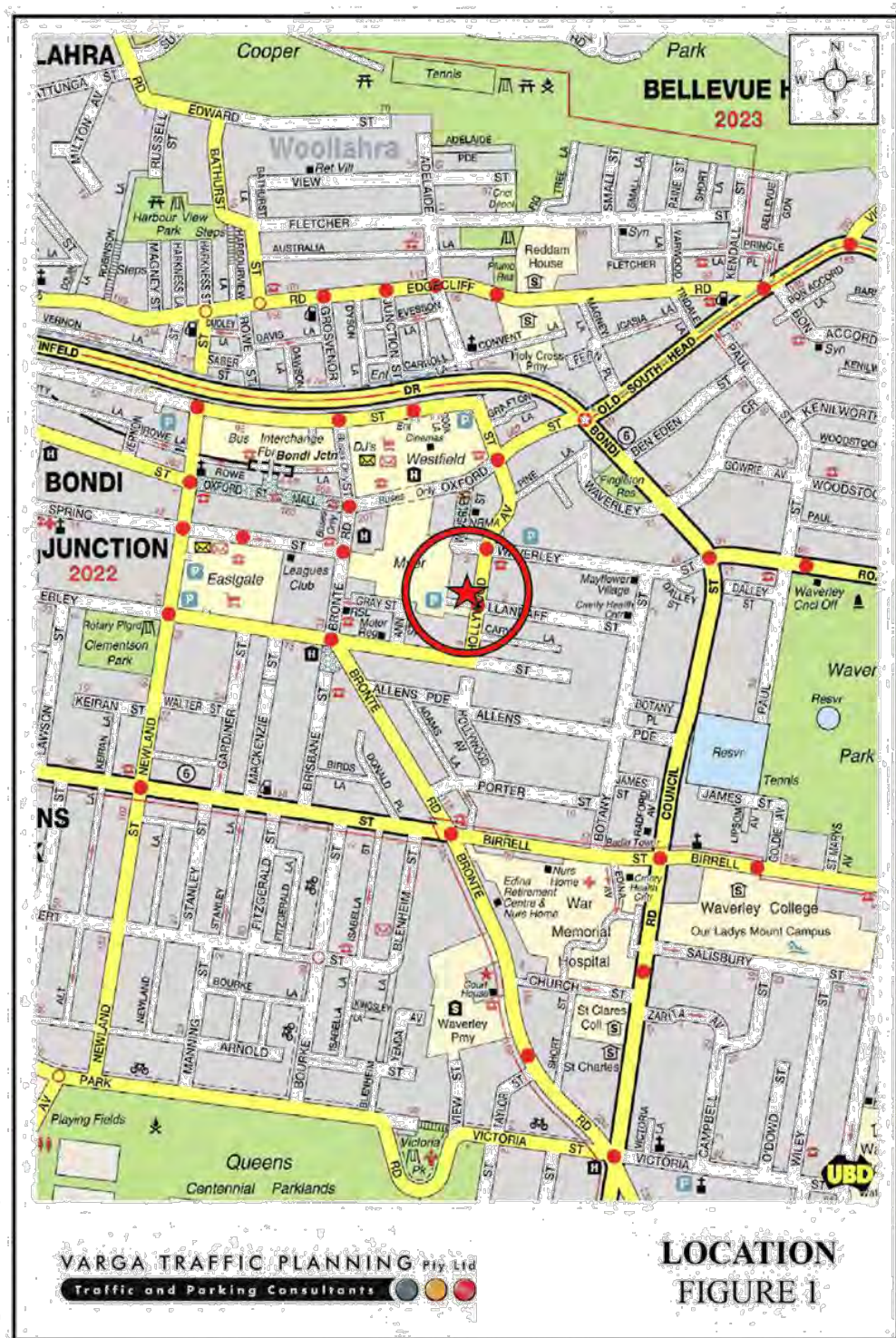
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In addition, it is noted that Council is proposing to widen Hollywood Avenue to provide indented parking bays along the western side of the street as part of the *Bondi Junction Complete Streets Project*. The proposal includes two indented parking bays directly in front of the site which could potentially be used to facilitate short-term parking, taxi drop-offs/pick-ups or car share parking, subject to Council approval.

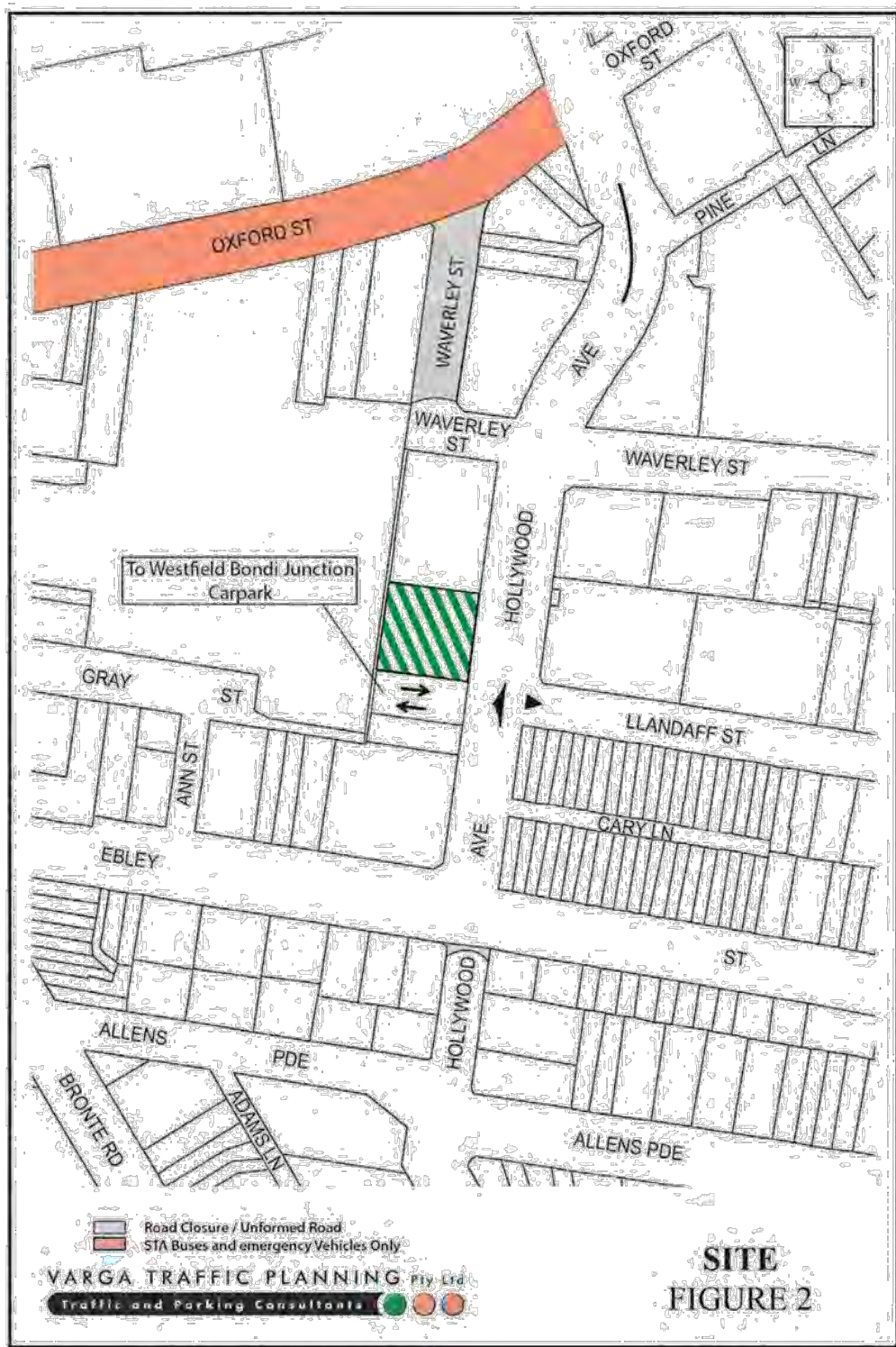
The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- reviews the public transport services available in the vicinity of the site
- estimates the traffic generation potential of the development proposal and assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.

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2. PROPOSED DEVELOPMENT

Site

The subject site is situated in the heart of Bondi Junction CBD, located on the western side of Hollywood Avenue, near the intersection of Llandaff Street. The site has a street frontage approximately 30 metres in length to Hollywood Avenue and occupies an area of approximately 955m².

The subject site is currently occupied by a two-storey brick commercial building with multiple commercial tenancies. The existing site is estimated to comprise a cumulative commercial floor area of some 1,500m².

Off-street car parking is currently accommodated in a basement car parking area accessed via a vehicular entry / exit driveway on the northern side of the site, off Hollywood Avenue.

Bondi Junction Westfields and Oxford Street Mall are located immediately adjacent to the site providing a wide range of essential shops and services such as supermarkets, fruit market, butchery, bakery, seafood shop, bottle shop, banks, post office, pharmacy, optometrist, newsagency, hairdresser and beautician.

The Bondi Junction bus/rail interchange is located less than 500m walking distance from the site. The bus/rail interchange is serviced by high-frequency train services as well as an extensive range of bus services including the route 400 bus which provides access to multiple tertiary education facilities and teaching hospitals.

The extensive range of public transport services, shops and other facilities is ideally suited to the needs of the environmental aware young urban professionals seeking “walkable” accommodation.

Bondi Junction Complete Streets Project

The *Bondi Junction Complete Streets Project* identifies a number of concept designs for public domain improvements on a street by street basis in the Bondi Junction town centre.

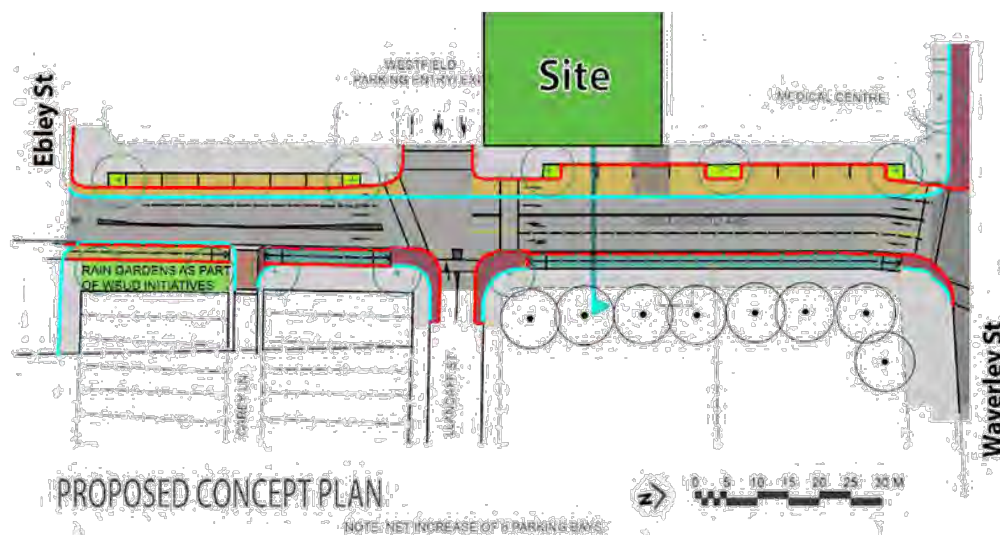
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The concept design prepared for Hollywood Avenue (between Ebley Street-Oxford Street) envisages the following improvements:

- the construction of an off-road cycleway along the eastern side of Hollywood Avenue and
- the provision of indented parking bays along the western side of Hollywood Avenue between Ebley Street and Waverley Street.

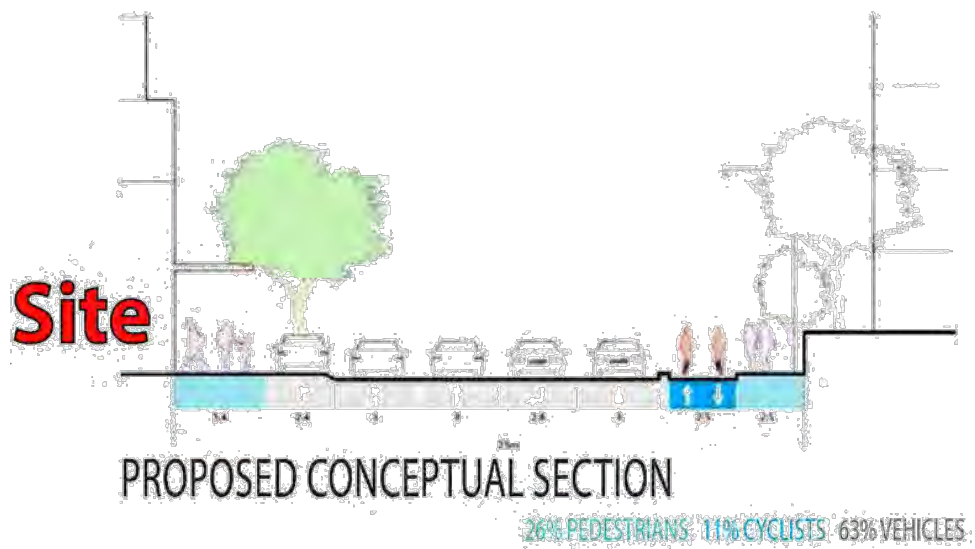
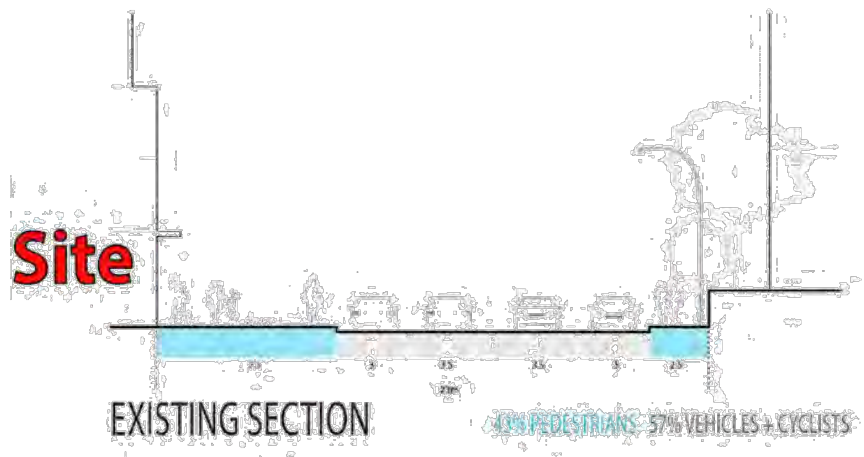
These improvement proposals will involve widening along the western side of Hollywood Avenue (within the existing road reservation) as illustrated on the concept plan and sections as reproduced below.

The concept plan envisages the provision of 2 new indented kerbside parking spaces on the western side of Hollywood Avenue, directly in front of the site. These new indented parking bays could be used for short-term parking, taxi drop-offs/pick-ups or car share parking spaces, subject to Council approval.



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HOLLYWOOD AVENUE (EBLEY ST - OXFORD ST)



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Proposed Development

The proposed development will involve the demolition of the existing commercial buildings on the site to facilitate the construction of a purpose-built lifestyle hotel catering for the needs of environmentally aware young urban professionals seeking accommodation in a “walkable” location with ready access to shops, restaurants and public transport.

The new lifestyle hotel will feature a total of 198 accommodation rooms a ground floor reception / lounge / garden terrace and a basement gym.

A taxi drop-off/pick-up and service vehicle area is proposed in a small basement area. No off-street car parking will be provided for on-site staff and hotel guests in accordance with sustainable transport initiatives.

The servicing needs of the proposed development are expected to be minimal, and will be undertaken by light commercial vehicles such as Hyundai iLoad or similar “white vans” which can be accommodated in a regular car space.

Garbage collection is expected to be undertaken by a private contractor using a small, *low-clearance* truck which has been specifically designed to access basement car parking areas.

Vehicular access to the basement parking and servicing facilities is to be provided via a single-lane vehicular entry / exit driveway to Hollywood Avenue.

Plans of the proposed development have been prepared by *Bates Smart* and are reproduced in the following pages.

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Architectural floor plan of the Westfield Open Air Carpark, showing levels 3L, 4L, and 5L. The plan includes a detailed layout of the carpark structure, surrounding roads (Hollywood Avenue, Bondi Junction NSW), and adjacent buildings (Westfield Plant, Westfield Carpark Ramps). The plan also shows a drainage easement, a potential pickup/drop-off area, and a proposed driveway. The plan is dated 10/10/2018 and includes a scale bar and north arrow.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

Syd Einfeld Drive is classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking between Ocean Street / York Street / Oxford Street and Bondi Road / Old South Head Road. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island.

Council Street and Carrington Road are classified by the RMS as *State Roads* and provide the key north-south road link in the area, linking Bondi Junction to Queens Park. They typically carry two traffic lanes in each direction in the vicinity of the site.

Bronte Road is classified by the RMS as a *Regional Road* which provides a key north-south *collector route* through the area, linking Bondi Junction to Waverley. It typically carries one traffic lane in each direction in the vicinity of the site.

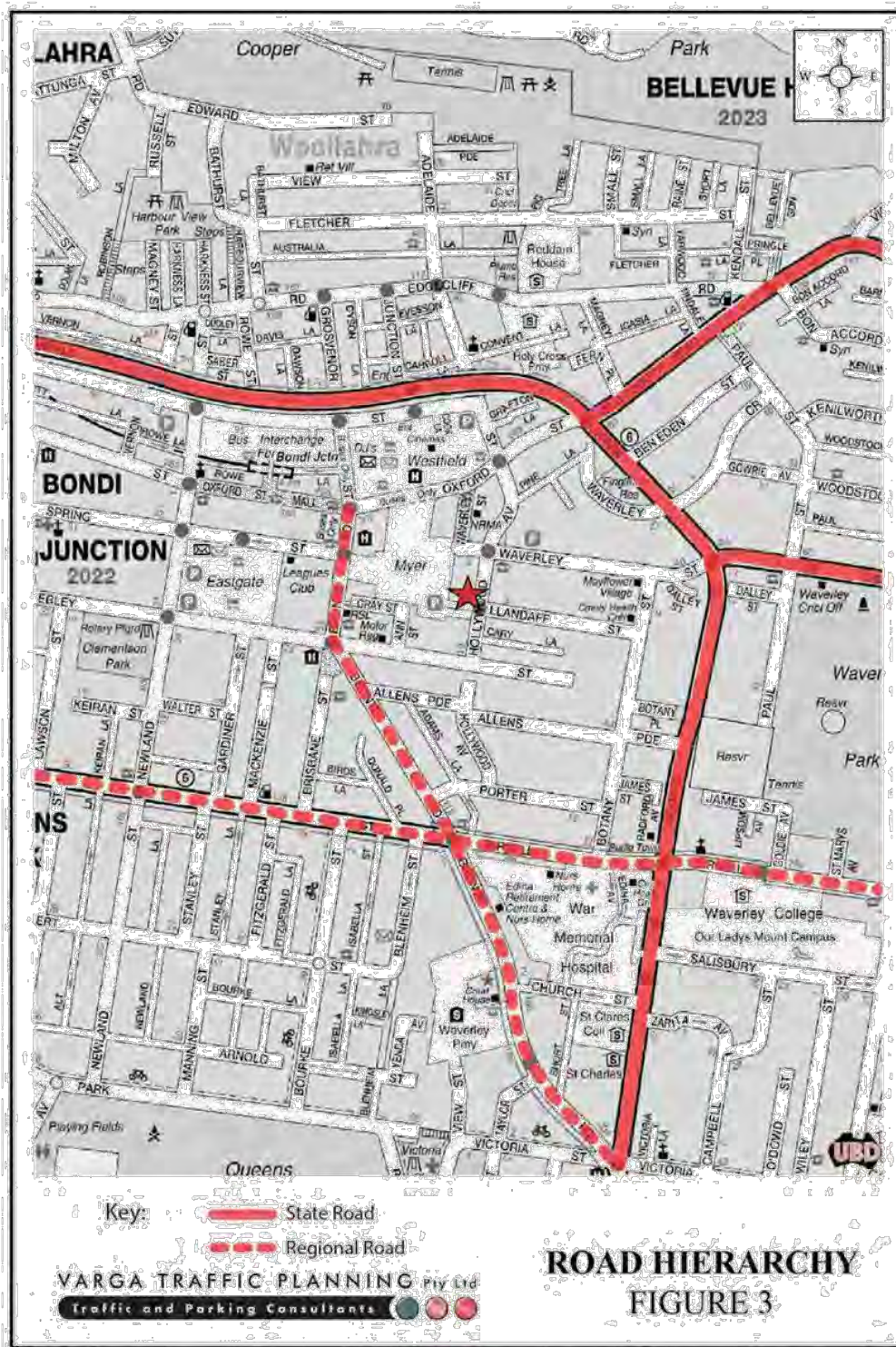
Birrell Street is also classified by the RMS as a *Regional Road* which provides a key east-west *collector route* through the area, linking Bondi Junction to Bondi Beach. It typically carries one traffic lane in each direction in the vicinity of the site.

Hollywood Avenue is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally prohibited in Hollywood Avenue.

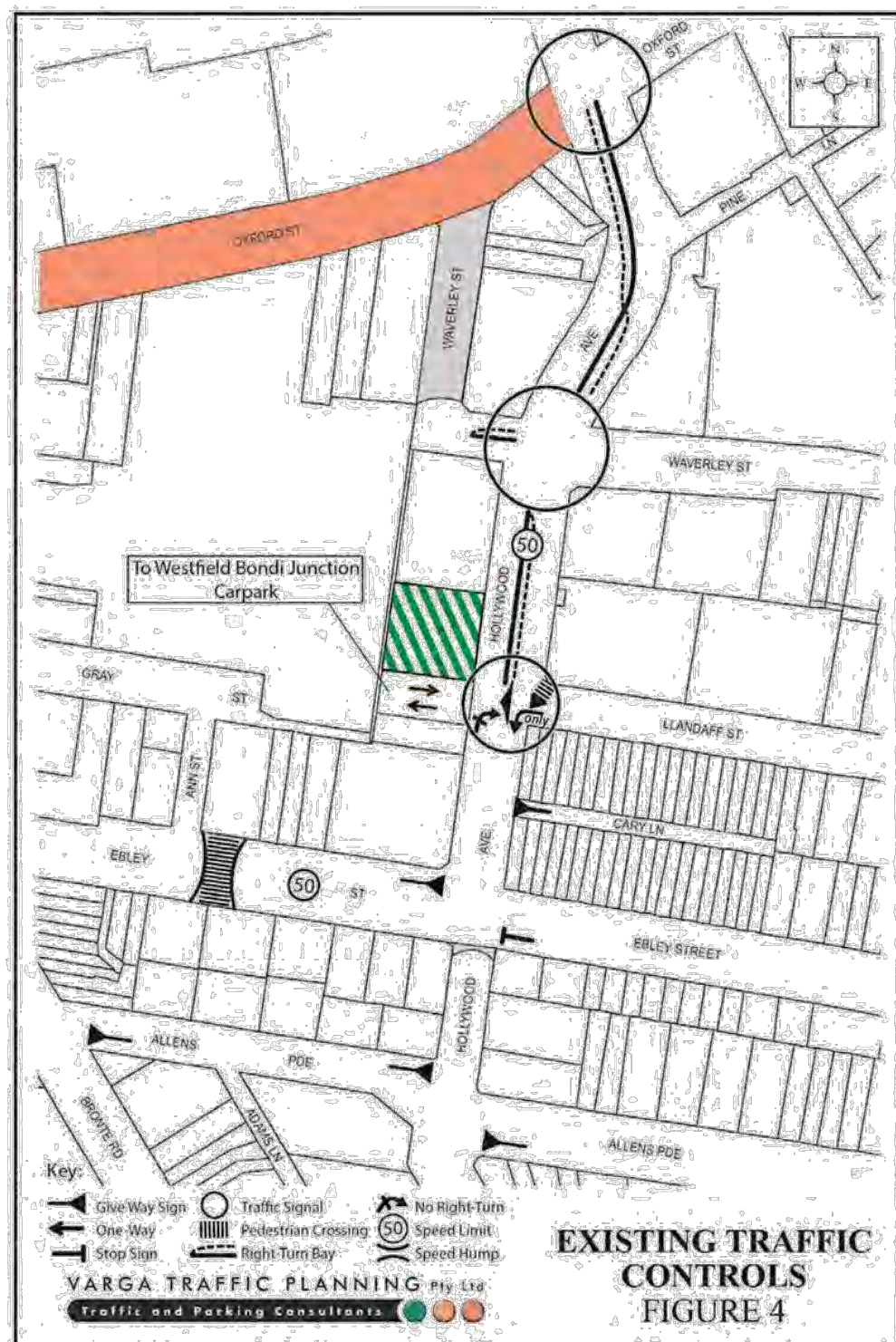
Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

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- a 50 km/h SPEED LIMIT which applies to Hollywood Avenue and all other local roads in the area
- TRAFFIC SIGNALS in Hollywood Avenue where it intersects with Llandaff Street, Waverley Street and Oxford Street
- a LEFT ONLY TURN restriction in Llandaff Street turning onto Hollywood Avenue
- a NO RIGHT TURN northbound restriction in Hollywood Avenue turning onto Llandaff Street
- BUS ONLY restriction for a section of Oxford Street between Grosvenor Street and Hollywood Avenue.

Existing Public Transport Services

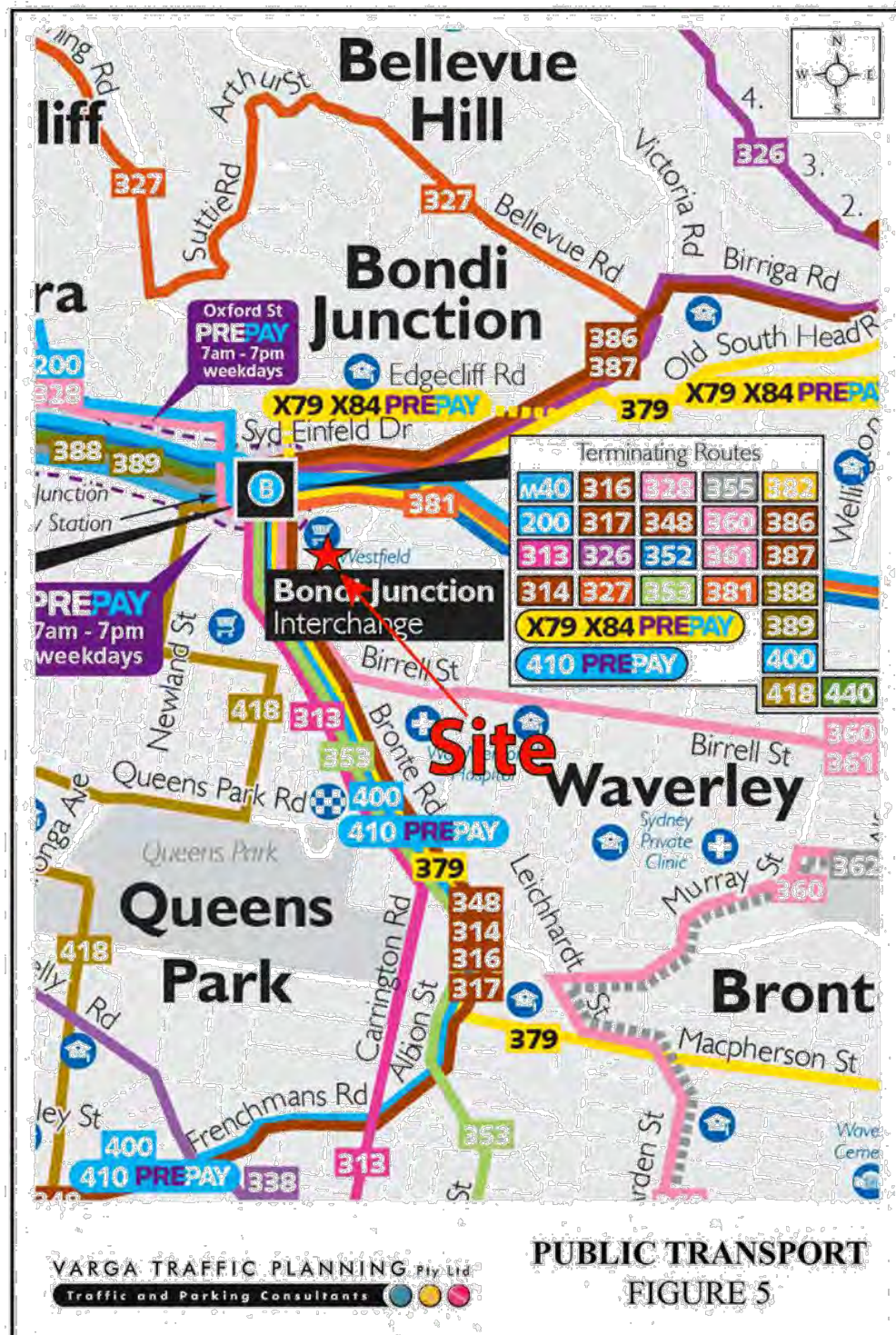
The existing public transport services available in the vicinity of the site are illustrated on Figure 5.

The Bondi Junction Train Station and Bus Interchange is located within approximately 500 metres or 5 or 6 minutes walking distance to / from the site.

The Bondi Junction Train Station services the T4 Eastern Suburbs & Illawarra Line operating between Bondi Junction to Waterfall or Cronulla. Trains typically arrive / depart the station at less than 10-minute intervals with additional services running during commuter peak periods.

In addition to train services, there are currently in excess of 20 bus routes that can be accessed at the Bondi Junction Bus Interchange, including the high-frequency intra-regional services *Metrobus M40* between Chatswood and Bondi Junction, and the *Route 400* service between Burwood and Bondi Junction (via UNSW, RPA & Airport), both of which operate seven days a week at 10-minute intervals during commuter peak periods, 15-minute intervals during off-peak periods and 20-minute intervals on weekends and public holidays.

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On the above basis, it is clear that the site has excellent connectivity to existing public transport services, and is advantageously located to encourage the greater use of sustainable and active modes of transport.

Existing Car Share Services

In addition to public transport services, car sharing is becoming increasingly popular in Sydney, and offers a convenient, affordable and sustainable alternate transport option to owning / using private cars.

Car sharing encourages more sustainable travel habits, and helps keep everyone connected. It also makes more efficient use of available parking by allowing a single vehicle to be used by a large number of people. This reduces road congestion and the competition for parking spaces, which ultimately benefits all road users.

Car share users are charged by time and distance, at a rate set by each operator. Costs associated with fuel, vehicle maintenance and insurance are usually included in the operator's hire fees which ranges from \$6 to \$13 per kilometre depending on the type of vehicle.

The location of the available car share services in the vicinity of the site are illustrated in Figure 6, showing there are several car share pods located within a short walking distance to / from the site.

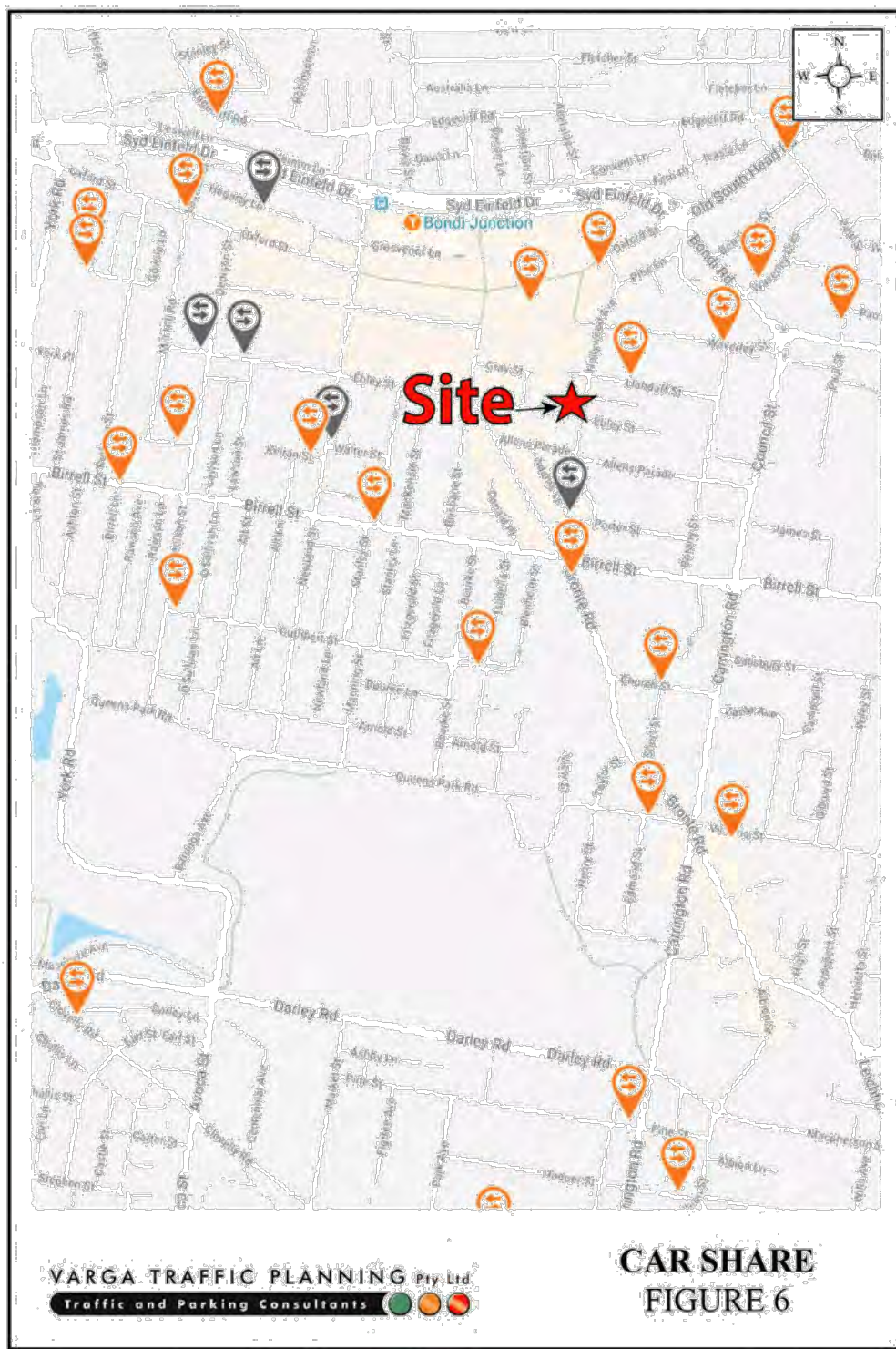
The subject site is therefore conveniently located to take advantage of these existing car share services in accordance with Sydney City Council's planning objectives to encourage the greater use of sustainable modes of transport.

Cycling

Riding a bike is a fun, healthy and sustainable way of getting around Sydney. Using two wheels can also potentially save time and money.

More and more Sydneysiders are riding bikes for transport, with a 100% increase over the past 3 years. Twice as many are riding bikes for transport than the national average, and some

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31,600 City of Sydney residents get on a bike in a typical week (2013 Australian Bicycle Council survey).

Google maps now shows cycle friendly roads and dedicated bicycle paths when “Bicycling” is selected as the transport mode. The available cycle paths in the local area are reproduced in Figure 7 showing there are dedicated cycle paths along sections of Oxford Street, Old South Head Road, Bronte Road, Birrell Street, Bourke Street, Grosvenor Street, Edgecliff Road and Bathurst Street which connects to the wider cycle network.

It is therefore reasonable to conclude the site well connected to the wider cycle network via separated off-road cycleways and low-traffic routes.

Green Travel Plan

As part of the proposed development’s sustainable transport initiative, a Green Travel Plan (GTP) and Transport Access Guide (TAG) will be developed prior to the issue of the Occupation Certificate.

A GTP is a site-specific plan designed to reduce the impact of development by maximising the use of sustainable modes of transport. The GTP outlines a range of actions and incentives to increase the uptake of walking, cycling, public transport and car sharing services to reduce dependency on private vehicles.

The GTP will be unique and specific to the site and proposed development which will provide:

- brief background of the development and its operational characteristics
- stating the objectives of the GTP, i.e. promoting sustainable transport and reducing dependence on private vehicles
- locate existing public transport services in the area including its proximity to the site, frequency of services and accessibility

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- locate existing car share pods
- locate existing bike and pedestrian facilities including accessibility and connectivity
- review existing mode-split data for the area (i.e. trains, buses, bicycles, walking, car share, motorcycle, car passenger, car driver etc.)
- review existing mode-split of current occupants of the building, if available
- set targets for sustainable transport usage
- set actions detailing how the targets can be achieved which can including developing site specific policies / strategies, provide incentives (for sustainable transport) or disincentives (for private vehicle usage) and providing adequate end of trip facilities (i.e. change rooms / shower)
- provide information on how the GTP can be implemented and responsible personnel
- provide information on the source of funding to implement the GTP
- provide information on ongoing monitoring and continual development of GTP post opening of the development to ensure it remains current.

Transport Access Guide

Transport Access Guides (TAGs) promote sustainable transport such as utilising public transport services, walking or cycling by providing localised maps on reaching popular destinations via alternative means other than private car which helps reduce traffic congestion, improve air quality and reduce greenhouse emissions.

A comprehensive TAG will be prepared for the proposed development prior to the issue of the Occupation Certificate.

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The TAG will be in the form of a pamphlet that will be made available at the front desk and electronic versions will be emailed guests upon confirmation of their booking.

Information provided in the TAG will include:

- information on how to access popular local destinations via walking, cycling or local bus (e.g. to Bondi Beach)
- information on train services and how to get to / from the station
- information on bus services and how to get to / from the bus stops
- information on opening hours of the local shopping centres
- a comprehensive map showing the available bus stops, train stations, parking stations, recreational facilities, parks, taxi ranks, car share locations, key destinations, public amenities and key services in the local area.

Projected Traffic Generation

The traffic implications of a development proposal primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network.

An indication of the traffic generation potential of development proposals are generally provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the RMS *Technical Direction* (TDT 2013/04a) document.

However, neither the RMS *Guidelines* nor its *Technical Direction* nominate a traffic generation rate for lifestyle hotels. In any event, it should be noted that the proposed development does not provide any off-street car parking spaces for guests and that *all* guests will rely on taxi, public transport services or walk / cycle for their travel needs during their stay.

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It is therefore reasonable to conclude that the traffic generation potential of the proposed development will be minimal, if any, during both the AM and PM peak hours.

By way of comparison, the existing uses of the site could be expected to generate in the order of up to 30 vph during peak periods when assessed in accordance with the traffic generation rates nominated in the RMS *Guidelines* for the existing commercial office space on the site.

Accordingly, it is clear that the proposed development would result in a *nett reduction* in the traffic generation potential of the site, thereby contributing to a nett positive transport planning outcome which will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 8 and comprise:

- NO STOPPING restrictions on both sides of Hollywood Avenue
- NO PARKING restrictions in Cary Lane
- 1 HOUR PARKING restrictions on both sides of Llandaff Street.

As noted in the foregoing, Council has developed a concept plan for public domain improvements in the Bondi Junction town centre as part of the *Bondi Junction Complete Streets Project*. The concept plans developed for this section of Hollywood Avenue envisaged the provision of 2 new indented parking bays on the western side of the road, directly in front of the site. The potential exists for these 2 new indented parking bays to be used to accommodate short-term parking, taxi drop-offs/pick-ups or car share parking spaces, subject to Council approval.

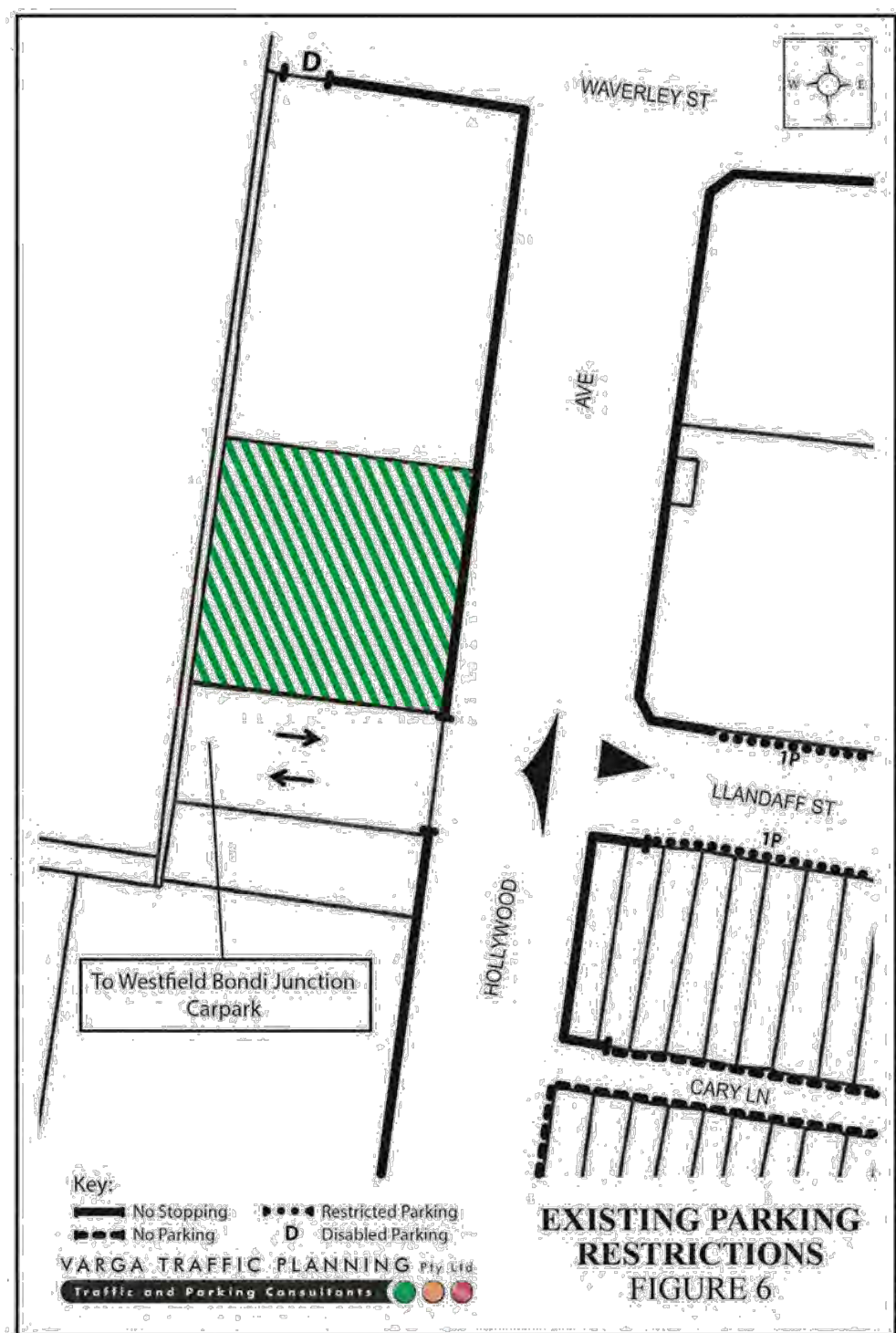
Off-Street Car Parking Provisions

The off-street car parking requirements applicable to developments in the Waverly LGA are provided in the *Waverley Development Control Plan, Section 8.1.1 – Car Parking* document. However, the DCP does not nominate a car parking requirement for lifestyle hotel developments.

The targeted demographic of the proposed lifestyle hotel comprises environmentally aware guests seeking to stay in a convenient and highly accessible location that allows them to move about the local area on foot and will utilise train / bus services to travel to more distant destinations.

Should any guests require a private vehicle, they can conveniently rent a *car share* vehicle provided by services such as *GoGet* or *Car Next Door* without hassle which are readily available in the nearby area.

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Similarly, the future staff working in the building will find it very convenient to travel to / from work by using public transport or simply by walking / cycling and therefore will not require a car parking space. Driving to work in CBD locations in Sydney is of the past and is a luxury that no longer exist for the general working population. The State Government's commitment to continuously improve sustainable transport infrastructure seeks to address this very issue, with Bondi Junction being one of the most accessible CBD locations in Sydney.

Further reference is made to the RMS' travel demand management principles to contribute to sustainable transport initiatives and reduce congestion:

"As part of the State Plan the NSW Government is pursuing a range of initiatives to reduce car dependence and manage travel demand. Roads and Maritime Services supports the principles of moderating traffic growth by encouraging people to reduce car use and maximise the capacity of the existing road network. Priorities include managing and developing the road network and its use in a way that balances the needs of public transport passengers, cyclists, motorcyclists, pedestrians, motorists and commercial operators."

Accordingly, a *restrictive* off-street car parking provision at this location for a lifestyle hotel development is an effective method of travel demand measurement, and will assist in reducing traffic and parking demands in the Bondi Junction CBD, contributing to an overall positive transport planning outcome.

Loading/Service Provisions

The proposed lifestyle hotel is expected to be serviced by a variety of light commercial vehicles such as Hyundai iLoad or similar "white vans", utilities and the like.

The largest vehicle expected to access the site is expected to be a 6.4m long waste collection vehicle operated by private contractors *Waste Wise Environmental Pty Ltd*. The private contractors use a *low-clearance* vehicle with a height of 2.08m which has been specifically designed to facilitate garbage collection services from basement car parking areas where overhead clearance is limited to 2.2m (in this instance an overhead clearance of 2.55m is proposed).

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Waste Wise Environmental Pty Ltd have reviewed the proposed vehicular access arrangements and have confirmed that they will be able to service the proposed development as detailed in their letter provided at Annexure 1.

The geometric design layout of the proposed pick-up / drop-off facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1:2004* in respect of parking bay dimensions and aisle widths.

A number of *swept turning path* diagrams illustrating the manoeuvring requirements of a *low-clearance* 6.4m long truck have been prepared using the *Autodesk Vehicle Tracking 2018* program in accordance with the requirements of *AS2890.2*. The *swept turning path* diagrams are reproduced at Annexure 2 and confirm that these trucks will be able to enter and exit the site whilst traveling in a forward direction without difficulty.

Conclusion

Based on the analysis and discussions presented in this Traffic and Parking Assessment Report, the following conclusions are made:

- the site is located in the heart of Bondi Junction, right next to Bondi Junction Westfields and Oxford Street Mall, with convenient access to public transport services as well as a wide range of essential shops, restaurants and services
- the proposed development will involve the demolition of the existing commercial office building on the site to facilitate the construction of a purpose-built lifestyle hotel
- the new lifestyle hotel will feature a total of 198 accommodation rooms plus a ground floor reception / lounge / garden terrace and a basement gym
- the proposed development provides a taxi drop-off / pick-up and service vehicle area only in a small basement

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- no off-street car parking is provided for guests and staff, consistent with Council and State Government objectives to reduce private vehicle usage and encourage sustainable and active modes of transport
- a *restrictive* off-street car parking provision at this location for a lifestyle hotel development is an effective method of travel demand measurement, and will assist in reducing traffic and parking demands in the Bondi Junction CBD, contributing to an overall positive transport planning outcome
- the proposed development is expected to result in a *nett reduction* of some 30 vph during both the AM and PM peak hour when assessed in accordance with RMS *Guidelines*, contributing to a nett positive transport planning outcome and will clearly not have any unacceptable traffic implications in terms of road network capacity
- the loading / servicing needs of the proposed development are expected to be minimal, and will be satisfactorily accommodated in the basement parking area.

On the above basis, it is concluded that the proposed mixed-use development is supportable on traffic planning grounds, and is therefore recommended for approval.

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ANNEXURE 1

WASTE WISE ENVIRONMENTAL PTY LTD LETTER



LS.WWE.18.040

Att: Adam Brown
Iglu Pty Limited
Level 4, 68 York Street
Sydney NSW 2000

9th October 2018

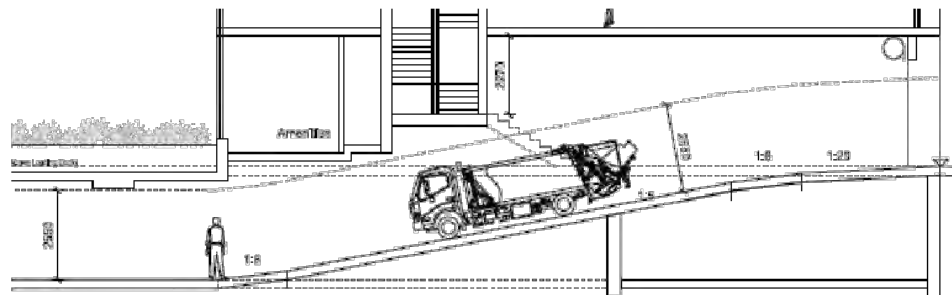
WASTE MANAGEMENT AND RECYCLING SERVICES

PROPERTY: 5-11 HOLLYWOOD AVENUE BONDI JUNCTION

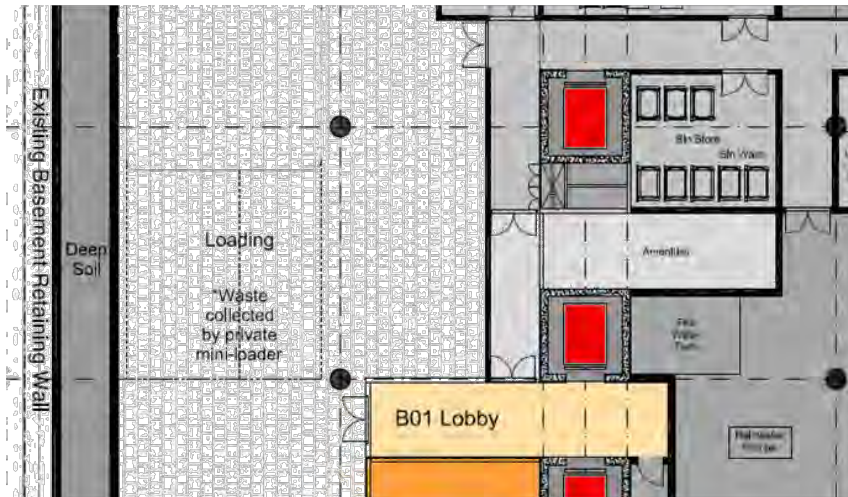
Dear Adam,

I refer to your request for waste services for the above development. The following is a step by step process confirming the Waste Wise Mini Rear loader to be the most suitable vehicle to service this complex.

The Waste Wise Mini rear loader is 2.08m in height, 6.4m in length and 1.7m in width. In reference to document (Sect-Ramp) which indicates the cross section of the ramp showing a constant height clearance of 2.55mm. I can confirm clear and safe access for the Waste Wise Mini rear loader to enter the complex in a forward motion.

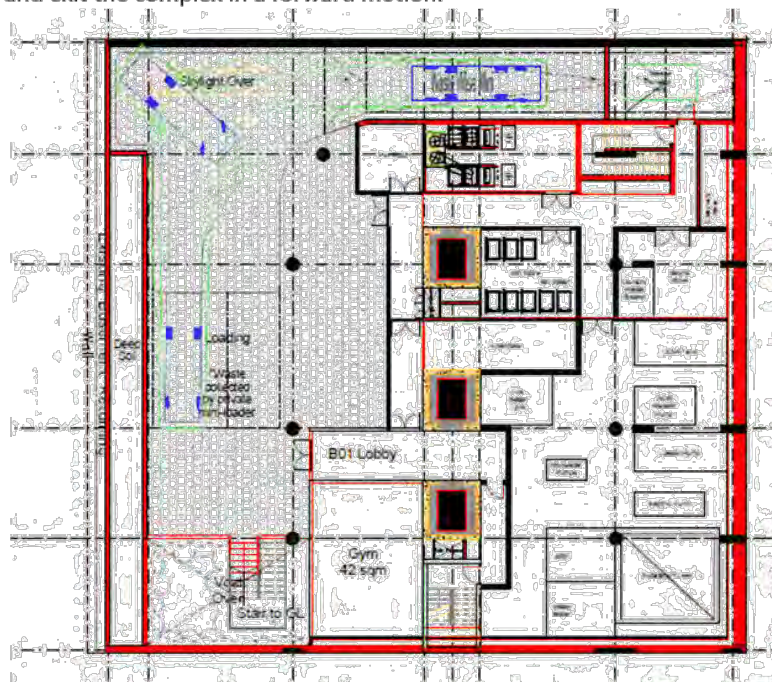


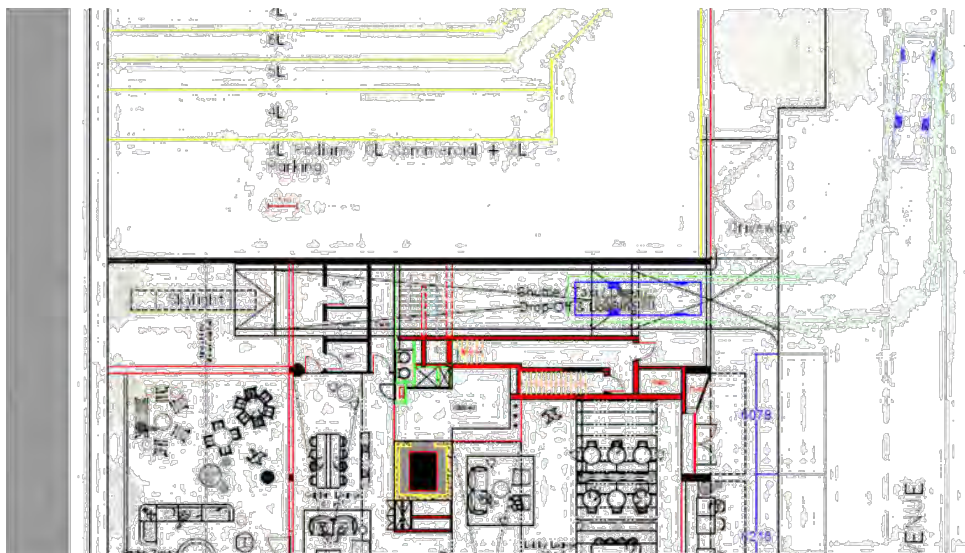
The vehicle once in the basement will turn left and proceed to stop in the waste collection loading area as indicated in (L001plan) opposite the refuse room.



The driver/jockey will enter the bin room, transport the bins to the vehicle, service the bins and return the bins to the refuse room in a safe and timely manner.

On conclusion the driver will enter the vehicle manoeuvre the vehicle (see diagram below) and exit the complex in a forward motion.





Should you need any further information please contact me at any time on 0459 112 221 or on email leonardo@wastewise.com.au

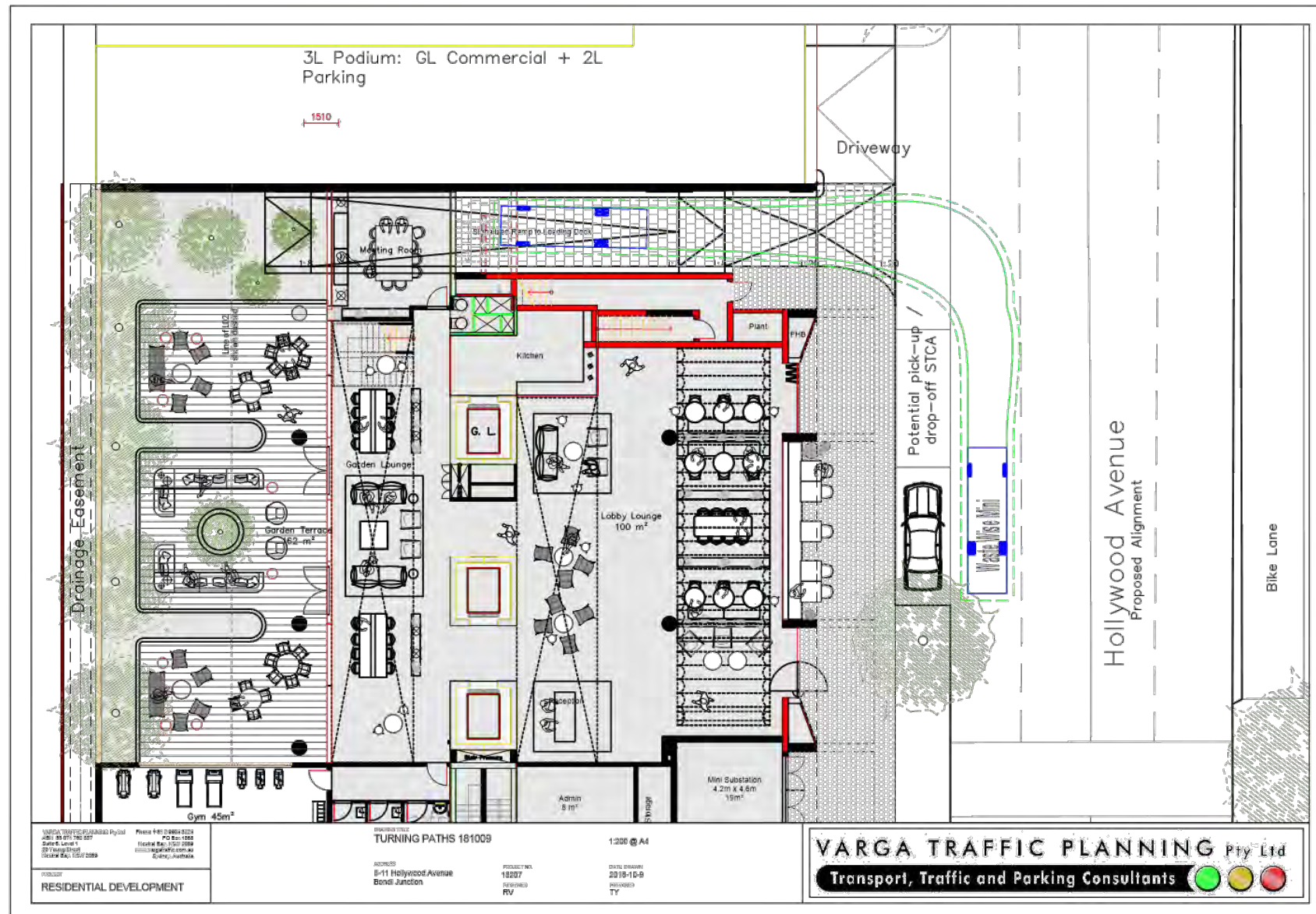
Kind Regards,

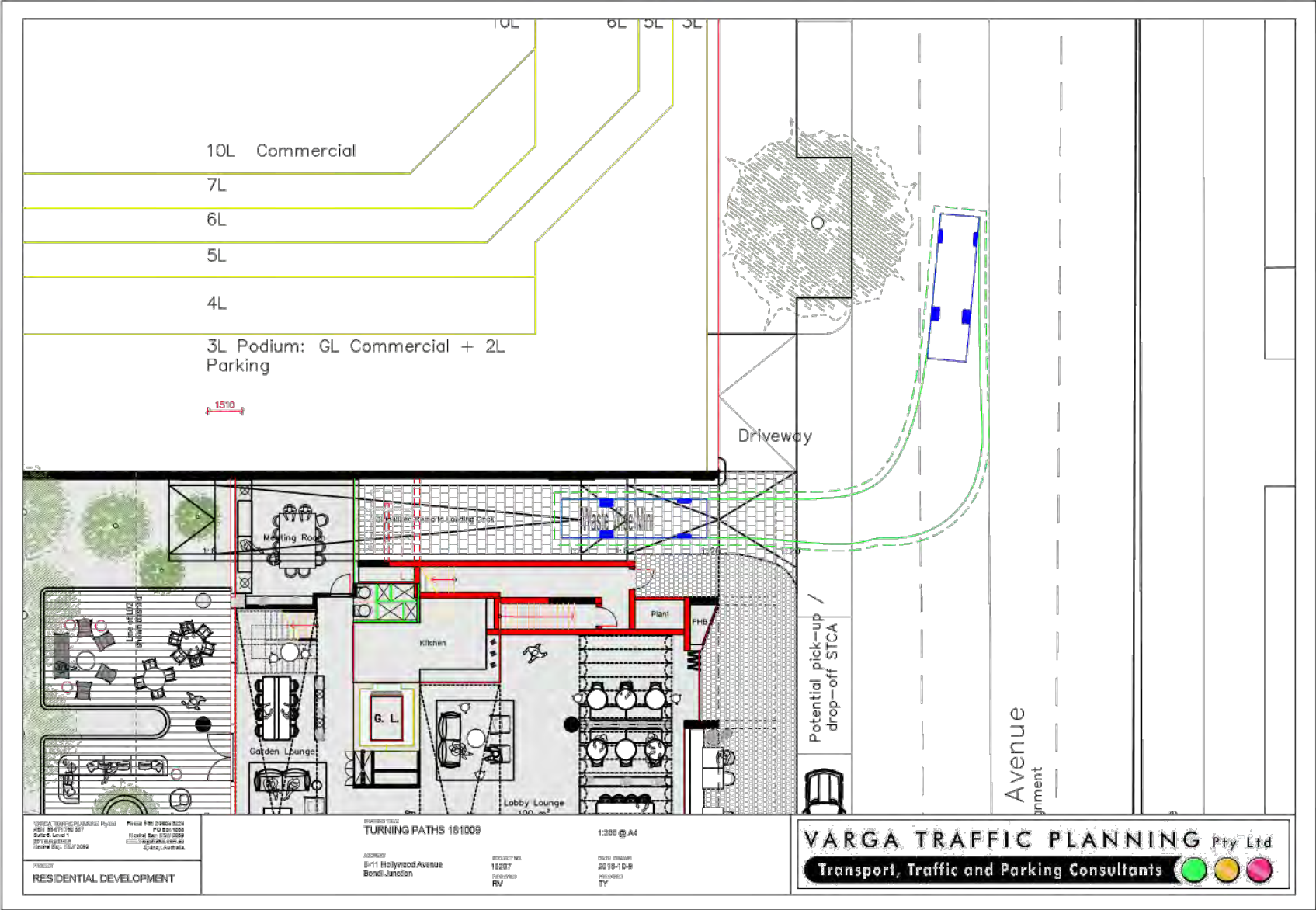
Leonardo Scalia
General Manager
Waste Wise Environmental Pty Ltd
leonardo@wastewise.com.au
0459 112 221

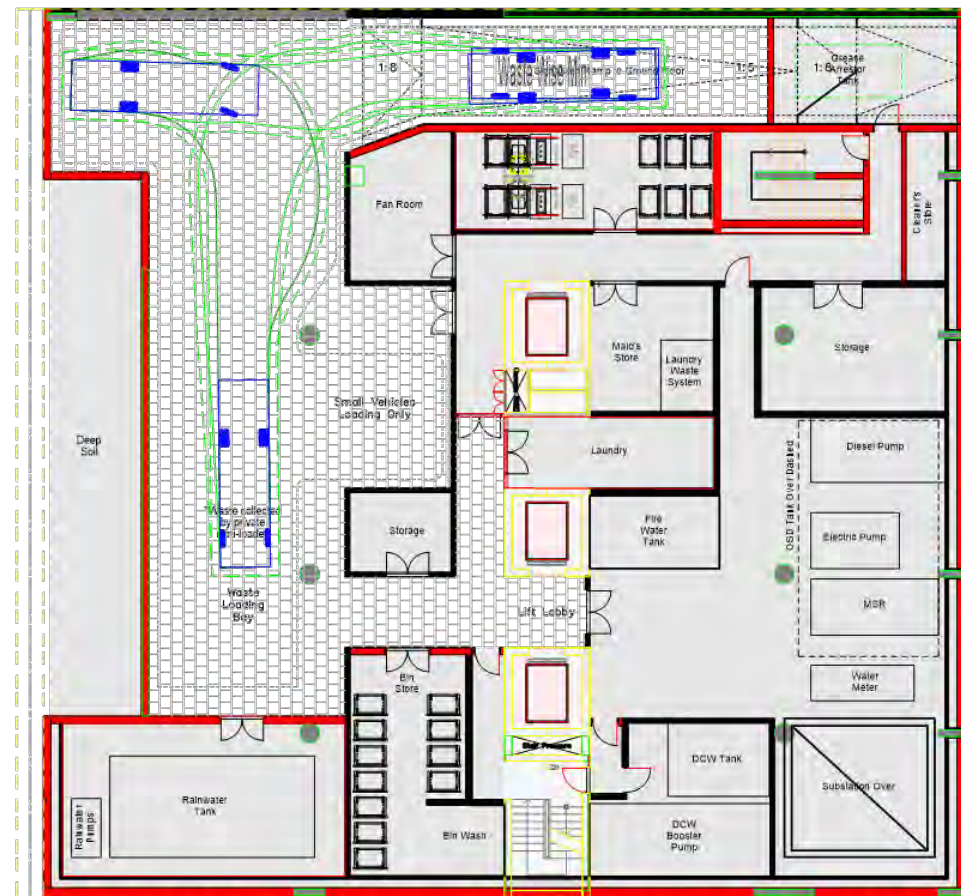
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ANNEXURE 2

SWEPT TURNING PATH DIAGRAMS







WORLD TRAFFIC FLIGHTS Pty Ltd
 4001 33 078 762 557
 Suite 6, Level 1
 20 Young Street
 Northcote Vic 3106 2009

Phone +61 3 9465 8222
 PO Box 1265
 Northcote Vic 3106 2009
www.worldtraffic.com.au
 Sydney, Australia

RESIDENTIAL DEVELOPMENT

TURNING PATHS 181009

ADDRESS
8-11 Hollywood Avenue
Bondi Junction

PROJECT NO.
18207
REVISED
RV

1:205 @ A4

DATE DRAWN
2018-10-9
PRESSURE
TY

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants