



W A V E R L E Y  
C O U N C I L

## W A V E R L E Y T R A F F I C C O M M I T T E E M E E T I N G

A meeting of the W A V E R L E Y T R A F F I C C O M M I T T E E will be held via Video Conference at:

**10.00 AM, THURSDAY 24 OCTOBER 2024**

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

## AGENDA

### Apologies

### Declarations of Interest

### Adoption of Previous Minutes by Council - 26 September 2024 ..... 5

The recommendations contained in Part 1 - Matters Proposing that Council Exercise its Delegated Functions - of the minutes of the Waverley Traffic Committee meeting held on 26 September 2024 are scheduled to be adopted by Council at its meeting on 29 October 2024.

### PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

#### TC/C      STATE ELECTORATE OF COOGEE

#### TC/C.01/24.10                      Osmund Lane, Bondi Junction - Shared Zone (DA-400/2021) ..... 8

#### COUNCIL OFFICER’S PROPOSAL:

That Council:

1. Supports the installation of a 10 km/h shared zone in Osmund Lane, Bondi Junction, by applying to Transport for NSW for authorisation.
2. Requires the applicant to:
  - (a) Submit a signage and line marking plan for the approval of the Executive Manager, Infrastructure Services.
  - (b) Install all required signage and line marking during the construction phase of the public domain works.

**TC/V        STATE ELECTORATE OF VAUCLUSE****TC/V.01/24.10        2-4 Flood Street, Bondi - 'P10 Minute' Parking - Extension (A24/0721) ..... 31****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1.     Extends the 'P10 Minute, 8 am–6 pm' parking zone in front of 2-4 Flood Street, Bondi, by 5.4 metres to support short-term parking opportunities for adjacent businesses.
2.     Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of the zone as necessary.

**TC/CV        ELECTORATES OF COOGEE AND VAUCLUSE****TC/CV.01/24.10        Electric Vehicle Charging Stations (A11/0853) ..... 34****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1.     Installs designated electric vehicle charging parking spaces at the locations set out in the attachment to the report.
2.     Delegates authority to the Executive Manager, Infrastructure Services, to modify the signage should on-site circumstances warrant changes.

**TC/CV.02/24.10        Grafton Street, Bondi Junction - Temporary Road Closure for Mechanical Plant Replacement (A24/0834) ..... 40****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1.     Approves the temporary closure of Grafton Street, Bondi Junction, between Grosvenor Street and Adelaide Street, from 7 pm Saturday, 9 November 2024, to 6 am Monday, 11 November 2024, in accordance with the staged approach in the Traffic Management Plan attached to the report, subject to the applicant:
  - (a)     Notifying NSW Police, NSW Ambulance Service, NSW Fire and Rescue and Transdev John Holland buses.
  - (b)     Notifying local residents and businesses prior to the event.
  - (c)     Using traffic controllers accredited by Transport for NSW.
  - (d)     Covering all costs associated with closing the road, including traffic control.
2.     Delegates authority to the Executive Manager, Infrastructure Services, to amend the planned closure dates and times if necessary.

**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

Nil.

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

Nil.

**TC/TEACV    ELECTORATES OF COOGEE AND VAUCLUSE**

Nil.

**MINUTES OF THE WAVERLEY TRAFFIC COMMITTEE  
MEETING HELD VIA VIDEO CONFERENCE ON  
THURSDAY, 26 SEPTEMBER 2024**



**Voting Members Present:**

Mr N Zervos	Waverley Council – Acting Director, Assets and Operations – Acting Chair
Sgt A Leeson	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr P Pearce	Representing Marjorie O’Neill MP, Member for Coogee
Mr A Subel	Transport for NSW

**Also Present:**

Ms K Lewis	Transport for NSW
Mr R Mucciacciaro	Transdev John Holland
Mr S Mueller	Waverley Council – Manager, Integrated Transport
Mr C O’Malley	Waverley Council – Events Coordinator
Mr C Pike	Waverley Council – Transport Operations Coordinator

---

*At the commencement of proceedings at 10.02 am, those present were as listed above.*

**Apologies**

Apologies were received from Mr D Gojak (representing Kellie Sloane MP, Member for Vaucluse).

**Declarations of Interest**

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

**Adoption of Previous Minutes by Council - 22 August 2024**

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 22 August 2024 are scheduled to be adopted by Council at its meeting on 29 October 2024.

**PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS**

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

**TC/C        STATE ELECTORATE OF COOGEE**

Nil.

**TC/V        STATE ELECTORATE OF VAUCLUSE**

Nil.

**TC/CV      ELECTORATES OF COOGEE AND VAUCLUSE****TC/CV.01/24.09      Sculpture by the Sea 2024 - Special Event (A24/0228)****COUNCIL OFFICER'S PROPOSAL:**

That Council approves the Transport Management Plan and Traffic Guidance Schemes for the Sculpture by the Sea 2024 event attached to the report, subject to the applicant:

1. Obtaining NSW Police Force approval.
2. Submitting a Traffic Management Plan to Transport for NSW in accordance with the NSW Government's Guide to Traffic and Transport Management for Special Events.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

*Voting members present for this item: Representative of the Member for Coogee, NSW Police representative and TfNSW representative.*

*The Waverley Council representative (Acting Chair) was present but not entitled to vote.*

**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 10.09 AM.**

.....  
**SIGNED AND CONFIRMED**  
**MAYOR**  
**29 OCTOBER 2024**

**REPORT**  
**TC/C.01/24.10**WAVERLEY  
COUNCIL

**Subject:** Osmund Lane, Bondi Junction - Shared Zone

**TRIM No:** DA-400/2021

**Author:** Cameron Pike, Professional Engineer, Traffic and Transport

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

---

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Supports the installation of a 10 km/h shared zone in Osmund Lane, Bondi Junction, by applying to Transport for NSW for authorisation.
2. Requires the applicant to:
  - (a) Submit a signage and line marking plan for the approval of the Executive Manager, Infrastructure Services.
  - (b) Install all required signage and line marking during the construction phase of the public domain works.

**1. Executive Summary**

A development consent condition for DA-400/2021 for the development at 194-214 Oxford Street and 2 Nelson Street, Bondi Junction, requires the installation of a 10 km/h shared zone in Osmund Lane to improve pedestrian safety.

Council will need to exercise its delegated functions to implement the proposal and seek separate authorisation from Transport for New South Wales (TfNSW) in accordance with relevant Technical Directions.

**2. Introduction/Background**

The site at 194-214 Oxford Street and 2 Nelson Street (DA-400/2021) was approved by Council on 18 August 2022 for the demolition of existing structures and the construction of a shop top housing development, comprising ground floor retail and 10 floors of residential apartments across two buildings. The development has frontages on Oxford Street, Nelson Street and Osmund Lane. Vehicular access is limited to Osmund Lane.

Figure 1 below shows an aerial view of the site taken in September 2024. The excavated area shows the scale of the development.





Figure 1. Aerial View of 194-214 Oxford Street and 2 Nelson Street and surrounding streets.

Figure 2 below shows the previous lot layout prior to the consolidation as part of this DA approval.

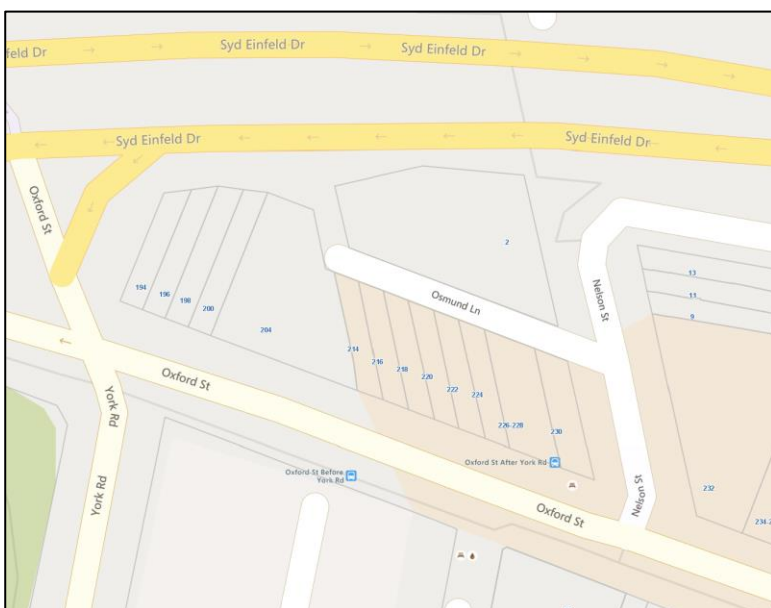


Figure 2. Plan view of area showing lot boundaries.

### 3. Technical Analysis

A shared zone is a road or network of roads where pedestrians have priority over vehicles. All shared zones in NSW display a speed limit of 10 km/h.

There are two different categories of shared zones:

- A category one shared zone is provided on a road or a road related area, has different surface treatments from the surrounding roads, and typically does not have kerbs.

- A category two shared zone is provided on a road and can include kerbs and footpaths parking. These shared zones will likely require traffic calming devices and treatments to regulate speeds to 10 km/h.

This shared zone will fall under a category one, with the area being delineated via a different surface treatment. Given the geometry of the lane, no parking spaces on the shared zone are proposed.

Currently, the traffic movements in Osmund Lane are very minor, with 1-2 vehicles during peak times. The approved development will increase the traffic volume on the lane from residents and vehicles accessing to the sites loading dock. Pedestrian movements will also be significantly increased with access to the ground level retails and café/restaurant uses.

Figure 3 below shows a basic overview of vehicle, pedestrian and shared movements generated as a result of this development.

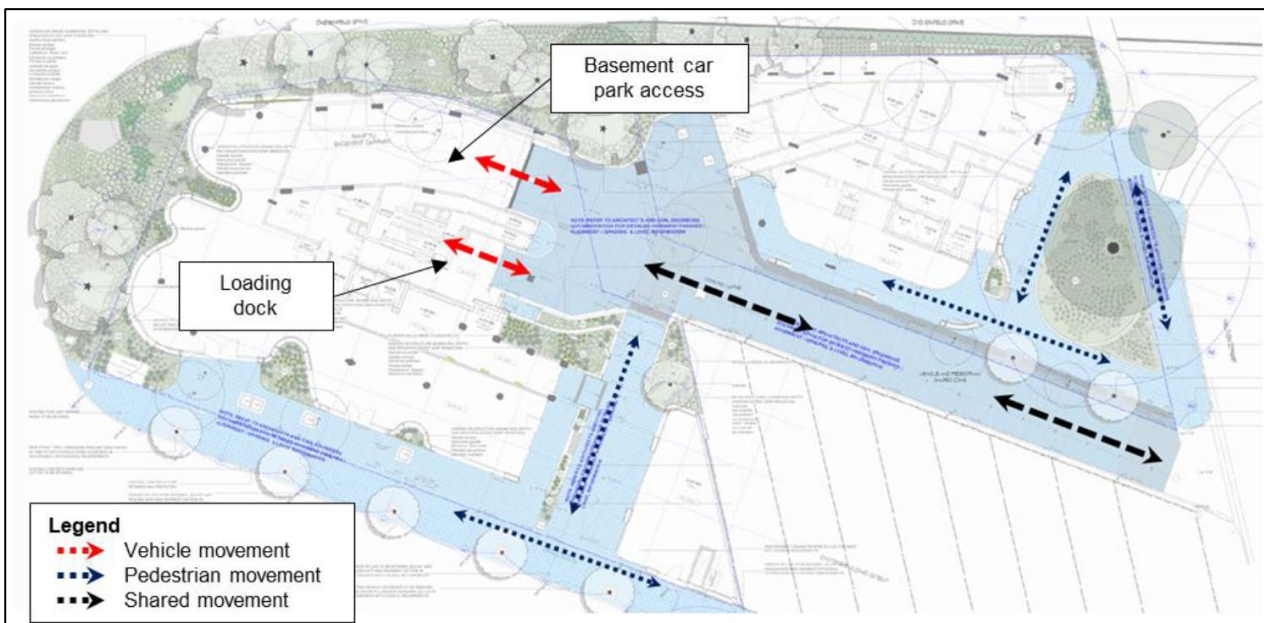


Figure 3. Ground floor plan and shared zone.

To improve pedestrian safety around the approved building, it was proposed at the time of DA assessment that Osmund Lane be converted into a 10 km/hr shared zone. Condition 34 (Osmund Lane Designs) of the approved DA was imposed as follows:

*Detailed plans and designs of the proposal to convert Osmund Lane into a shared zone are to be submitted to Council for review and authorisation by Transport for NSW (TfNSW) in accordance with TfNSW Technical Directions TTD2016/001 prior to the issue of any construction certificate for works above existing ground level.*

Council notes that the above referenced Technical Direction has since been superseded by TfNSW and was replaced by TS03631 – NSW Speed Zoning Standard on 10 July 2023 after the DA was approved.

A subsequent traffic report (titled Shared Zone Application) has been submitted to Council by Stantec Australia Pty Ltd on behalf of Stargate Property. Refer to Attachment 1.

After a full review of the Shared Zone Application report, Council's Traffic Engineers raise no objections to its contents. Council officers note that Osmund Lanes narrow width and short length result in the lane having a natural speed limit restriction similar to that of a 10 km/h shared zone. As such, the proposed

regulatory speed limit restriction will align with the self-enforcing characteristics of the laneway. In this regard, Council supports the Shared Zone Application report and recommends that Osmund Lane be converted to a 10 km/h shared zone and be enforced with the installation of regulatory signage and pavement markers placed during the construction stage of the public domain works in Osmund Lane.

At this current stage, the applicant has not lodged signage and line marking plans to Council. Before installation, plans are to be submitted to the Executive Manager, Infrastructure Services, for approval prior to the construction of any works in the public domain.

Council recommends that the application be forwarded to TfNSW for subsequent authorisation prior to the issue of any construction certificate for works above the existing ground level.

The following guidelines have been considered in preparing this report.

- *Transport Administration Act 1988.*
- TfNSW's Delegation to Council.
- TfNSW's TS 03631:1.0 - NSW Speed Zoning Standard
- *NSW Road Rules 2008.*

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

The developer will undertake the installation of signage and pavement marking, as per the site's public domain approval. No funding is required from Council.

#### **5. Attachments**

1. Shared Zone Application [↓](#) .

14 June 2024

Enquiries: Bayzid Khan  
Project No: 300304911

Stargate Property  
Suite 101/109-119 Oxford Street  
BONID JUNCTION NSW 2022

**Attention: Vernon Houston (Senior Project Manager)**

Dear Vernon

**RE: 194-214 Oxford Street & 2 Nelson Street, Bondi Junction  
Shared Zone Application**

## 1. Introduction

A shared zone is a road shared by both vehicles and pedestrians. They are used to actively ensure the safety of all road users, particularly pedestrians, reduce the risk of crashes between vehicles and pedestrians and enhance the quality of the street environment.

It is proposed to convert Osmund Lane to a shared zone with a posted speed limit of 10 km/h to support the 194-214 Oxford Street & 2 Nelson Street, Bondi Junction mixed-use development. The approved mixed-use development (DA-400/2021) is currently under construction and will include residential towers with ground floor retail, above a consolidated basement which is accessed via Osmund Lane. In regard to the mixed-use development, Stantec have prepared the following documentation:

- *194-214 Oxford Street & 2 Nelson Street, Bondi Junction Traffic Impact Assessment (TIA)*, dated 17 December 2021
- *Amending Development Application Traffic Statement (Amending DA Letter)*, dated 16 October 2023.

Key pedestrian links will be formed to Oxford Street and Nelson Street via Osmund Lane through the site and select ground floor retail tenancies are also intended to directly front and be accessed via the laneway. As such, conversion of the laneway to a shared zone will perform a critical role in activation of the site especially for those travelling to/ from the retail tenancies/ cafés or generally through the site to surrounding land uses.

Stargate Property engaged Stantec to review existing activity on Osmund Lane and prepare a shared zone application.

## 2. Existing Conditions – Osmund Lane

### 2.1 Overview

Osmund Lane is a short local access laneway connecting to Nelson Street to the west and terminating prior to Syd Einfeld Drive. It has a narrow carriageway width of 4.5 metres.

The location of Osmund Lane in relation to the development site is shown in Figure 1, with street view shown in Figure 2.

Figure 1: Osmund Lane aerial view



Base Image Source: Nearmap, accessed November 2023

Figure 2: Osmund Lane street view



## 2.2 Pedestrian/ Cyclist and Vehicular Activity

Osmund Lane experiences little to no pedestrian/ cyclist and vehicular activity throughout the day. The laneway predominantly provides rear property access only with delivery vehicles manoeuvring on Nelson Street to reverse into the laneway and park temporarily, as shown in Figure 3 and Figure 4. No vehicles were observed to park within the laneway for an extended duration.

Design with **community** in mind

Figure 3: Loading activity – Observation 1



Figure 4: Loading activity – Observation 2



Pedestrian/ cyclist movements are generally associated with the 99 Bikes retailer which provides a visitor entrance to the workshop via Osmund Lane, as shown in Figure 5.

Figure 5: 99 Bikes workshop entrance to Osmund Lane



Pedestrian/ cyclist and vehicle spot counts were undertaken on Tuesday 31 October 2023, between 7:45am to 8:30am and 4:30pm to 5:15pm to observe laneway activity during peak periods. Details of the spot counts are summarised Table 1.

Table 1: Spot counts summary

Movement	User		
	Pedestrian	Cyclist	Vehicle
<b>AM Peak (7:45am-8:30am)</b>			
In	2	1	1
Out	2	1	1
<b>Total Movements</b>	<b>4</b>	<b>2</b>	<b>2</b>
<b>PM Peak (4:30pm-5:15pm)</b>			
In	0	2	1

Design with **community** in mind

Movement	User		
	Pedestrian	Cyclist	Vehicle
Out	1	1	0
<b>Total Movements</b>	<b>1</b>	<b>3</b>	<b>1</b>

Table 1 details that during both surveyed periods only three vehicles, five pedestrians and five cyclist movements were observed in/ out of the laneway. As such, existing activity in the laneway is minimal.

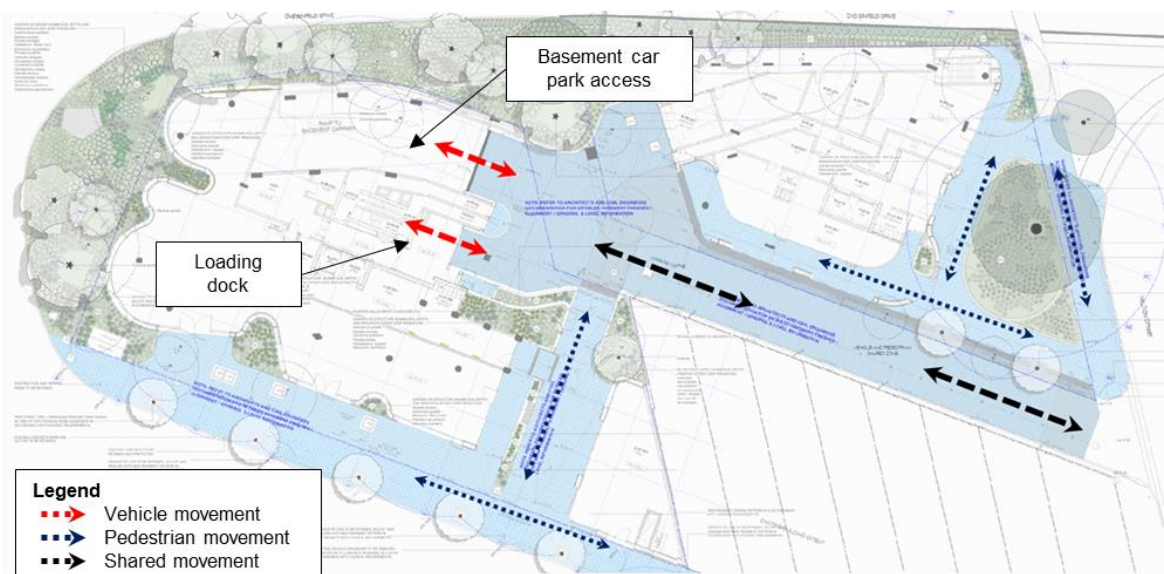
### 3. Shared Zone Proposal

As stated, it is proposed to convert Osmund Lane to a shared zone with a posted speed limit of 10 km/h to support the 194-214 Oxford Street & 2 Nelson Street, Bondi Junction mixed-use development. The approved mixed-use development (DA-400/2021) is currently under construction and will include 70 residential dwellings and ground floor retail tenancies, above a consolidated basement which is accessed at the western end of Osmund Lane (adjacent to the loading bay).

The proposal includes conversion of Osmund Lane to a shared zone with a posted speed limit of 10 km/h. As a result, the development aims to activate the laneway for pedestrians/ cyclists with the shared zone providing a critical role by connecting to the new through-site links from Oxford Street and access to ground level retail and café/ restaurant uses, whilst maintaining access to adjoining properties along the laneway.

The proposal is shown in Figure 6.

**Figure 6: Ground floor plan and shared zone**



Source: Black Bettle, drawing no. LA LP 02 and LA LP 03, issue 8, dated 12 September 2023.

As detailed in the TIA prepared by Stantec (dated 17 December 2021) the mixed-use development would generate between 23 to 26 vehicle trips (B99 vehicles) during any peak hour, with all vehicles accessing the basement car park via Osmund Lane. In addition, it is expected that the development could expect up to seven service vehicles per day (including waste collection on certain days). These would primarily comprise vans/ B99 or small rigid vehicles (SRVs), however waste vehicles up to 10.5-metre-long truck are expected once/ twice per week. Deliveries and waste collection would be infrequent and generally occurring during off-peak periods.

Accounting for existing loading demand on Osmund Lane, it is expected that future vehicular activity within the laneway would be minimal.

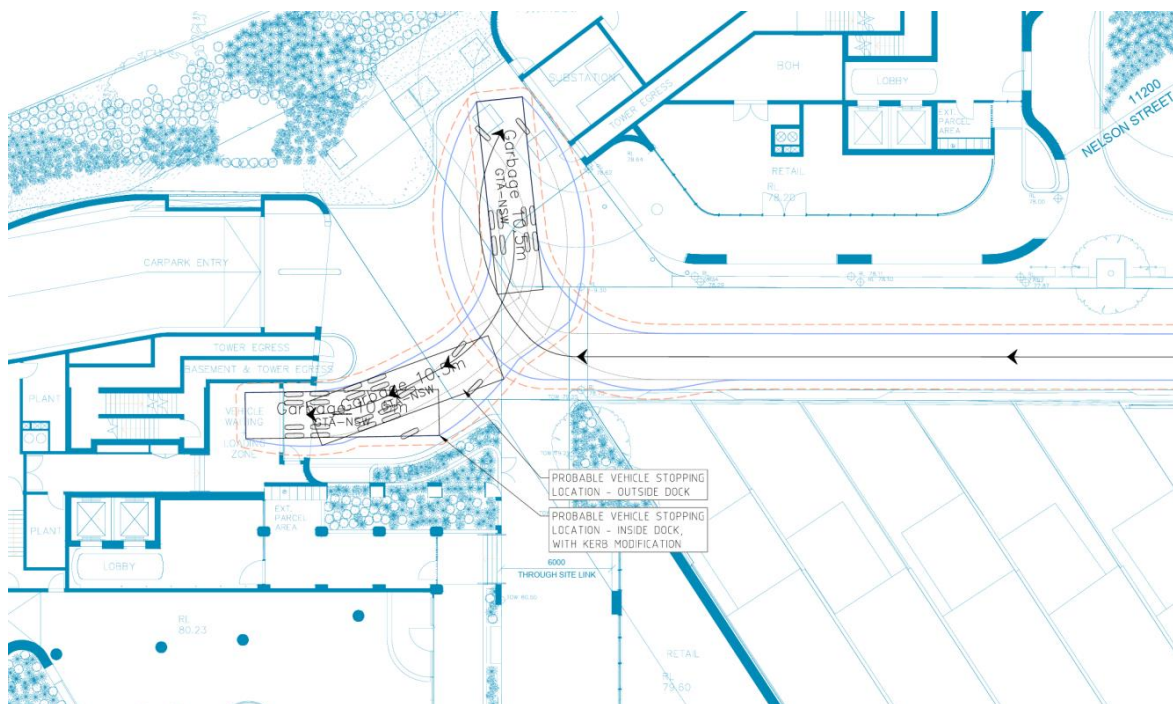
### 4. Design Review

Stantec completed a design review of the Osmund Lane shared zone against the requirements of the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2022) and Parking Facilities Off-Street Commercial Vehicle Facilities (AS2890.2:2018) as part of the Amending DA Traffic Letter (dated 16 October 2023).

Design with **community** in mind

The laneway would accommodate up a 10.5-metre-long waste vehicle with 8.8 metre medium rigid vehicles also expected for loading/ servicing of the site. The loading area does not impede pedestrian or vehicle movement within Osmund Lane or in the immediate vicinity of the site. Loading vehicles would be required to turnaround at the western end of Osmund Lane before reversing into the loading bay, as shown in Figure 7. Waste collection is expected to occur once/ twice per week, and outside peak hours, therefore minimising conflict between pedestrians/ cyclists on the laneway and ensuring as safe environment is always maintained.

**Figure 7: Waste collection vehicle manoeuvre**



## 5. Shared Zone Requirements

Shared zones are defined under Rule 24 in the NSW Road Rules (current version for 1 December 2023 to date). A shared zone is a road shared by both vehicles and pedestrians. They are used to actively ensure the safety of all road users, particularly pedestrians, reduce the risk of crashes between vehicles and pedestrians and enhance the quality of the street environment.


Waverly Council stipulates in *Waverly's Street Design Manual* (April 2020) that shared zones should be designed with reference to the *Technical Direction Design and implementation of shared zones including provision for parking* (TDT 2016/001, February 2016). The TDT 2016/001 provides guidelines for the design and implementation of shared zones.

As per the definition in the TTD2016/001, the proposed Osmund Lane shared zone falls under Category 1. A Category 1 (Cat 1) shared zone is provided on a road related area, has clearly different coloured and textured surface treatments from the surrounding roads, and typically does not have kerbs.

The design principles for shared zones and summary of how the proposal satisfies these principles is summarised in Table 2.



**Table 2: Shared zones criteria**

Features	Principles	Comment
Street space/ kerb & gutter/ delineation	<p>The road environment in a shared zone must be changed to ensure that it does not look like a normal road:</p> <ul style="list-style-type: none"> <li>Any delineation and kerbs shall be removed to enhance the sense of pedestrian priority (Cat 1).</li> <li>Where it is not possible to remove the kerbs then the shared zone must be treated to a level where drivers can clearly identify that they are in a different driving environment.</li> <li>Traffic calming or suitable pedestrian friendly treatments must be provided to reduce speeds within the zone where kerbs have been retained.</li> </ul>	<ul style="list-style-type: none"> <li>Kerbs would be removed to enhance sense of pedestrian priority.</li> </ul>
Entrance/exit points	<ul style="list-style-type: none"> <li>Prominent features such as signs, architectural or landscape features must be provided to indicate a change in the street environment and highlight the start/end of the shared zone (Cat 2).</li> <li>A Give Way to Pedestrians pavement marking must be installed (Cat 2 only).</li> <li>Continuous footpath treatments should be considered as entry/exit treatments to assist traffic calming. Refer to TD 2013/05.</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate signage and line-markings (e.g., <i>R4-4 Shared Zone</i>, <i>R4-5 End Shared Zone</i>, <i>R2-10 Give Way to Pedestrian</i> etc.) will be placed within Osmund Lane on both sides of the road, as appropriate to indicate change of street environment.</li> <li>Recommended signage is shown below.</li> </ul> 
Traffic signs	<ul style="list-style-type: none"> <li>Regulatory traffic signs as per the requirements of the NSW Road Rules 2014 are required.</li> <li>All entry signs must be provided on both sides of the road, for one or two-way shared zones, to further enhance the changes in environment and priority.</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate signage and line-markings (e.g., <i>R4-4 Shared Zone</i>, <i>R4-5 End Shared Zone</i>, <i>R2-10 Give Way to Pedestrian</i> etc.) will be placed within Osmund Lane to indicate change of street environment.</li> </ul>
Pavement surface	<ul style="list-style-type: none"> <li>The pavement surface shall be changed to highlight the difference in the street environment from the surrounding road network. It must be clearly distinguishable by colour, texture and/or materials. Any exceptions require RMS approval.</li> </ul>	<ul style="list-style-type: none"> <li>Brick pavement surface to indicate commencement of shared zone.</li> </ul>
Traffic calming features/ treatments	<ul style="list-style-type: none"> <li>Traffic calming or suitable treatments must be provided to reduce speeds within the zone where kerbs have been retained to encourage consistently slow driving and ensure compliance with the 10 km/h speed limit.</li> <li>Advisory speed plates are not required to supplement speed hump advisory signs.</li> </ul>	<ul style="list-style-type: none"> <li>Advisory signs and marking will be provided to ensure low speed environment along Osmund Lane.</li> </ul>

Design with **community** in mind

Features	Principles	Comment
Forward visibility	<ul style="list-style-type: none"> <li>To encourage drivers to drive with care and comply with the 10km/h speed limit, it is not desirable to have unlimited forward visibility in a shared zone.</li> <li>In locations where it is considered necessary to maintain visibility, a minimum stopping sight distance of 12 metres shall be applied.</li> </ul>	<ul style="list-style-type: none"> <li>Osmund Lane is a short laneway terminating at the basement car park entry approximately 60m west of Nelson Street.</li> <li>It has a current straight alignment which is difficult to alter. However, given the laneway is only 60m this is considered acceptable.</li> <li>The laneway provides clear lines of sight.</li> </ul>
Vehicle mix and accessibility requirements	<ul style="list-style-type: none"> <li>Alternative access for large vehicles such as buses needs to be planned.</li> <li>Access must be designed to safely accommodate emergency vehicles, delivery and garbage trucks.</li> <li>Emergency services and Police are to be consulted during the design process.</li> </ul>	<ul style="list-style-type: none"> <li>Osmund Lane will not be accessed by buses.</li> <li>Delivery, garbage and emergency vehicles will be provided access at all times.</li> </ul>
Car parking	<ul style="list-style-type: none"> <li>Car parking provisions may need to be altered to suit the scheme.</li> <li>Car parking bays must be marked along the scheme and in accordance with the prescribed lengths and widths in AS 2890.5 and AS 2890.6-2009 Parking Facilities.</li> <li>Car parking spaces that straddle existing kerb and gutter are to be provided in Cat 2 shared zones.</li> </ul>	<ul style="list-style-type: none"> <li>NA</li> </ul>
Bicycles	<ul style="list-style-type: none"> <li>Cyclists must be able to safely traverse the features provided in the scheme to encourage lower vehicle speeds.</li> <li>Traffic calming measures must incorporate features to make them cycle friendly.</li> <li>In one way shared zones, consideration should be given to contra-flow bicycle movements. This provision will increase access for non-motorised transport and must include Bicycles Excepted (R9-3) signs.</li> <li>Cyclists need to be aware that they must give way to pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>Osmund Lane is a dead-end road with no through traffic. All traffic accessing Osmund Lane would travel in a low-speed environment to make it a cycle friendly road.</li> <li>Signage will be erected to ensure cyclists know to give priority to pedestrians.</li> </ul>
Mobility and vision impaired requirements	<ul style="list-style-type: none"> <li>Designs must include provision to safely accommodate the needs of the mobility and vision impaired.</li> <li>Refer to AS 1428.4.1 Design for Access and Mobility for detailed design requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Osmund Lane road section is designed in accordance with the relevant Australian Standards to comply with the DDA access requirements.</li> </ul>
Lighting and drainage grates	<ul style="list-style-type: none"> <li>Appropriate lighting should be installed for safety and security purposes.</li> <li>Appropriate drainage grates should be installed to cater for pedestrian and cyclist use.</li> </ul>	<ul style="list-style-type: none"> <li>The shared zone will be appropriately lit to ensure safety and security.</li> <li>Appropriate drainage systems will be installed along the shared zone.</li> </ul>

Design with **community** in mind

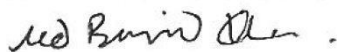
The laneway once upgraded would meet the requirements for a shared zone with the proposal implementing a 10 kilometre per hour speed limit. Future traffic volumes along the shared zone would be minor and expected to be up to 26 vehicles during any peak hour. Larger service/ delivery vehicles are anticipated but would be infrequent and limited to outside peak periods. Appropriate signage and pavement surfacing will be introduced to ensure all vehicles are aware of the commencement of the shared zone.

As such, Stantec can support the conversion of Osmund Lane to a shared zone.

I trust this is satisfactory; should you have any questions, please do not hesitate to contact me directly.

Yours sincerely

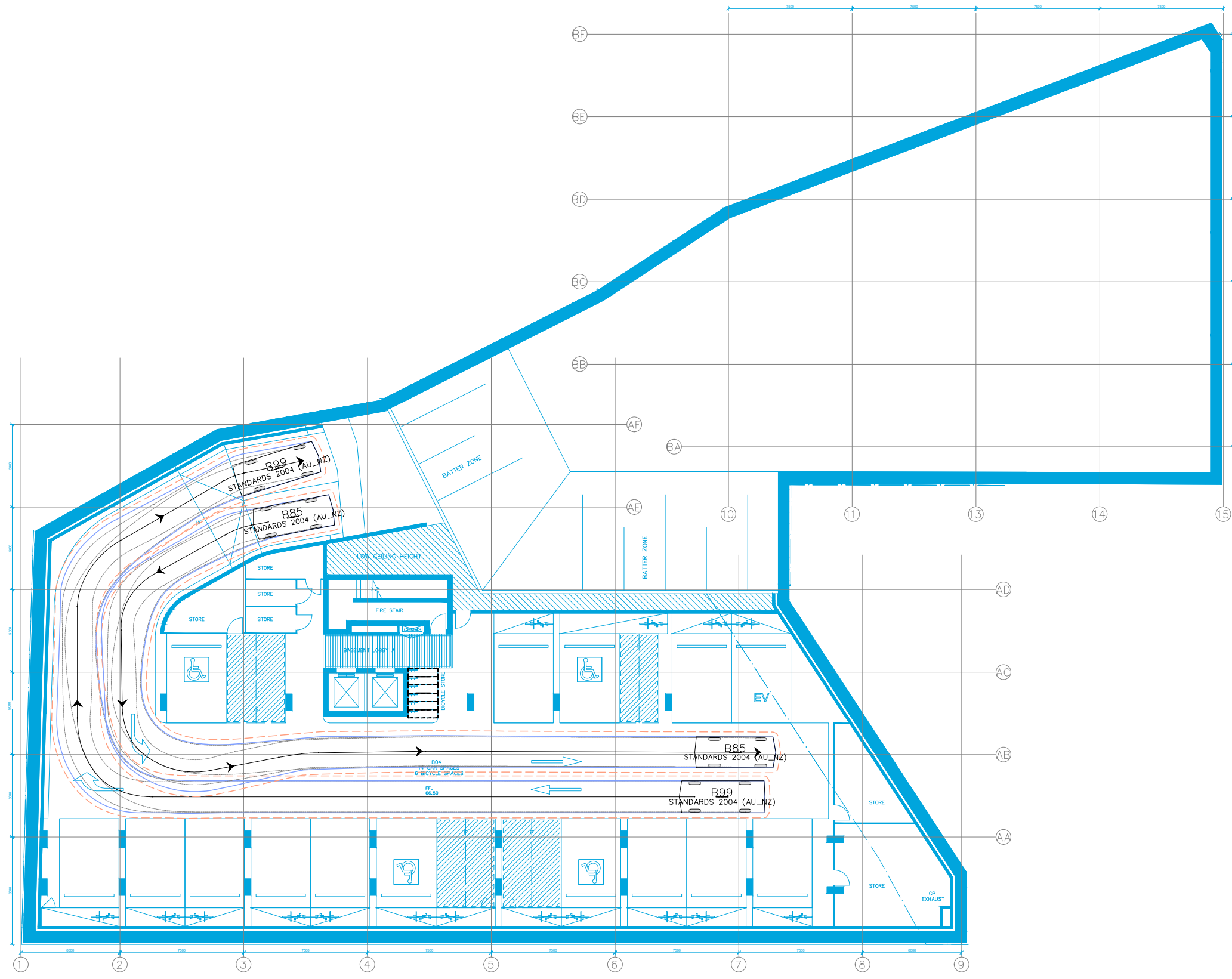
**Stantec Australia Pty Ltd**



**Bayzid Khan**  
**Principal Transport Engineer**

Encl  
Swept Paths

MINIMUM HEIGHT CLEARANCES TO STRUCTURE AND SERVICES SHOULD BE PROVIDED AT:  
 2.5m ABOVE DISABLED PARKING BAYS (AS2890.6:2022)  
 2.2m ABOVE CIRCULATION AISLES AND PARKING SPACES.



\\AU0019-PPF550\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG PLOTTED BY XIE, WILLIAM ON 04/08/2023 AT 16:13



**PRELIMINARY PLAN**  
 FOR DISCUSSION PURPOSES ONLY  
 SUBJECT TO CHANGE WITHOUT  
 NOTIFICATION

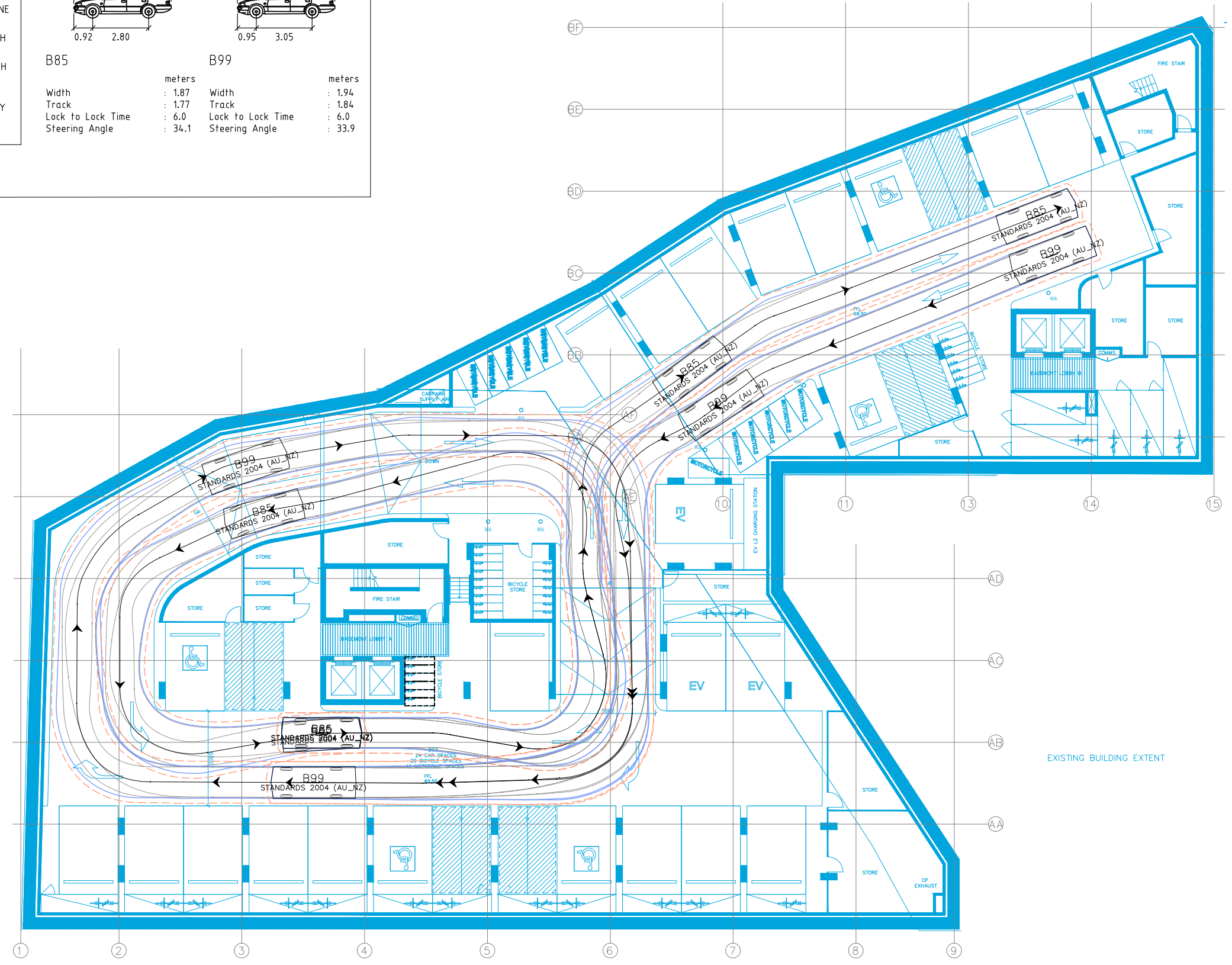
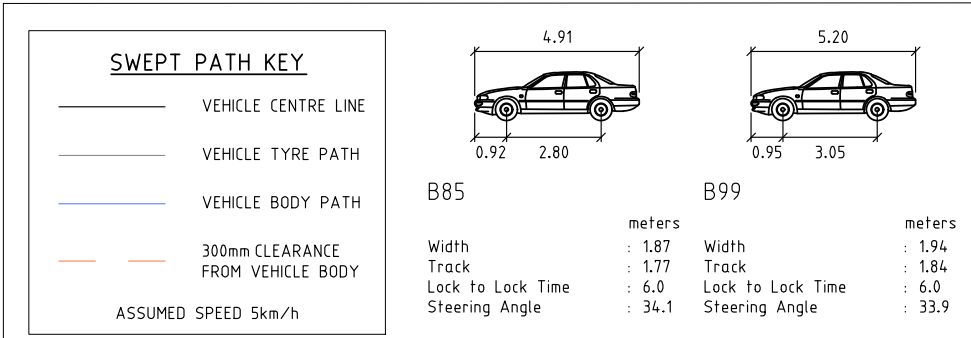
**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATIONS OF UNDERGROUND SERVICES ARE  
 APPROXIMATE ONLY AND THEIR EXACT POSITION  
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
 W.XIE  
  
 APPROVED BY  
 B.KHAN

DESIGN CHECK  
 H.OBERMAIER  
  
 DATE ISSUED  
 4 AUGUST 2023

SCALE  
 A3 0 1.25 2.5 5 1250  
  
 CAD FILE NO.  
 300304911-03-P2.DWG

194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION  
**BASEMENT 4**  
**VEHICLE SWEEP PATH ASSESSMENT**  
 DRAWING NO. 300304911-03-06 SHEET 06 OF 16 ISSUE P2



\\AU0319-PPF550\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG PLOTTED BY: XIE, WILLIAM ON: 04/08/2023 AT: 16:13



**PRELIMINARY PLAN**  
 FOR DISCUSSION PURPOSES ONLY  
 SUBJECT TO CHANGE WITHOUT  
 NOTIFICATION

**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATIONS OF UNDERGROUND SERVICES ARE  
 APPROXIMATE ONLY AND THEIR EXACT POSITION  
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE

DESIGN CHECK  
H.OBERMAIER

APPROVED BY  
B.KHAN

DATE ISSUED  
4 AUGUST 2023

SCALE  
A3 0 1.25 2.5 5 12.50

CAD FILE NO.  
300304911-03-P2.DWG

**194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION**

**BASEMENT 3**  
**VEHICLE SWEEP PATH ASSESSMENT**

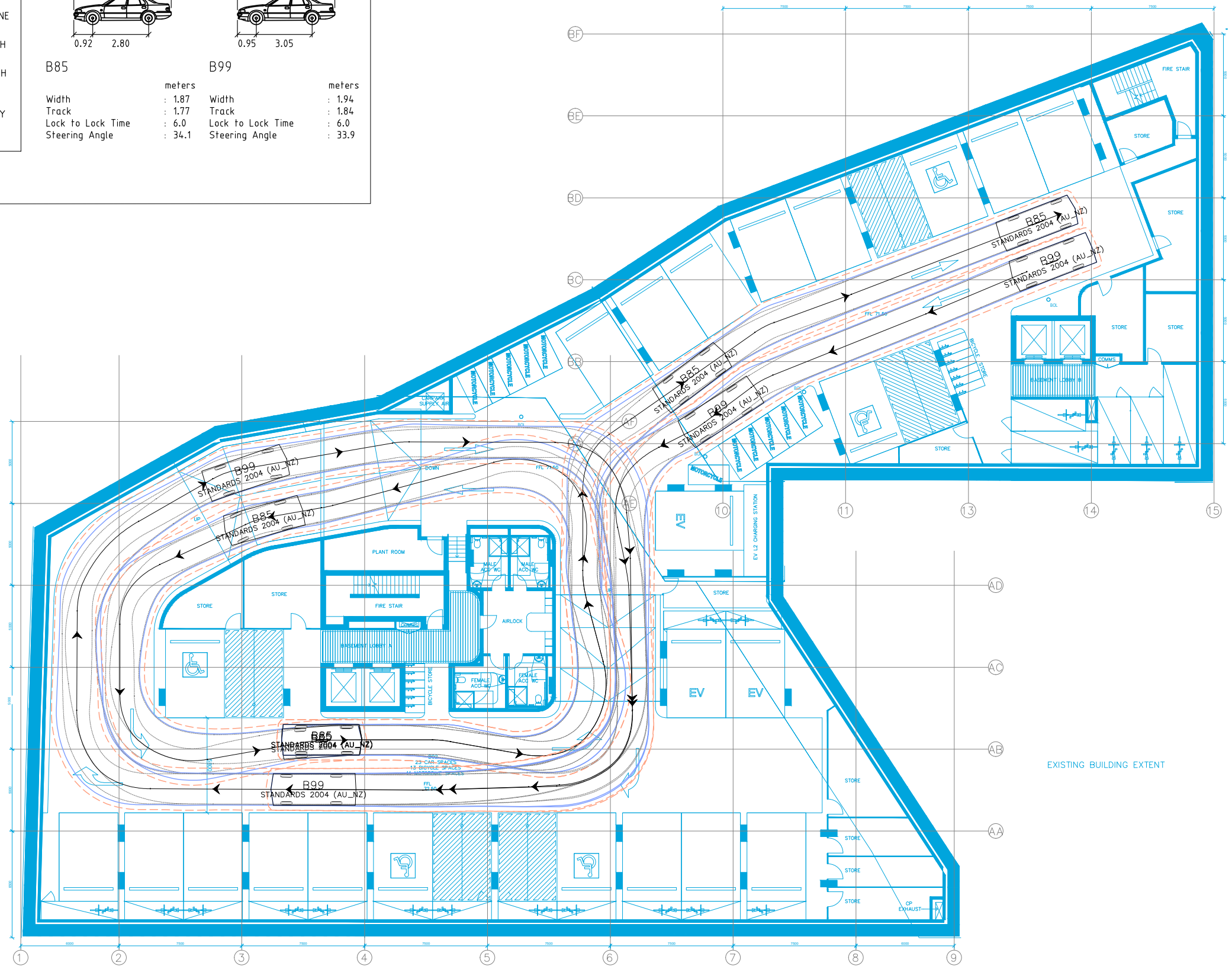
DRAWING NO. 300304911-03-07 SHEET 07 OF 16 ISSUE P2

**SWEPT PATH KEY**

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

	B85	B99
Width	4.91 meters	5.20 meters
Track	1.87 meters	1.94 meters
Lock to Lock Time	6.0	6.0
Steering Angle	34.1	33.9



\\AU0219-PPF550\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG PLOTTED BY: XIE, WILLIAM ON: 04/08/2023 AT: 16:13



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE

DESIGN CHECK  
H.OBERMAIER

APPROVED BY  
B.KHAN

DATE ISSUED  
4 AUGUST 2023

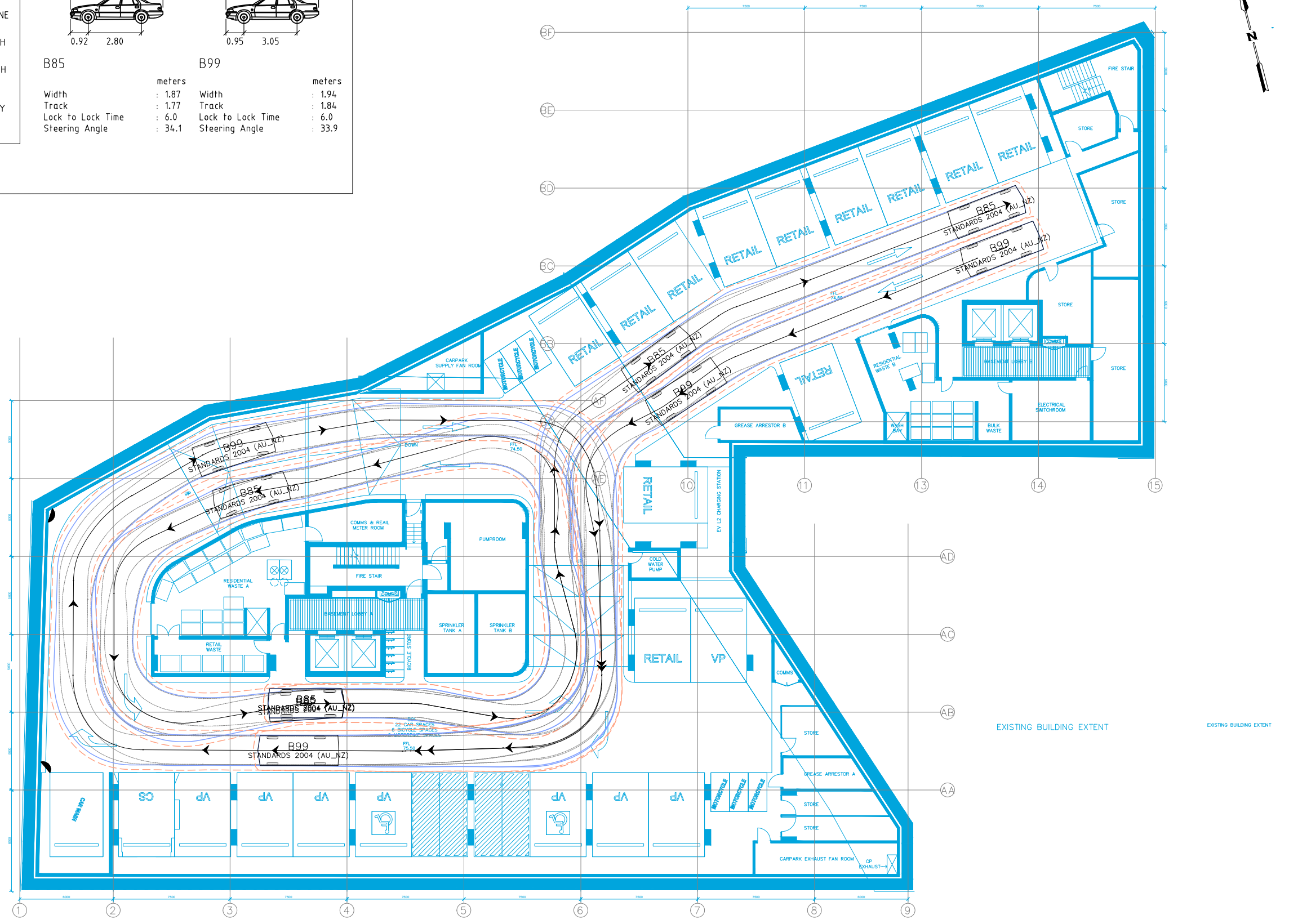
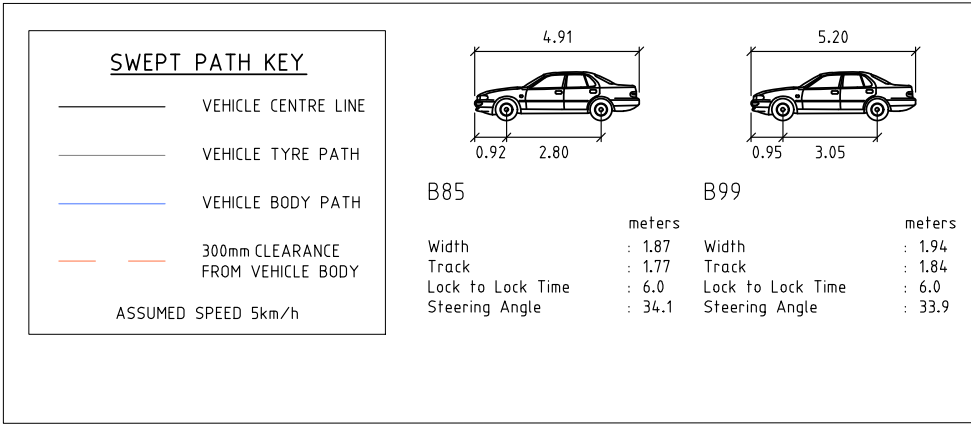
SCALE  
A3 0 1.25 2.5 5 12.50

CAD FILE NO.  
300304911-03-P2.DWG

194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION

BASEMENT 2  
VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. 300304911-03-08 SHEET 08 OF 16 ISSUE P2



\\AU0219-PPF550\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG PLOTTED BY: XIE, WILLIAM ON: 04/08/2023 AT: 16:13



**PRELIMINARY PLAN**  
 FOR DISCUSSION PURPOSES ONLY  
 SUBJECT TO CHANGE WITHOUT  
 NOTIFICATION

**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATIONS OF UNDERGROUND SERVICES ARE  
 APPROXIMATE ONLY AND THEIR EXACT POSITION  
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE

DESIGN CHECK  
H.OBERMAIER

APPROVED BY  
B.KHAN

DATE ISSUED  
4 AUGUST 2023

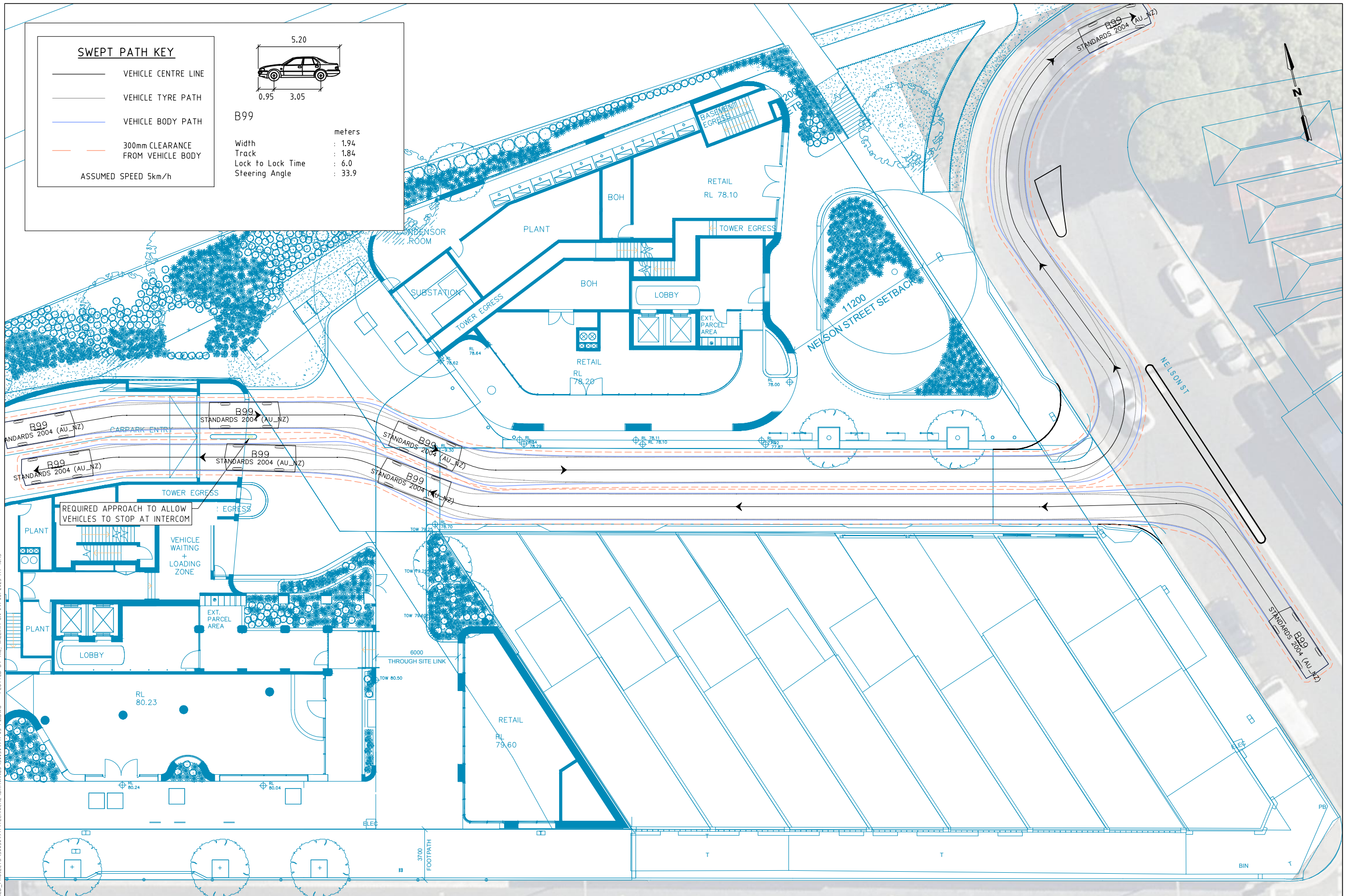
SCALE  
A3 0 1.25 2.5 5 12.50

CAD FILE NO.  
300304911-03-P2.DWG

**194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION**

**BASEMENT 1**  
**VEHICLE SWEEP PATH ASSESSMENT**

DRAWING NO. 300304911-03-09 SHEET 09 OF 16 ISSUE P2



PLOTTED BY: XIE, WILLIAM ON 04/08/2023 AT 16:13  
 PROJECTS\300304911\TECHNICAL DRAWINGS\300304911-03-P2.DWG



**PRELIMINARY PLAN**  
 FOR DISCUSSION PURPOSES ONLY  
 SUBJECT TO CHANGE WITHOUT  
 NOTIFICATION

**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATIONS OF UNDERGROUND SERVICES ARE  
 APPROXIMATE ONLY AND THEIR EXACT POSITION  
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

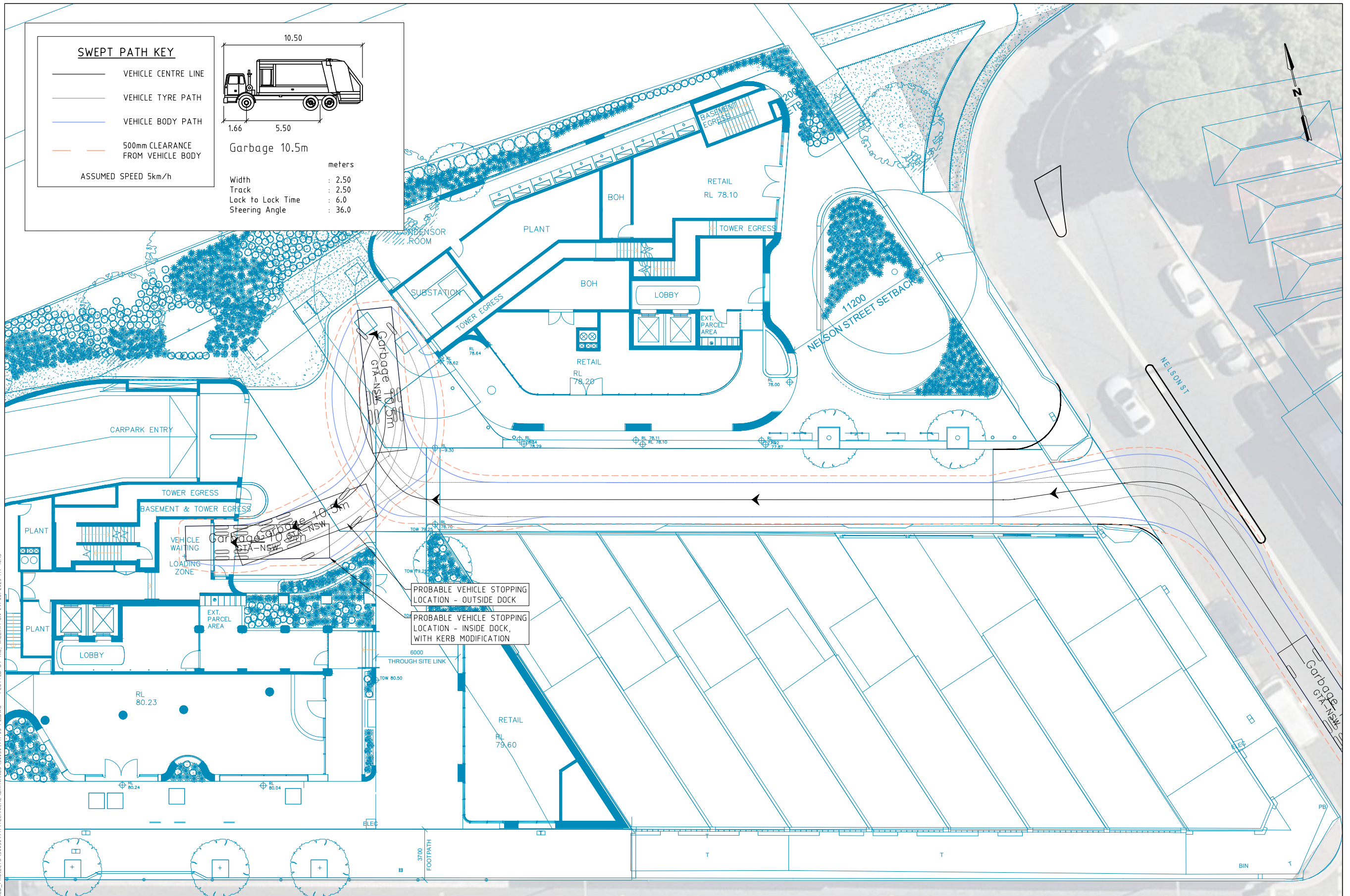
DESIGNED  
W.XIE  
  
 APPROVED BY  
B.KHAN

DESIGN CHECK  
H.OBERMAIER  
  
 DATE ISSUED  
4 AUGUST 2023

SCALE  
A3 0 1 2 4 1:200  
  
 CAD FILE NO.  
300304911-03-P2.DWG

**194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION**  
**GROUND FLOOR**  
**ENTRY/EXIT**  
**VEHICLE SWEEP PATH ASSESSMENT**  
 DRAWING NO. 300304911-03-10 SHEET 10 OF 16 ISSUE P2





\AU2019-PPF550\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG PLOTTED BY: XIE, WILLIAM ON: 04/08/2023 AT: 16:13



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

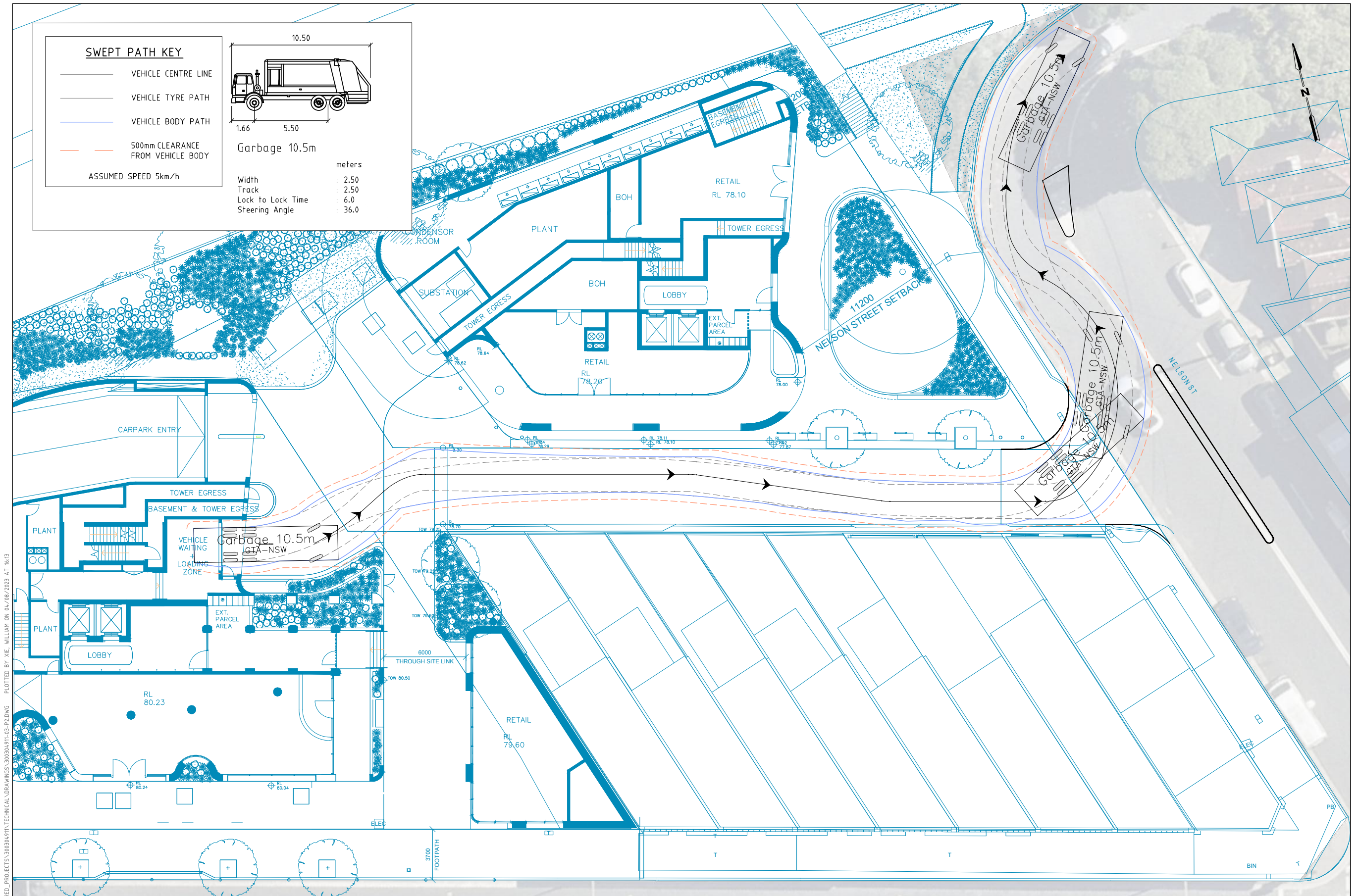
**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE  
  
APPROVED BY  
B.KHAN

DESIGN CHECK  
H.OBERMAIER  
  
DATE ISSUED  
4 AUGUST 2023

SCALE  
A3  
0 1 2 4 1:200  
  
CAD FILE NO.  
300304911-03-P2.DWG

**194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION**  
GROUND FLOOR  
INTERNAL MANOEUVRE  
VEHICLE SWEEP PATH ASSESSMENT  
DRAWING NO. 300304911-03-11 SHEET 11 OF 16 ISSUE P2



\AU2019-PPF550\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG PLOTTED BY: XIE, WILLIAM ON 04/08/2023 AT 16:13



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE

DESIGN CHECK  
H.OBERMAIER

APPROVED BY  
B.KHAN

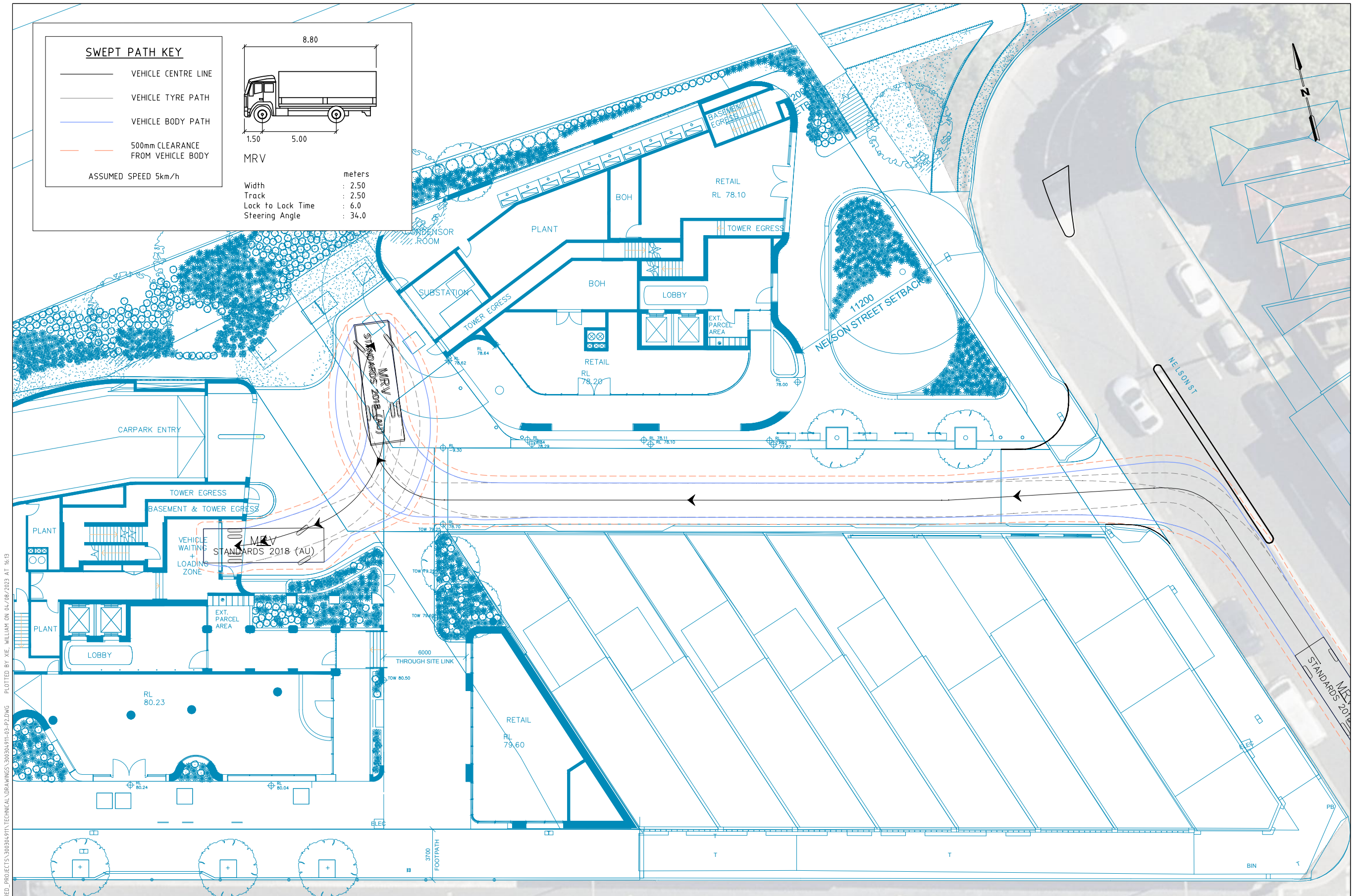
DATE ISSUED  
4 AUGUST 2023

SCALE  
A3 0 1 2 4 1:200

CAD FILE NO.  
300304911-03-P2.DWG

**194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION**  
GROUND FLOOR  
EXIT  
VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. 300304911-03-12 SHEET 12 OF 16 ISSUE P2



\AU2019-PPF50\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG PLOTTED BY: XIE, WILLIAM ON 04/08/2023 AT 16:13  
 \AU2019-PPF50\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG



**PRELIMINARY PLAN**  
 FOR DISCUSSION PURPOSES ONLY  
 SUBJECT TO CHANGE WITHOUT  
 NOTIFICATION

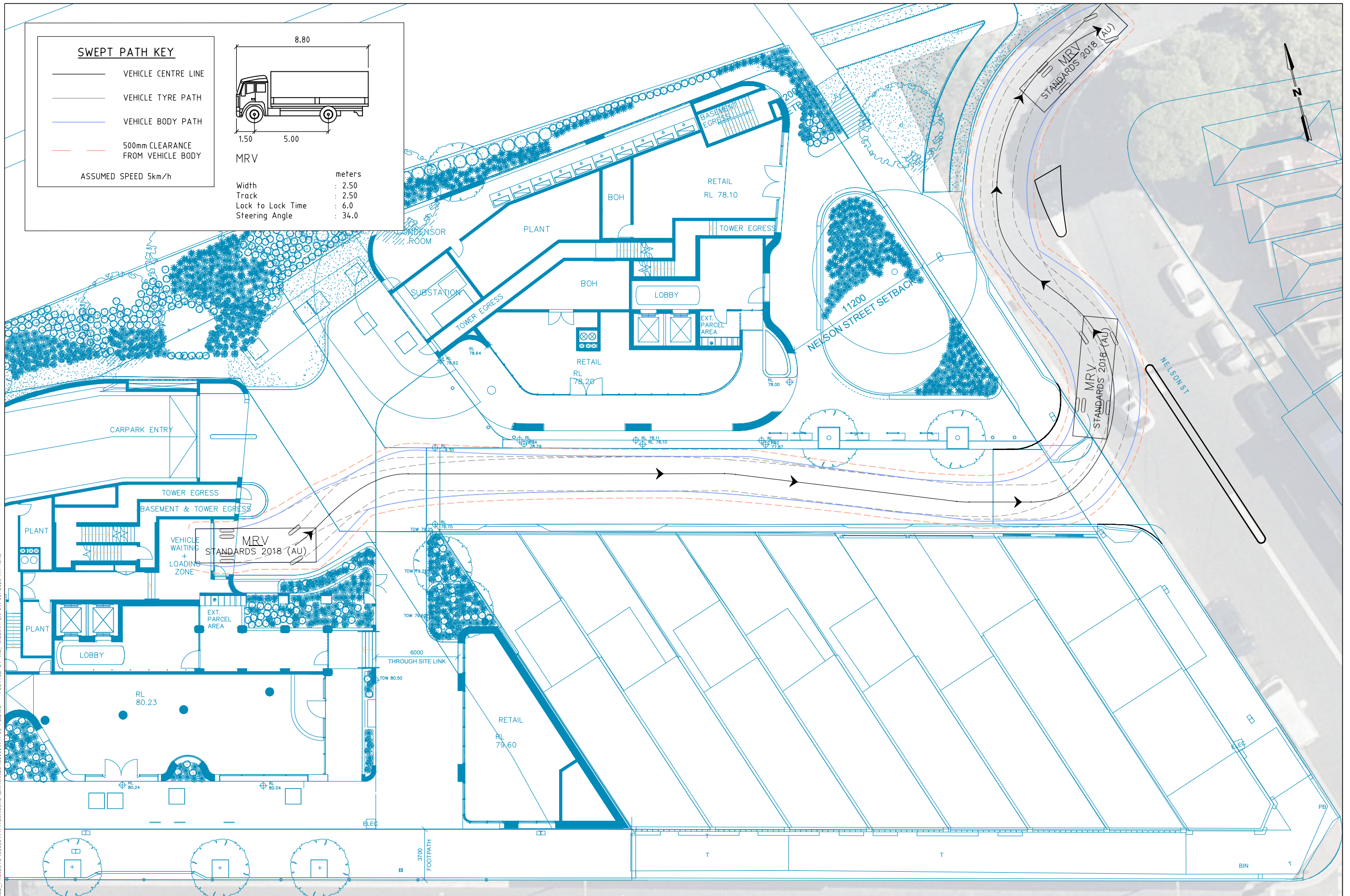
**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATIONS OF UNDERGROUND SERVICES ARE  
 APPROXIMATE ONLY AND THEIR EXACT POSITION  
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE  
  
 APPROVED BY  
B.KHAN

DESIGN CHECK  
H.OBERMAIER  
  
 DATE ISSUED  
4 AUGUST 2023

SCALE  
A3 0 1 2 4 1:200  
  
 CAD FILE NO.  
300304911-03-P2.DWG

**194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION**  
**GROUND FLOOR**  
**ENTRY**  
**VEHICLE SWEEP PATH ASSESSMENT**  
 DRAWING NO. 300304911-03-13 SHEET 13 OF 16 ISSUE P2



\AU2019-PPF550\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG PLOTTED BY: XIE, WILLIAM ON 04/08/2023 AT 16:13



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

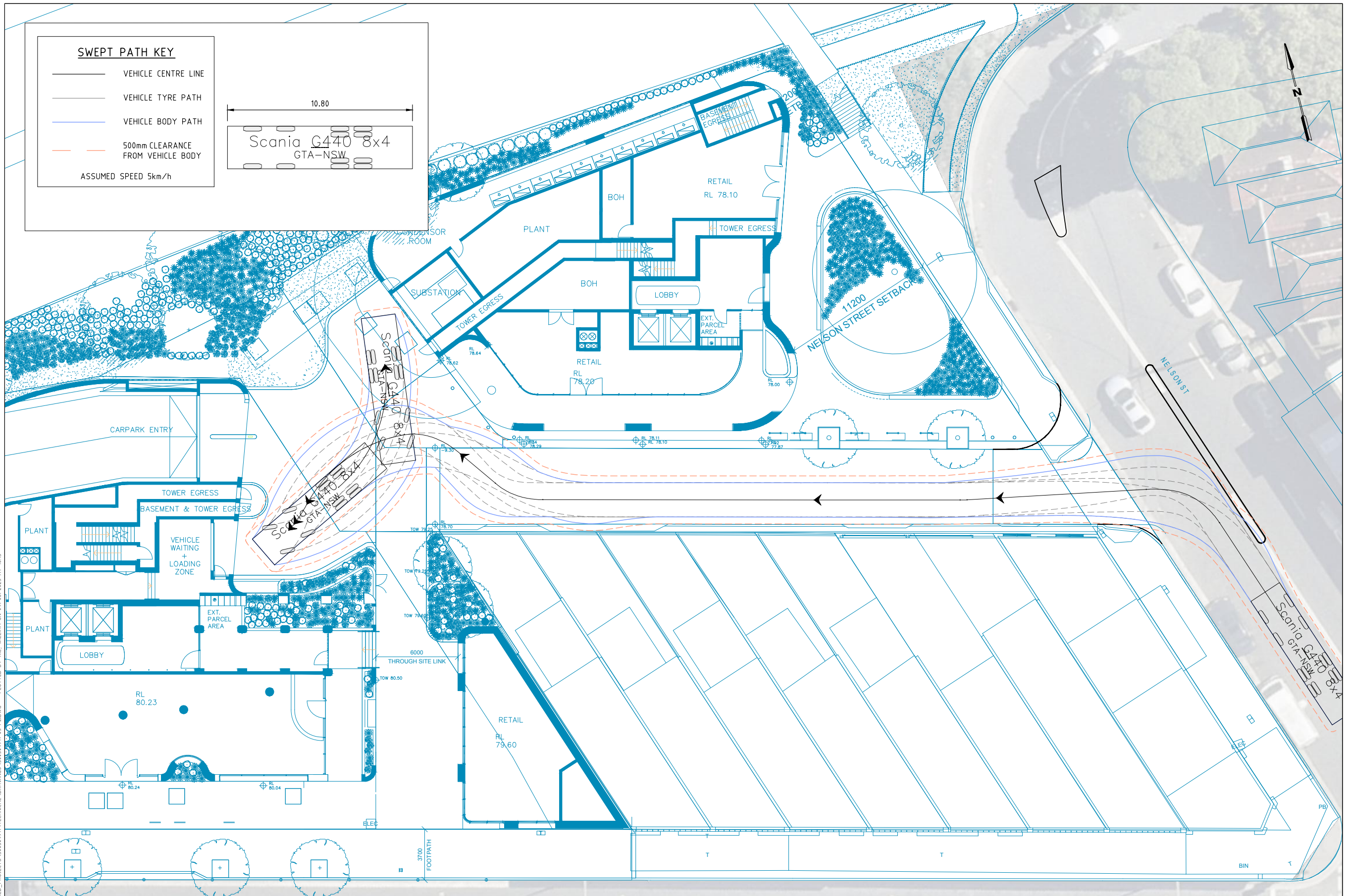
**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE  
  
APPROVED BY  
B.KHAN

DESIGN CHECK  
H.OBERMAIER  
  
DATE ISSUED  
4 AUGUST 2023

SCALE  
A3 0 1 2 4 1:200  
  
CAD FILE NO.  
300304911-03-P2.DWG

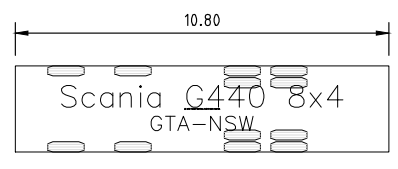
**194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION**  
GROUND FLOOR  
EXIT  
VEHICLE SWEEP PATH ASSESSMENT  
DRAWING NO. 300304911-03-14 SHEET 14 OF 16 ISSUE P2



**SWEPT PATH KEY**

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



\AU2019-PPF50\SHARED\_PROJECTS\300304911\TECHNICAL\_DRAWINGS\300304911-03-P2.DWG PLOTTED BY: XIE, WILLIAM ON 04/08/2023 AT 16:13



**PRELIMINARY PLAN**  
 FOR DISCUSSION PURPOSES ONLY  
 SUBJECT TO CHANGE WITHOUT  
 NOTIFICATION

**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATIONS OF UNDERGROUND SERVICES ARE  
 APPROXIMATE ONLY AND THEIR EXACT POSITION  
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE

DESIGN CHECK  
H.OBERMAIER

APPROVED BY  
B.KHAN

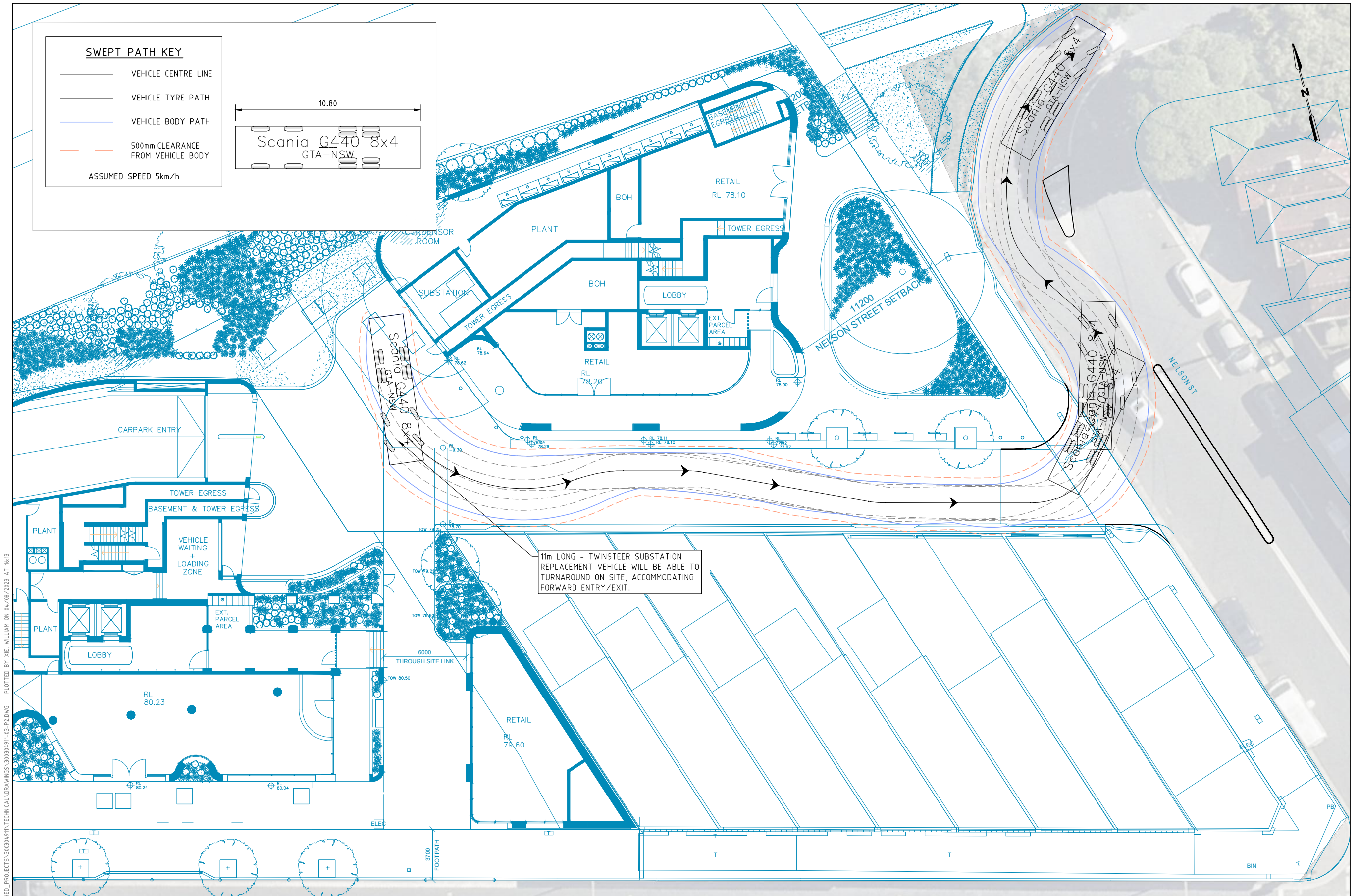
DATE ISSUED  
4 AUGUST 2023

SCALE  
A3 0 1 2 4 1:200

CAD FILE NO.  
300304911-03-P2.DWG

**194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION**  
**GROUND FLOOR**  
**ENTRY - SUBSTATION REPLACEMENT**  
**VEHICLE SWEEP PATH ASSESSMENT**

DRAWING NO. 300304911-03-15 SHEET 15 OF 16 ISSUE P2



\AU2019-PPF50\SHARED\_PROJECTS\300304911\TECHNICAL DRAWINGS\300304911-03-P2.DWG PLOTTED BY: XIE, WILLIAM ON: 04/08/2023 AT: 16:13



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE

DESIGN CHECK  
H.OBERMAIER

APPROVED BY  
B.KHAN

DATE ISSUED  
4 AUGUST 2023

SCALE  
A3 0 1 2 4 1:200

CAD FILE NO.  
300304911-03-P2.DWG

**194-214 OXFORD ST & 2 NELSON ST, BONDI JUNCTION**  
GROUND FLOOR  
EXIT - SUBSTATION REPLACEMENT  
VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. 300304911-03-16 SHEET 16 OF 16 ISSUE P2

**REPORT**  
**TC/V.01/24.10**

**Subject:** 2-4 Flood Street, Bondi - 'P10 Minute' Parking - Extension

**TRIM No:** A24/0721

**Author:** Simon Mueller, Manager, Integrated Transport

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

---

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Extends the 'P10 Minute, 8 am–6 pm' parking zone in front of 2-4 Flood Street, Bondi, by 5.4 metres to support short-term parking opportunities for adjacent businesses.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of the zone as necessary.

**1. Executive Summary**

Council has identified an opportunity to extend the 'P10 Minute, 8 am–6 pm' parking zone at 2-4 Flood Street, Bondi. The current zone provides space for one vehicle. It is bounded by a 'No Stopping' zone to the north and unrestricted parking to the south. The 'P10 Minute' zone promotes parking turnover in support of adjacent businesses. It is proposed to increase the length of the 'P10 Minute' zone by approximately 5.4 metres to accommodate an additional vehicle. This will require reducing the 'No Stopping' zone located in proximity to the Old South Head Road and Flood Street intersection.

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

**2. Introduction/Background**

The existing 'P10 Minute' at 2-4 Flood Street is located at the corner of Flood Street and Orr Street. The zone currently provides enough kerb space to accommodate one vehicle. Flood Street is a two-lane north-south bidirectional street, with parking on both sides. Orr Street is a one-way street in the eastbound direction, with '2P, 8 am-10 pm, Permit Holders Excepted' parallel parking on the south kerb face. Neither street carries public transport buses, nor are they designated portions of cycle routes.

The existing 'P10 Minute' zone (and proposed extension) is located within 60 m of the traffic signal at the intersection of Old South Head Road and Flood Street. This constraint means the proposed works do not fall under Council's recently adopted temporary instrument of delegation for Traffic Management and Pedestrian Works No. 2 from Transport for NSW (Temporary Delegation). As such, input from the Traffic Committee is sought.

**3. Technical Analysis**

Council officers have assessed the existing 'P10 Minute' zone and have found that it is well utilised for short-term parking given the types of businesses that it supports. Seven spot checks were undertaken throughout 2024 at differing times of the day and the space was occupied six of the seven times. During one observation, an additional small commercial loading vehicle was found to be using the existing 'No

Stopping' zone just north of the 'P10 Minute' zone for short-term parking. This is the area that is proposed to be extended.

The existing 'No Stopping' zone is 10 m in length. This aligns with typical statutory 'No Stopping' zones, which are implemented to support sight line issues in the first instance. However, the configuration of the network—the one-way eastbound nature of Orr Street—does not require this zone for sight lines. No vehicles are exiting the Orr Street onto Flood Street at this location. As well, no pedestrian crossing is located on Flood Street and Orr Street, as the crossing is provided at the signalised intersection with Old South Head Road.

The 'No Stopping' zone is also not required to support vehicle drivers exiting Old South Head Road onto Flood Street. Further, because Orr Street sits between the Old South Head Road and the proposed 'P10 Minute' zone extension, an effective 'No Stopping' zone length of about 14.5 m is retained. This is adequate to accommodate westbound to southbound turning movements.

Right turn movements from northbound Flood Street onto Orr Street are not permitted. As such, sightlines for this movement are not a consideration.

Figure 1 below outlines the assessment. Based on this, the extension of the 'P10 Minute' zone by 5.4 metres to accommodate an additional vehicle will not impact the network or other street users, and better utilises existing kerb space.



Figure 1. 'P10 Minute' zone extension assessment overview.

Figure 2 below provides a street level view of the proposed zone extension with associated signage.



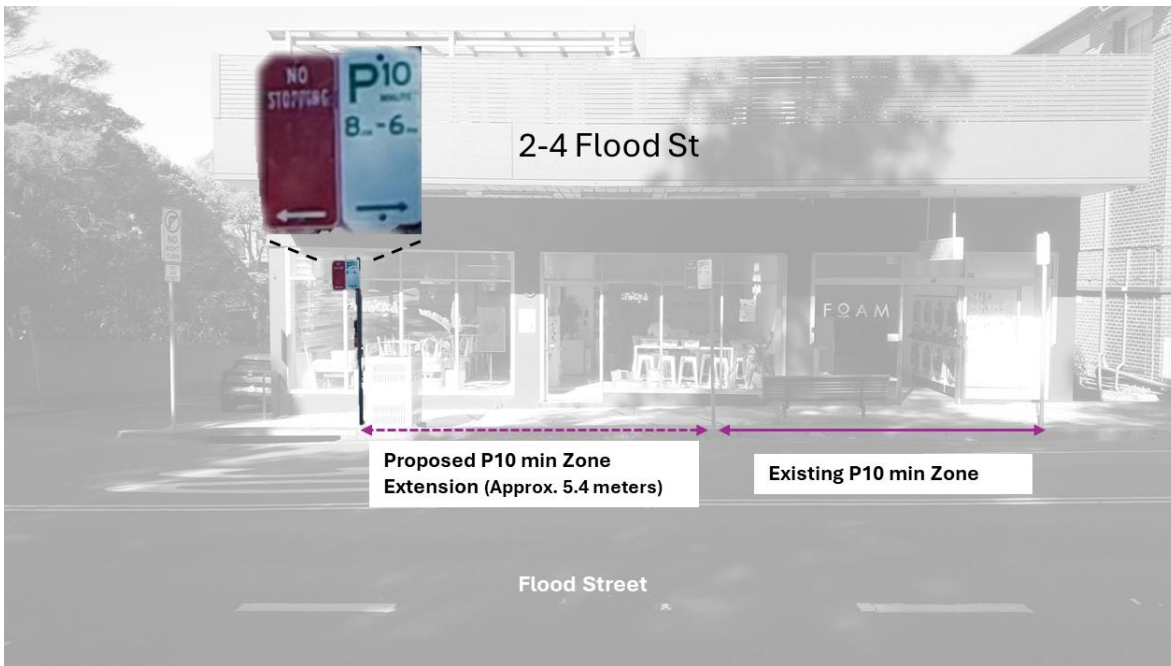


Figure 2. 'P 10 Minute' zone extension street level view.

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

Council will fund the works from existing budgets.

**5. Attachments**

Nil.

**REPORT**  
**TC/CV.01/24.10**

**Subject:** Electric Vehicle Charging Stations

**TRIM No:** A11/0853

**Author:** Sam McGuinness, Executive Manager, Environmental Sustainability

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

---

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs designated electric vehicle charging parking spaces at the locations set out in the attachment to the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the signage should on-site circumstances warrant changes.

**1. Executive Summary**

This report contains the results from Round 1 of community consultation for 12 proposed public electric vehicle charging stations in the Waverley local government area (LGA). It recommends that electric vehicle parking signage be installed at four of these sites. Alternative sites have been identified for sites that have been removed following consultation.

This round of chargers is being installed by private companies PLUS ES and EVX, with partial funding by the NSW Government Kerbside Charging Grants. The configurations of the chargers are:

- PLUS ES: 1 charger on a wooden Ausgrid street pole.
- EVX: 2 chargers on a wooden Ausgrid street pole.

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

**2. Introduction/Background**

New electric vehicle (EV) chargers are proposed to be installed across Waverley, Woollahra, and Randwick LGAs to support the rapid increase of electric vehicles. The installation of chargers is supported by the Eastern Suburbs Electric Vehicle Infrastructure Strategy 2023 adopted by Council in 2023, which outlines the vision and infrastructure required to meet growing numbers of EVs on our roads.

There are currently 4,000 EVs registered in Waverley, Woollahra, and Randwick LGAs. This number is projected to increase to over 10,000 by 2025, and to more than 35,000 by 2030. These proposed chargers will be funded through the NSW Government Kerbside Charging Grants and will be installed, owned and managed by private companies PLUS ES and EVX under licence. These private companies will also be responsible for the installation of Council approved line marking and signage.

Further consultation for further EV charging sites (Round 2) is occurring in October 2024.

### 3. Technical Analysis

#### Consultation

Council officers undertook community consultation on the proposed public electric vehicle charging locations for 28 days from 6 August-3 September 2024. Consultation activities included signage installed at the proposed locations, letter drops to nearby residents and online promotions through e-news and social media. All communications directed residents to a 'Have Your Say' page shared by Waverley, Woollahra and Randwick Councils. This Have Your Say page included an interactive map for residents to review the proposed locations and write comments.

Council received 333 submissions via the Have Your Say page and via emails and phone calls. A summary of consultation results for each charger is set out in the attachment to this report (Attachment 1). In total across the Eastern Suburbs there were 98 supportive submissions, 216 unsupportive submissions and 19 enquiries.

Based on the feedback received, Council officers have made the following recommendations for each site to:

1. Provide designated EV parking.
2. No designated parking required.

For some sites where changes to parking restrictions is not recommended, an alternative location has been suggested by the community. The community consultation for these alternative sites will take place in October 2024.

At some locations, it was found that an 'undesigned' charging space was more suitable than a designated charging space. For undesigned charging spaces, a charger is installed but there is no change in parking restrictions. Private companies can install charging stations on street poles as exempt development under section 2.124E of the *State Environmental Planning Policy (SEPP) (Transport and Infrastructure) 2021*. A summary of the consultation outcomes and recommendations is attached to this report.

#### Parking signage

The charging stations installed throughout Waverley, Woollahra and Randwick include a mixture of designated and undesigned charging spaces. Designated electric vehicle charging spaces include a charger, as well as parking signage and line marking. These spaces are for electric vehicles only while charging. Some charging spaces, such as some of those provided by PLUS ES, are undesigned. Any vehicle, including non-electric vehicles, can park here. Consultation and traffic committee input is only being undertaken for designated charging spaces as these include a change to parking rules. An example of the designated parking signage is shown in Figure 1 below.

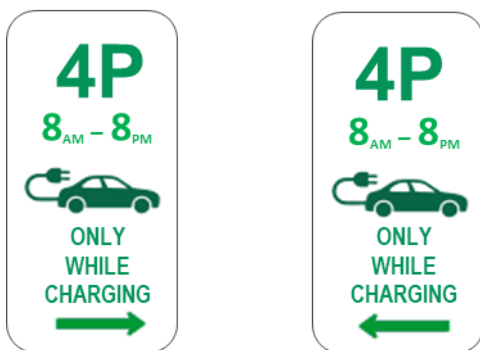


Figure 1. Example signage.

## Line marking

The recommended line marking for designated charging spaces is shown in Figure 2 below. This is based on the Transport for NSW Electric Vehicle Pavement Marking, which is the same design but with a blue logo instead of green. A green has instead been recommended based on consultation with transport staff, who found that the blue colour may cause confusion due to its similarities to the disabled line marking design.

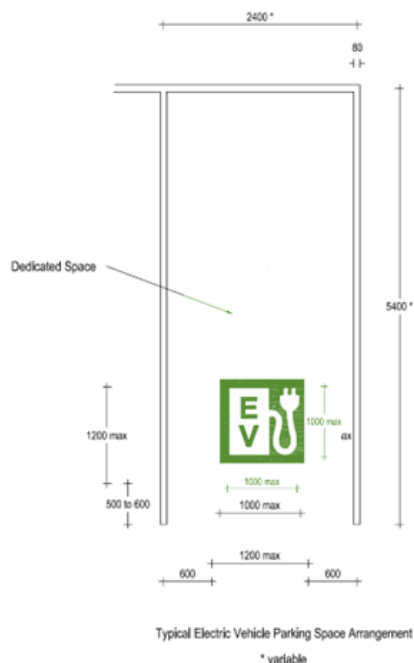


Figure 2. Recommended line marking.

## 4. Financial Information for Council's Consideration

The costs associated with these electric vehicle charger installations, maintenance, signage and line marking will be covered by the installer. The private charging companies will also pay Council an annual fee for designated charging spaces. The details of this arrangement are expected to be finalised by November 2024.

## 5. Attachments

1. Charging station locations, consultation summary and recommendation [↓](#) .

Site Name	Nearest Street Address	Electorate	Type	Number Supportive	Number Unsupportive	Existing Parking Restrictions	Proposed Charging Locations	Consultation Feedback	Recommended Parking Arrangement
<b>Bondi Junction - Council St</b>	18 Council St, Bondi Junction NSW 2022,	Coogee	EVX 2 x 22 kW AC street pole charging space	2	1	Unlimited	2 charging spaces 4P EV Only 8AM-10PM	This site received generally positive feedback. As it is a State Road, Council officers have notified state government.	Provide designated EV parking
<b>Bondi Junction - Botany St</b>	1 Botany St, Bondi Junction NSW 2022	Coogee	PLUS ES 1 x 22 kW AC street pole charging space	2	2	1P 8AM-6PM (Mon-Sat) (permit holders excepted)	1 charging space 2P EV Only 8AM-6PM	This site received neutral community feedback. It is adjacent to a Go Get space and is located far from residential properties. This location may allow for a future collaboration with Go Get.	Provide designated EV parking
<b>Bondi - Bennett St</b>	16 Bennett St, Bondi NSW 2026	Coogee	PLUS ES 1 x 22 kW AC street pole charging space	3	2	Unlimited	1 charging space 4P EV Only 8AM-10PM	This site is located in perpendicular parking and along the side of a property, rather than the front. This makes it an optimum charger location for the nearby apartments.	Provide designated EV parking
<b>Queens Park - Darley Rd</b>	Opposite 221–251 Darley Rd, Randwick NSW 2031	Coogee	PLUS ES 1 x 22 kW AC street pole charging space	5	4	Unlimited	1 charging space 4P EV Only 8AM-10PM	This site received relatively even supportive and unsupportive feedback. The charger will need to be configured in a way to reduce the cable length to the vehicle. This charger will service local apartments and visitors to Queens Park.	Provide designated EV parking.

Site Name	Nearest Street Address	Electorate	Type	Number Supportive	Number Unsupportive	Existing Parking Restrictions	Proposed Charging Locations	Consultation Feedback	Recommended Parking Arrangement
<b>North Bondi - Oakley Rd</b>	31 Oakley Rd, North Bondi NSW 2026,	Vaucluse	EVX 2 x 22 kW AC street pole charging space	5	29	2P 8AM-10PM (permit holders excepted)	2 charging spaces 4P EV Only 8AM-10PM	This site received mostly unsupportive feedback during consultation. This is largely due to limited parking in the area.	No designated parking required.
<b>Bondi Junction - Woodstock St</b>	42 Woodstock St, Bondi Junction NSW 2022,	Coogee	EVX 2 x 22 kW AC street pole charging space	3	14	2P 8AM-6PM (permit holders excepted)	2 charging spaces 4P EV Only 8AM-10PM	Recommendations from consultation found that the nearby street pole on Kenilworth St (adjacent to 17 Flood St, Bondi) would be a more suitable location. Consultation for this alternative site will begin in October.	No designated parking required
<b>Bronte - Macpherson St Median Strip</b>	147 MacPherson St, Bronte NSW 2024,	Coogee	EVX 2 x 22 kW AC street pole charging space	1	1	Unlimited	2 charging spaces 4P EV Only 8AM-10PM	This site received neutral feedback, however it became evident that the location is too close to the existing nearby charger on Trafalgar St, Bronte.	No designated parking required
<b>Queens Park - Cuthbert St</b>	23 Cuthbert St, Queens Park NSW 2022,	Coogee	EVX 2 x 22 kW AC street pole charging space	3	29	2P 8AM-6PM (permit holders excepted)	2 charging spaces 4P EV Only 8AM-10PM	This site received mostly unsupportive feedback during consultation. This is largely due to limited parking in the area.	No designated parking required

Site Name	Nearest Street Address	Electorate	Type	Number Supportive	Number Unsupportive	Existing Parking Restrictions	Proposed Charging Locations	Consultation Feedback	Recommended Parking Arrangement
<b>Bronte - Blandford Ave</b>	18 Blandford Ave, Bronte NSW 2024,	Coogee	EVX 2 x 22 kW AC street pole charging space	1	5	Unlimited	2 charging spaces 4P EV Only 8AM-10PM	Recommendations from consultation found that the nearby street pole opposite 54 Brown St, Bronte would be a more suitable location. Consultation for this alternative site will occur in October 2024.	No designated parking required
<b>Bronte - Bronte Rd</b>	384 Bronte Rd, Bronte NSW 2024,	Coogee	EVX 2 x 22 kW AC street pole charging space	2	7	Unlimited	2 charging spaces 4P EV Only 8AM-10PM	This site received mostly unsupportive feedback during consultation. This is largely due to limited parking in the area.	No designated parking required
<b>Bondi Junction - Allens Pde</b>	10A Allens Parade, Bondi Junction NSW 2022	Coogee	PLUS ES 1 x 22 kW AC street pole charging space	1	10	1P 8AM-6PM (Mon-Sat) (permit holders excepted)	1 charging space 2P EV Only 8AM-6PM	Consultation has found that this site should instead be an undesignated charging space. That is, a charger will be installed but there will be no changes to parking restrictions.	No designated parking required
<b>Bondi Junction - Denison St</b>	115 Denison St, Bondi Junction NSW 2022	Coogee	PLUS ES 1 x 22 kW AC street pole charging space	5	26	1P 8AM-3PM, 1/2P 3PM-8PM (permit holders excepted)	1 charging space 4P EV Only 8AM-6PM	Consultation has found that this site should instead be an undesignated charging space. That is, a charger will be installed but there will be no changes to parking restrictions.	No designated parking required

**REPORT**  
**TC/CV.02/24.10**

**Subject:** Grafton Street, Bondi Junction - Temporary Road Closure for Mechanical Plant Replacement

**TRIM No:** A24/0834

**Author:** Eashan Sharma, Senior Traffic Engineer

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

---

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the temporary closure of Grafton Street, Bondi Junction, between Grosvenor Street and Adelaide Street, from 7 pm Saturday, 9 November 2024, to 6 am Monday, 11 November 2024, in accordance with the staged approach in the Traffic Management Plan attached to the report, subject to the applicant:
  - (a) Notifying NSW Police, NSW Ambulance Service, NSW Fire and Rescue and Transdev John Holland buses.
  - (b) Notifying local residents and businesses prior to the event.
  - (c) Using traffic controllers accredited by Transport for NSW.
  - (d) Covering all costs associated with closing the road, including traffic control.
2. Delegates authority to the Executive Manager, Infrastructure Services, to amend the planned closure dates and times if necessary.

**1. Executive Summary**

Council has received an application from The Transport Planning Partnership (TTTP) requesting temporary road closures on Grafton Street, between Grosvenor Street and Adelaide Street as shown in Figure 1.

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



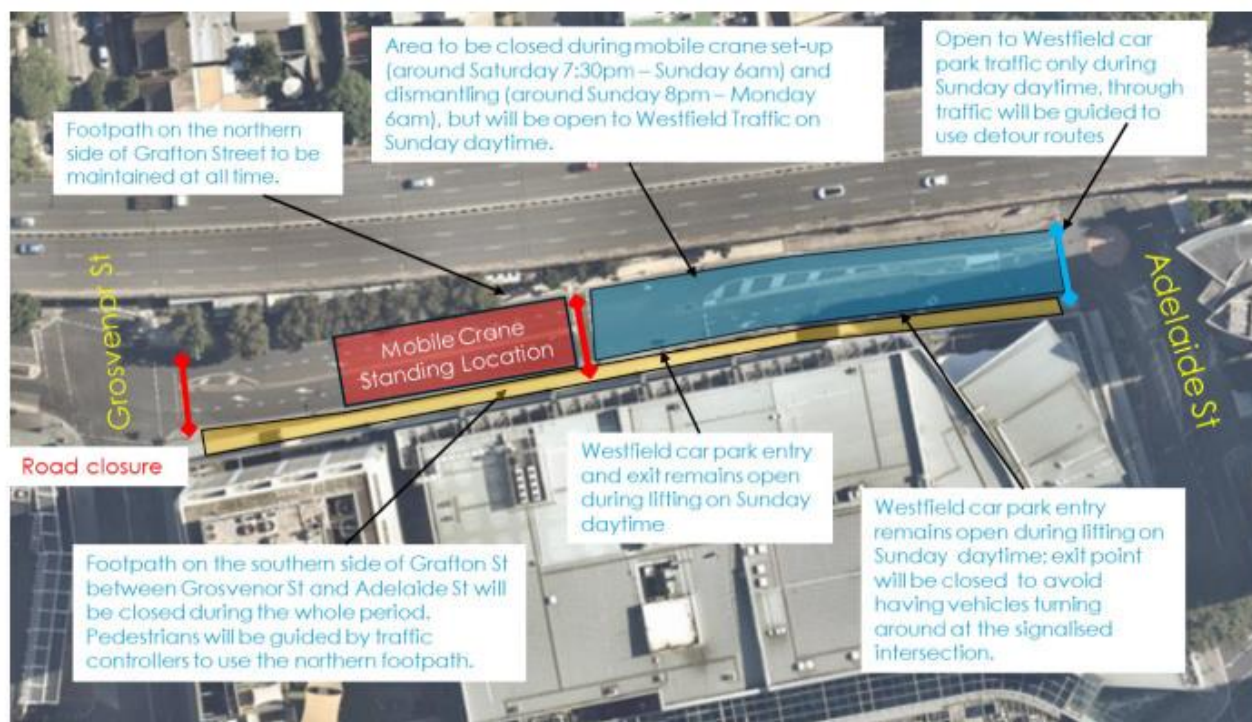


Figure 1. Aerial view of Grafton Street showing extent of closure.

## 2. Introduction/Background

A mechanical plant replacement is required for the commercial office tower of Westfield, Bondi Junction. To facilitate the replacement works, Westfield is proposing to set up a mobile crane in Grafton Street for lifting the plants.

Due to the area required on Grafton Street for the mobile crane setup and to ensure safety during the lifting operation, a full road closure on Grafton Street will be required between Grosvenor Street and Adelaide Street from 7 pm Saturday, 9 November, to 6 am Monday, 11 November 2024. In addition, the pedestrian footpath on the southern side of Grafton Street within this section will be closed.

## 3. Technical Analysis

To minimise the impact on the operation of Westfield car park and the redistribution of Westfield vehicular traffic, it is proposed to stage the road closure such that Grafton Street between Adelaide Street and the car park signalised intersection will be open to Westfield car park traffic only during lifting operation on Sunday daytime. Access to/from the Westfield car park driveways off Grafton Street will therefore be maintained during Sunday daytime, except that the eastern exit driveway from Westfield car park on Grafton Street will be closed to prevent vehicles from undertaking a U-turn at the car park access signalised intersection (as they would otherwise have to travel westbound from the driveway toward the signalised intersection).

The traffic detour plan for use during the road closure is contained in the attached Traffic Management Plan (TMP). The TMP adequately considers and addresses detours of all modes of transport. No undue impacts to the various networks are anticipated, noting the staged approach and the timing of the works.

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

The applicant will be required to meet the cost of all traffic control, rubbish removal and damage restoration associated with the road closure. Additionally, the applicant will be required to pay Council for the road occupation (lane closures) in line with the Pricing Policy, Fees and Charges 2024-25.

**5. Attachments**

1. Traffic Management Plan [↓](#) .



Our Ref: 24125

11 September 2024

Scentre Group Construction  
85 Castlereagh Street  
Sydney NSW 2000

**Attention: Paul Lichaa**

Dear Paul,

**RE: WESTFIELD BONDI JUNCTION - MOBILE CRANE LIFTING ON GRAFTON STREET  
TRAFFIC MANAGEMENT PLAN**

As requested, please find herein the Traffic Management Plan (TMP) for the proposed mobile crane lifting on Grafton Street to facilitate the mechanical plant replacement operation for the Westfield Bondi Junction commercial tower.

#### **Background and Proposed Road Closure**

A mechanical plant replacement is required for the commercial office tower of Westfield Bondi Junction, located at the corner of Grafton Street and Grosvenor Street, Bondi Junction. To facilitate the replacement works and given the large size of the plant, Westfield is proposing to set up a mobile crane on Grafton Street for lifting the plants. The plant replacement works will be completed over one weekend (**from Saturday evening 7pm to Monday morning 6am**) including mobile crane setup and dismantling.

Due to the area required on Grafton Street for the mobile crane setup and to ensure safety during the lifting operation, a full road closure on Grafton Street will be required between Grosvenor Street and Adelaide Street. In addition to this, the pedestrian footpath on the southern side of Grafton Street with this section will be closed.

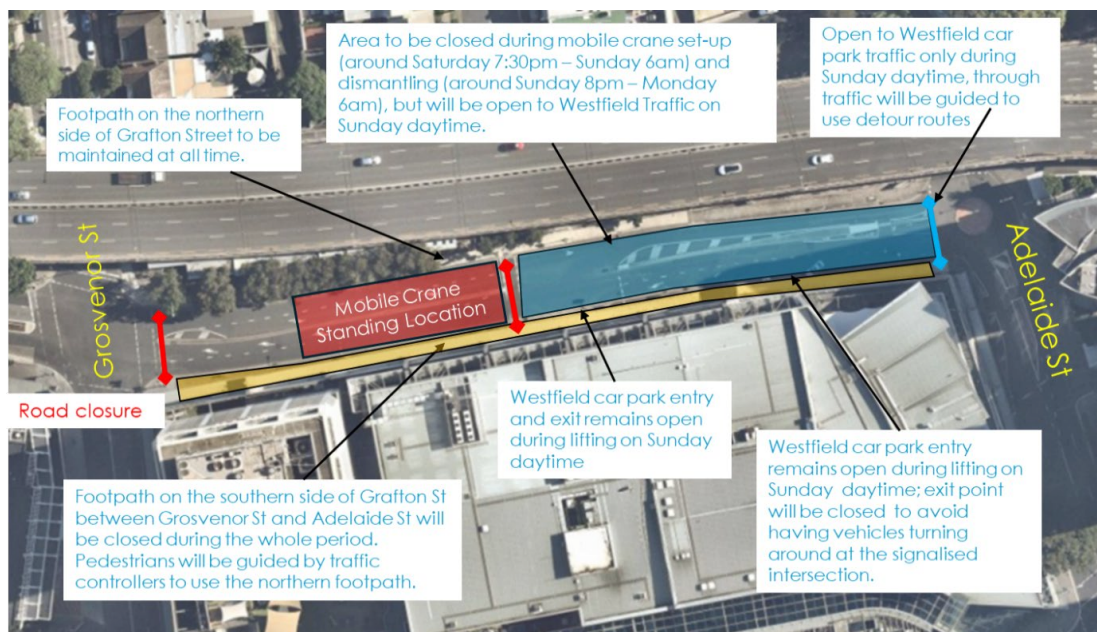
To minimise the impact on the Westfield car park operation and the redistribution of Westfield vehicular traffic, it is proposed to stage the road closure such that Grafton Street between Adelaide Street and the car park signalised intersection will be open to Westfield car park traffic only during lifting operation on Sunday daytime. Access to/ from the Westfield car park driveways off Grafton Street will therefore be maintained during Sunday daytime, except that the exit driveway from Westfield car park on the eastern side of Grafton Street will be closed to prevent vehicles from undertaking a U-turn at the car park access signalised intersection.

---

The Transport Planning Partnership  
Suite 402, 22 Atchison Street  
ST LEONARDS NSW 2065

The proposed road closure arrangements are shown in Figure 1 and the indicative mobile crane setup plan is provided in Attachment One.

**Figure 1: Proposed Road Closure Arrangements**



**Description of Construction Activities**

**Construction Staging**

The proposed road closure is required to set up a 650T mobile crane, which will be parked on Grafton Street to facilitate the mechanical plant lift operation. The mobile crane operation will be undertaken in three stages, as follows.

- Stage 1: Mobile Crane Setup – delivery of the mobile crane components and setup mobile crane
- Stage 2: Lifting Operation – the mechanical plant will be lifted to/ from the commercial office tower of Westfield Bondi Junction
- Stage 3: Mobile Crane Dismantle: the mobile crane will be dismantled and transported from the site.

The associated road closure and timeframe of each stage are shown in Table 1.

**Table 1: Lifting Operating Staging**

Stage	Closure Arrangements	Approximate Start Time	Approximate Finish Time	Approximate Duration
Stage 1: Mobile Crane Setup	Full road closure of Grafton Street between Grosvenor Street and Adelaide Street; AND Closure of the southern pedestrian footpath on Grafton Street (between Grosvenor Street and Adelaide Street)	Saturday 7:30pm	Sunday 6am	10-11 hours
Stage 2: Lifting Operation	Full road closure of Grafton Street between Grosvenor Street and the signalised intersection with Westfield car park access; Grafton Street between the car park access signalised intersection and Adelaide Street will be open to Westfield traffic only; AND Closure of the southern pedestrian footpath on Grafton Street (between Grosvenor Street and Adelaide Street)	Sunday 6am	Sunday 8pm	14 hours
Stage 3: Mobile Crane Dismantle	Full road closure of Grafton Street between Grosvenor Street and Adelaide Street; AND Closure of the southern pedestrian footpath on Grafton Street (between Grosvenor Street and Adelaide Street)	Sunday 8pm	Monday 6am (including contingency)	10 hours

Table 1 shows that the proposed works will be undertaken over the course of up to 34.5 hours between Saturday 7:30pm and Monday 6am, including contingency hours. The road closure on Grafton Street between Grosvenor Street and the car park access signalised intersection will be required for the whole duration of works whereas an additional section of road closure (between the car park access signalised intersection and Adelaide Street) will be required on Saturday night and Sunday night to accommodate Stage 1 and Stage 3 works.

The pedestrian footpath on the southern side of Grafton Street will be closed to the public, with pedestrians to be diverted to travel on the footpath on the northern side away from the work area.

It is noted that there are two ingress driveways and two egress driveways to the Westfield car park off Grafton Street. As mentioned above, the local access to/from the Westfield car park on Grafton Street during Sunday daytime will be maintained and facilitated by on-site traffic controllers. No through access along Grafton Street will be provided for general traffic. Notwithstanding that, the traffic conditions associated with this arrangement will be monitored by the Contractor/traffic controllers during the proposed works in communication with Westfield car park operator, with further mitigation measures to be established, as required.

The western car park access (south leg of the signalised intersection) will be maintained during Sunday daytime (Stage 2). All outbound vehicles are to turn right into Grafton Street to



exit the car park. The eastern car park egress driveway will be temporarily closed during Stage 2 works to prevent vehicles (who might be leaving from the Eastern Car Park Access) from undertaking a U-turn at the signalised intersection to the west. Warning signs will be placed within the Westfield car park to re-direct drivers to use the other exit.

In addition, the Westfield loading dock located off Grafton Street will be temporarily closed for the duration of work, with service vehicles to be diverted to alternative loading bays, if required.

Once the mobile crane dismantling works are completed, Grafton Street and the pedestrian footpath will be reopened to the general public.

### **Proposed Road Closure Dates**

It is intended at this stage that the lift take place from 9<sup>th</sup> Saturday to 11<sup>th</sup> Monday November 2024, with 16<sup>th</sup> – 18<sup>th</sup> November 2024 as the back-up dates (e.g. in case of bad weather).

### **Construction Vehicles**

Oversize/ Overmass (OSOM) vehicles may be required for transportation of the mobile crane parts and large equipment. OSOM permits will be applied separately through the National Heavy Vehicle Regulator (NHVR) portal for the use of these vehicles on the road network.

Apart from transporting oversized equipment, delivery will generally be undertaken by Heavy Rigid Vehicles.

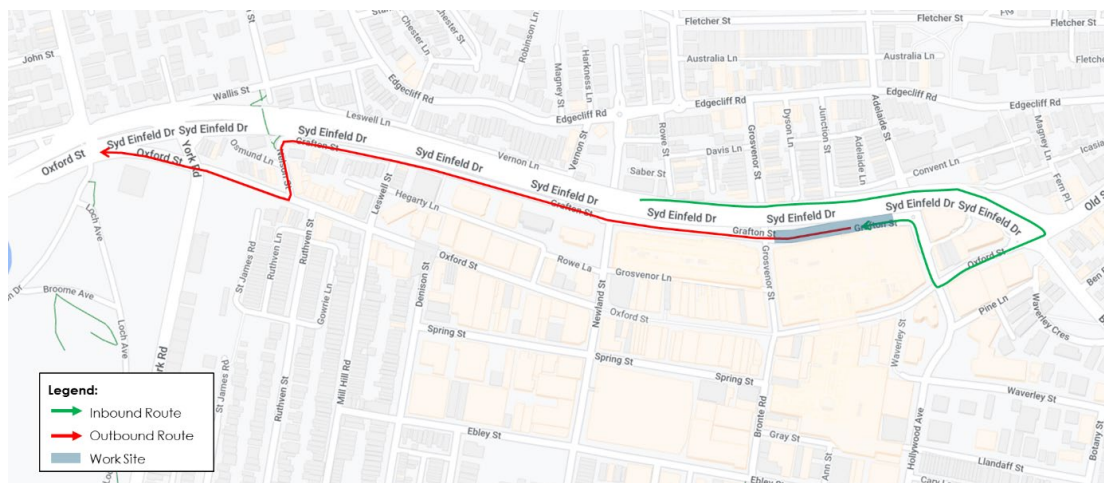
### **Construction Vehicle Routes**

It is proposed that general delivery trucks will travel to the work site on Grafton Street via Syd Einfeld Drive, Oxford Street, and Adelaide Street, then exit via Grafton Street, Nelson Street and Oxford Street.

Notwithstanding that, the OSOM vehicle haulage routes are subject the OSOM permits.



Figure 2: Nominated Construction Haulage Routes



Construction Traffic Assessment and Implications

Impacts on Traffic Flow

The proposed Grafton Street road closure will result in vehicles being unable to travel through the work site on Grafton Street. General traffic will be detoured to travel on the roads surrounding the work area to connect to the wider road network.

During the road closure between Grosvenor Street and the car park access signalled intersection on Grafton Street (Sunday daytime), general traffic turning into Grafton Street will be restricted, with only local access to be facilitated by on-site traffic controllers for vehicles looking to access the Westfield car park off Grafton Street. In addition, traffic controllers will also be stationed at the intersections of Grafton Street/Grosvenor Street and Grafton Street/Adelaide Street to help direct traffic navigating around the road closure.

During the road closure between Grosvenor Street and Adelaide Street (Saturday night time and Sunday night time), access for the car park driveways off Grafton Street will be restricted. All traffic will be required to follow the nominated detour routes, shown in Figure 3. The impacts of the proposed road closure are discussed in the section below, with consideration of the existing traffic volumes along Grafton Street.

In addition, during the crane setup and dismantling in the evenings, traffic along Adelaide Street may be briefly held to facilitate heavy vehicles reversing into the Grafton Street work zone. This will be managed by on-site traffic controllers. Given the low traffic volumes on weekend evenings and the short period that traffic will be held, no adverse impacts are expected from this arrangement.



The engaged traffic control company will continue monitoring the road network and its operating conditions during the proposed road closure. Any identified issues in terms of traffic capacity will be dealt with as they occur.

### Traffic Survey

A traffic survey was undertaken at the Grafton Street/ Western car park signalised intersection and Grafton Street/ Eastern car park T-intersection to record the hourly traffic volume travelling through Grafton Street, entering and exiting the car park driveways. The survey was undertaken between Saturday 7pm and Monday 6am to align with the proposed weekend mobile crane operation works.

The traffic volume data at the two intersections shows that during Stage 1 (Saturday 7:30pm – Sunday 6am) works, and Stage 3 (Sunday 8pm – Monday 6am) works, the peak traffic volume occurs on Saturday night between 8:30pm – 9:30pm. There were in the order of 58 eastbound vehicles and 79 westbound vehicles travelling through Grafton Street, and there were in the order of 45 vehicles turning into the car park driveways located off Grafton Street.

The proposed road closure on Grafton Street during Stage 1 and Stage 3 works would result in up to 137 vehicles (in both directions) being diverted to the nominated detour routes, in addition to the 45 vehicles to be diverted into other Westfield car park access driveways. These levels of traffic are low and are not expected to have any adverse impacts on the surrounding road network given the typically low traffic volume during night time.

During Stage 2 (Sunday 6am – 8pm), the peak hourly traffic volume occurs between 1:30pm and 2:30pm. During this peak hour, there were in the order of 138 eastbound vehicles and 118 westbound vehicles travelling through Grafton Street. There were in the order of 184 vehicles exiting via the eastern egress driveway during the peak hour.

The proposed road closure on Grafton Street during Stage 2 (Sunday daytime) would result in up to 256 vehicles (in both directions) being diverted to the nominated detour routes and 184 vehicles being diverted to exit the Westfield car park via alternative egress points. These levels of traffic volume are moderate, with the multiple detour route options to spread traffic across the local road network. Based on this, the proposed road closure is not expected to have any adverse impacts on the surrounding roads, especially considering the typically lower traffic volume on Sunday, as compared to traffic during weekdays and Saturday daytime.

Based on this, the traffic impacts associated with the proposed road closure on Grafton Street are considered acceptable.

### **Impacts on Pedestrians**

During the proposed works, the pedestrian footpath on the southern side of Grafton Street between Grosvenor Street and Adelaide Street will be closed to prevent pedestrians from walking along the crane lift area.





Pedestrians will be diverted to travel on the footpath on the northern side of Grafton Street, utilising the Grosvenor Street/ Grafton Street signalised pedestrian crossing and the refuge island on the western side of the Adelaide Street/ Grafton Street roundabout. Traffic controllers will be assigned to direct pedestrians travelling around the work area and assist pedestrians crossing Grafton Street. The proposed pedestrian diversion would result in minimal additional travel distance and travel time given pedestrians are diverted to travel on the opposite footpath.

It is noted that there are no shop frontages along the proposed road closure on Grafton Street. Based on this, it is expected that pedestrian traffic volume along this footpath will be low.

Given the minimal additional travel distance expected from the pedestrian detour and anticipated low pedestrian traffic volume, no adverse impacts can be expected from the proposed footpath closure.

### **Impacts on Cyclists**

Cyclists will be required to follow the nominated detour routes, in the same way as general traffic. A review of the TfNSW's Cycleway Finder and Google Street View shows that there is no dedicated cycling infrastructure in the vicinity of the work area, except the on road cycle routes on Grafton Street.

There is also a shared path running adjacent to Sydney Enfield Drive, which connects between Old South Head Road and Covent Lane via Adelaide Street. This shared path will be maintained as per existing conditions for the duration of the proposed works.

Based on this, no adverse impacts from the proposed works are expected on cyclists in the vicinity of the work area albeit minimal additional travel distance and travel time from the detour.

### **Impacts on Public Transport Services**

A review of the bus network and bus services surrounding the work area shows that there are no public bus services travelling through the proposed road closure area. All public buses along Grafton Street travel eastbound then turn left into Grosvenor Street. This movement will be maintained during the proposed works.

There are a few school bus routes traveling along the proposed road closure section of Grafton Street. However, given that school buses only operate on weekdays, the proposed road closure on the weekend will not have any impacts on the school bus operation.

Based on this, no adverse impacts from the proposed works are expected on the bus service operation.



### **Impacts on Emergency Services**

Given that the mobile crane setup would occupy the entire width of Grafton Street such that emergency vehicles would not be able to pass through, emergency vehicles would need to follow the nominated detour routes, similar to general traffic. However, it is noted that emergency vehicles may travel along Grosvenor Street (south of Grafton Street) for a shorter detour route (this section of Grosvenor Street currently only allows taxi and buses to travel).

Emergency services will be notified via police notifications of the associated temporary traffic arrangements prior to the road closure.

Emergency service vehicles will be permitted access into the car park off Grafton Street and the surrounding road network at all times during the proposed works. Traffic controllers will be available on-site to facilitate access for emergency vehicles.

### **Impacts on Westfield Car Park**

During Sunday daytime, car park driveways located on Grafton Street will be maintained and facilitated by traffic controllers on-site, except for the outbound movement via the eastern car park driveway, which will be temporarily closed. This would eliminate the need for vehicles to turn around at the car park access signalised intersection.

Traffic signage and barriers will be installed within the Westfield car park to prevent vehicles from exiting via this driveway and redirect them to alternative exits.

Given the number of car spaces in Westfield Bondi Junction will be maintained during Sunday daytime, no adverse impacts are expected on the car park operation.

During Saturday night (7:30pm to 6am) and Sunday night (8pm to 6am), vehicular access to the car park off Grafton Street will be closed. However, given that Westfield Bondi Junction is only open between 9:30am and 6pm, the traffic volume in and out of the car park is expected to be low outside the shopping centre opening hours (as discussed in the traffic survey section above). Vehicles looking to enter/exit the car park via Grafton Street will be directed to alternative car park access points.

Based on this, no adverse impacts are expected on the car parking operation.

## **Construction Traffic Management Measures**

### **Traffic Guidance Scheme**

A Traffic Guidance Scheme (TGS, previously referred as Traffic Control Plan) has been prepared by Borger Traffic in accordance with TfNSW Traffic Control at Works Sites manual. The TGS plan is provided in Attachment Two.



Accredited traffic controllers will be assigned on-site to manage and assist heavy vehicle movements, traffic detour and pedestrian/cyclist detour.

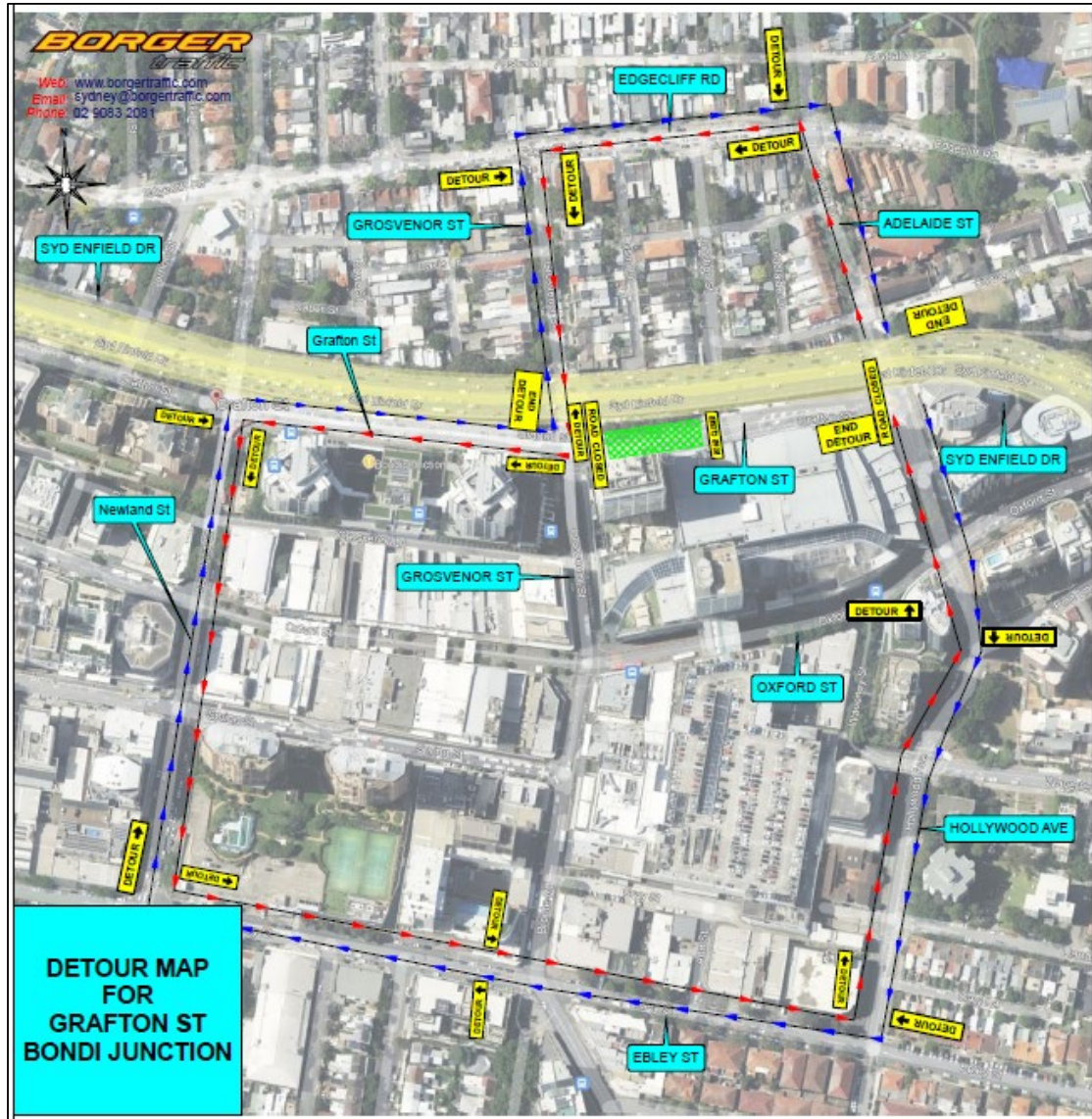
Advisory road signage would be installed along surrounding streets to warn drivers approaching the work area location of the changed traffic conditions and the associated detour arrangements.

All advisory signage would be installed in accordance with AS 1742.3 *Manual of Uniform Traffic Control Devices – Traffic Control Devices for Works on Roads* and the TfNSW *Traffic Control at Worksites (TCAWs) Manual*. Signage would be installed and maintained throughout the duration of works, as required. Signage would then be removed once the works are completed.

### **Nominated Detour Routes**

Eastbound traffic on Grafton Street and traffic from Adelaide Street south will be detoured to travel via Adelaide Street, Edgecliff Road, and Grosvenor Street to rejoin Grafton Street. Traffic from Grosvenor Street north and from Adelaide north will be detoured to travel via Hollywood Avenue, Ebley Street and Newland Street. The nominated detour arrangements during the proposed road closure are illustrated in Figure 3 and Attachment Three. Detour markers will be installed to depict the nominated detour routes.

Figure 3: Nominated Detour Routes



Reference: Borge Traffic – Detour Map for Grafton Street Bondi Junction

The nominated detour routes would result in up to 1km additional travel distance (approximately 5-minute travel time). This additional travel distance and travel time are considered acceptable. The road conditions will be maintained along the nominated detour routes as per the existing conditions.

**Heavy Vehicle Access**

All heavy vehicle drivers are required to follow measures as follows:



- Heavy vehicles would be required to radio site personnel on approach to the work area to ensure access to the site is available.
- Heavy vehicles would only reverse into the work zone under the supervision of traffic controllers and/or police on-site.
- Heavy vehicles would not queue on public roads on approach to the site.
- Any materials or equipment loaded on the heavy vehicle would be fully secured.

### Monitoring

The Contractor would continuously monitor the impacts of the proposed road closure on the surrounding road network and the Westfield car park operation. Further mitigation measures would be established to address traffic-related issues, as required. Specifically, the following items will be closely monitored during the proposed works:

- Safe movement of traffic
- Visibility of signage and barriers
- Safe work and driving environment
- Safety of pedestrians, cyclists and properties around the work site
- Westfield car park traffic via the Grafton Street driveways on Sunday daytime

The Contractor would also perform a review to confirm that all traffic signage has been installed in accordance with the TCAWs Manual prior to the commencement of the works.

Through the submission and approval process of this TMP, TfNSW will be informed of the construction works and proposed road closure. At TfNSW's discretion, the temporary traffic changes in Grafton Street may be published on the TfNSW's Live Traffic NSW website and mobile app which would assist motorists plan their journey ahead of time and reduce the traffic impact in the vicinity.

### Summary and Conclusion

It is proposed to undertake mechanical plant replacement at the Westfield Bondi Junction commercial tower on one weekend shift (between Saturday 7:30pm and Monday 6am), which will be facilitated by a mobile crane on Grafton Street.

This would require the closure of Grafton Street, between Grosvenor Street and Adelaide Street, with the car park driveways accessed off Grafton Street to be maintained and facilitated by traffic controllers during Sunday daytime, and closed during Saturday night and Sunday night. In addition, pedestrian footpath located on the southern side of Grafton and access to the Westfield loading dock on Grafton Street will also be closed during the proposed works.



The proposed traffic management measures would detour vehicles and cyclists across the nominated detour routes and pedestrians to travel on the opposite footpath. Traffic surveys show that the number of traffic to be detoured is minimal and is not expected to have any impacts on the surrounding road network. In addition, no impact on public transport services is expected from the proposed works.

Based on this, it can be concluded that the impacts of the proposed works on the surrounding locality are considered acceptable.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Ken Hollyoak', is written over a light blue circular stamp.

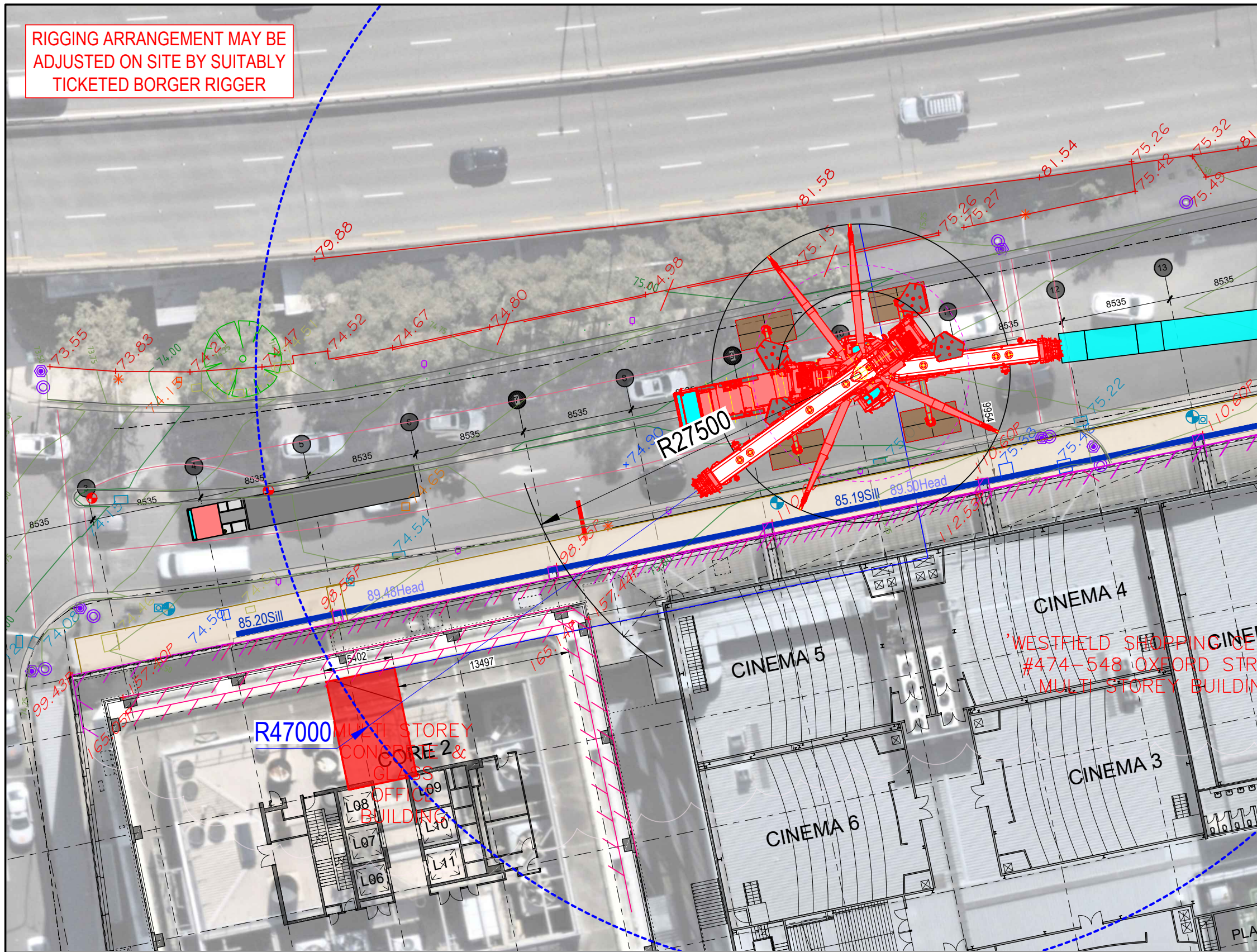
**Ken Hollyoak**  
**Director**



# Attachment One

## Mobile Crane Setup

RIGGING ARRANGEMENT MAY BE ADJUSTED ON SITE BY SUITABLY TICKETED BORGER RIGGER



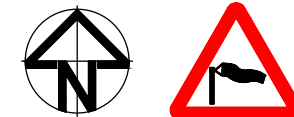
**BORGER CRANES**  
**A NEW STRENGTH IN LIFTING**  
 PH. (02) 9832 1044  
 FAX. (02) 9832 1033

CLIENT	CORELLIAN
PROJECT	WESTFIELD BONDI JUNCTION
LOCATION	BONDI JUNCTION
LIFT DESCRIPTION	CHILLER 17.41t
DRAWING NUMBER	KS24598-rev a
DRAWN BY	KAYLEE SCHULTZ
SUPERVISOR	MATT STEAIN
PAGE	1 OF 1
SCALE	1:300 @ A3
REV.	
DATE	10.09.24

CRANE DETAIL	
CRANE MODEL	LTM 1650-8.1
OUTRIGGER (W x L)	9.6m W x 10.5m L
COUNTERWEIGHT	135 @ 8.4m
BOOM LENGTH	51.00 m
SUPERLIFT (Y-GUY), SPACER OR FLY JIB	70m T3YVEN - SUPER LIFT & LUFF

LIFT STUDY	
LIFT WEIGHT	17.41 t
TOTAL FIXED WEIGHT	2.33 t
TOTAL LIFT WEIGHT	19.74 t
PICK UP RADIUS	47.0 m
PLACE RADIUS	47.0 m
CHART CAPACITY	22.10 t
% OF CHART CAP.	89.30 %
CRANE PAD LENGTH	4.4 m
CRANE PAD WIDTH	2.4 m
OUTRIGGER WEIGHT	166.4 t
GROUND PRESSURE	158.3 kPa
<small>(PRESSURE = OUTRIGGER WEIGHT x 10 / PAD AREA)</small>	
CHART WIND SPEED	9.0 m/s 32.4 km/h
DERATED WIND SPEED	0.0 m/s 0.0 km/h

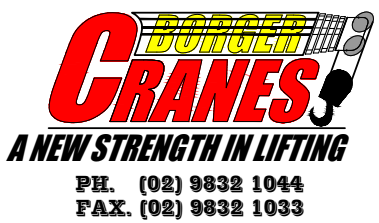
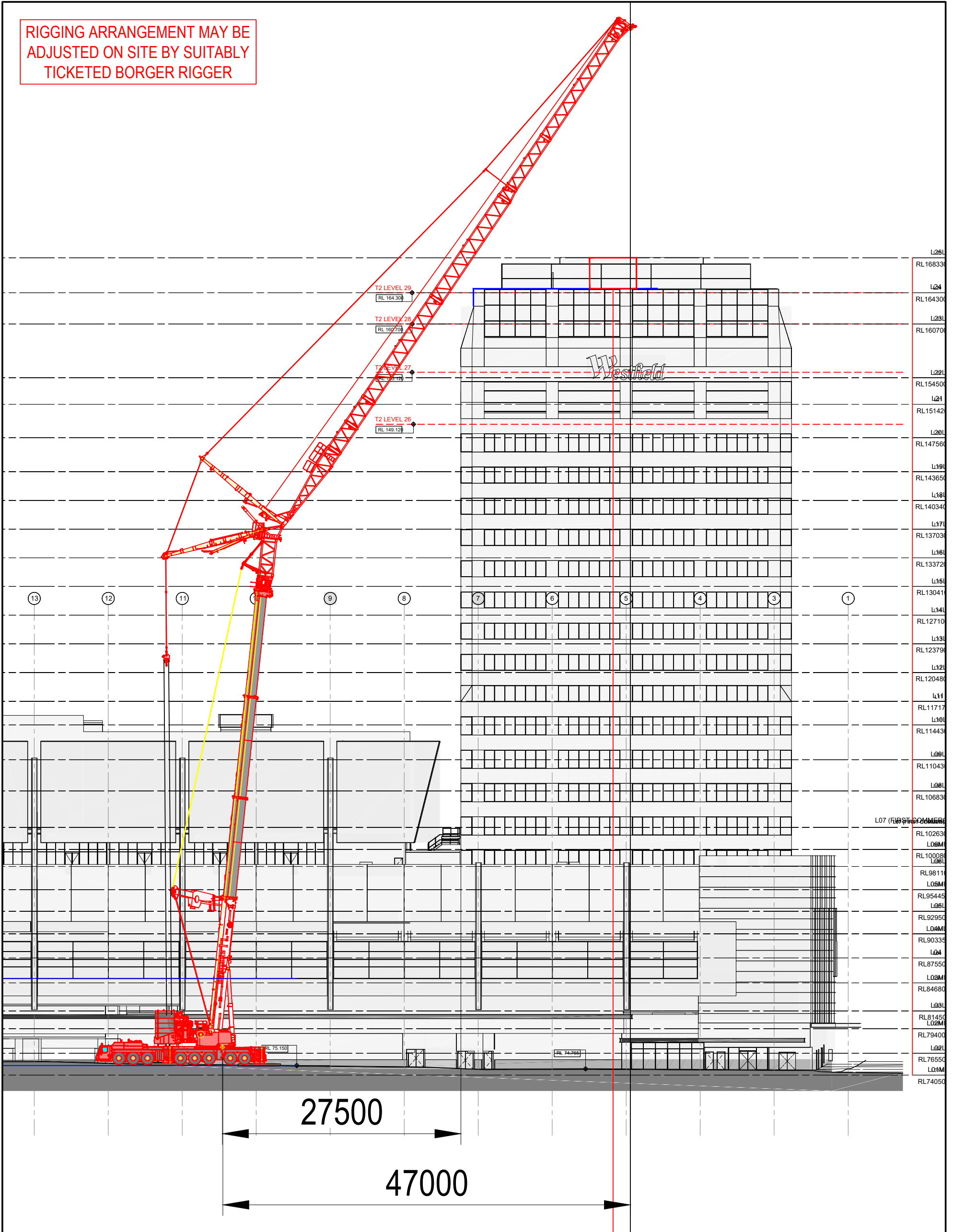
**CORELLIAN  
 WESTFIELD BONDI JUNCTION  
 CHILLER 17.41t**



This Drawing Has Been Prepared For The Sole Use Of BORGER CRANES. It Is Loaned To The Recipient For His Confidential Use Only. Reproduction Or Distribution Shall Not Be Performed Without The Express Written Consent Of BORGER CRANES.



RIGGING ARRANGEMENT MAY BE ADJUSTED ON SITE BY SUITABLY TICKETED BORGER RIGGER



**CORELLIAN  
WESTFIELD BONDI JUNCTION  
CHILLER 17.41t**

THIS DRAWING HAS BEEN PREPARED FOR THE SOLE USE OF BORGER CRANES. IT IS LOANED TO THE RECIPIENT FOR HIS CONFIDENTIAL USE ONLY. REPRODUCTION OR DISTRIBUTION SHALL NOT BE PERFORMED WITHOUT THE EXPRESS WRITTEN CONSENT OF BORGER CRANES.

LTM 1650-8.1 -- 046816/0004 Code: 304.01405  
Operating mode: T3YVEN: T3YVE N-70.0m



END R2 TL LTM 1650-8.1 046816/0004 PDF

**T275.304.01405** EN 13000 [m] [t]

T3YVEN: T3YVE N-70.0m

W1 2x

135 t 10.50 x 9.60m 360° 9.0m/s

▽▽ OK

END >?< R2 [m][t] [Home] [X/Y] [Grid] [3D] [Circle] [ABC] [A] [0°] [?] [PDF]

LTM 1650-8.1 046816/0004 CODE >304.01405< ⚠ 501

1.0 0.0° 0.0°

2.1 m

n3=2	19.7	22.1
m	84.0°	47.0
51.0m	%	0.0
56.2°	m	119.9
0.0°		
60.0°		
45.0°	8.4m	

333.0t x=0.7 y=0.0 z=20.4

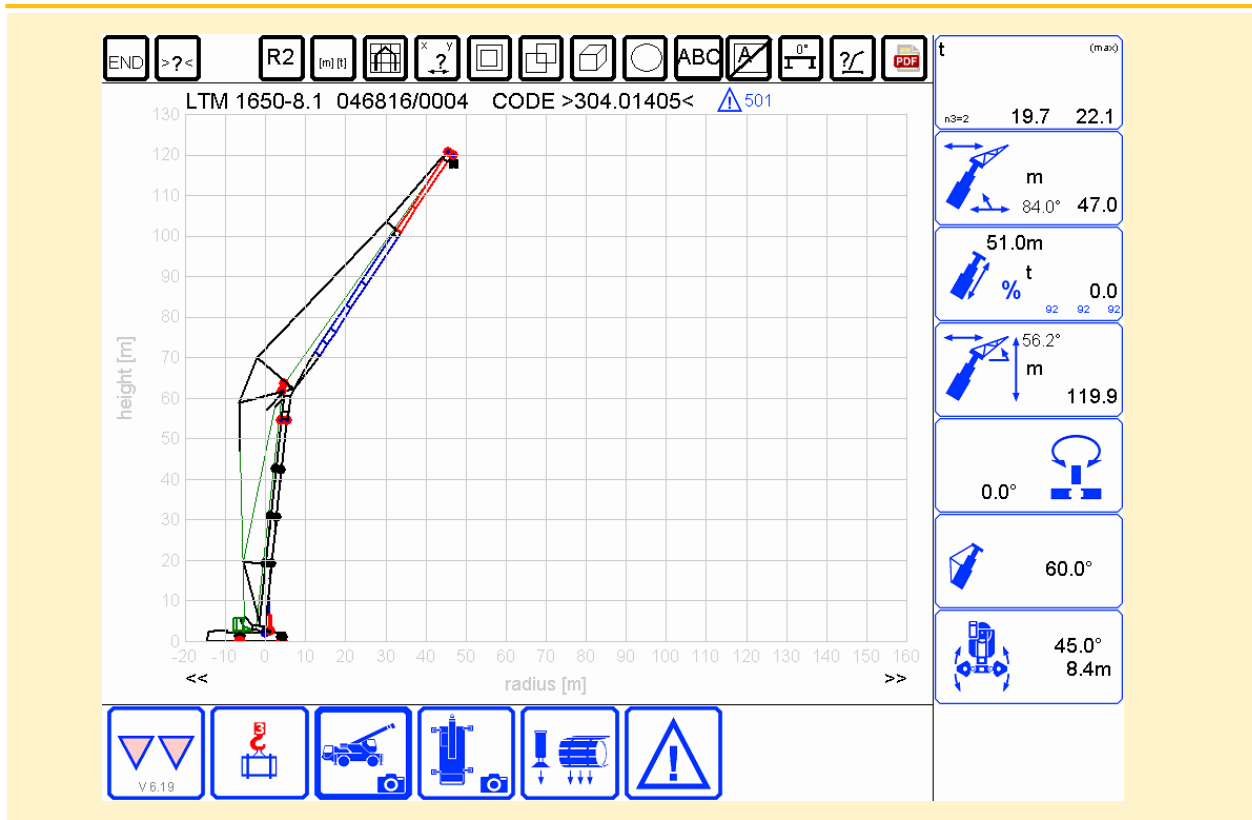
100% / 4.79m [136] 1 [125] 4 [111]

[101] 2 [113] 3 [64]

100% / 4.79m

V 6.19 [Home] [Crane] [Lift] [Warning]

LTM 1650-8.1 -- 046816/0004 Code: 304.01405  
Operating mode: T3YVEN: T3YVE N-70.0m



LTM 1650-8.1 -- 046816/0004 Code: 304.01405  
Operating mode: T3YVEN: T3YVE N-70.0m



EST1,  $F = 126.4 \text{ kN}$ ,  $d = 25.0 \text{ mm}$



	EN 13000	ASME B30.5
1x	12.7	11.6
2x	25.2	23.2
3x	37.5	34.8
4x	49.6	46.4
5x	61.6	58.0
6x	73.4	69.6
7x	84.9	81.2
8x	96.4	92.8
9x	107.6	104.4
10x	118.7	116.0
11x	129.6	127.6
12x	140.3	139.2
13x	150.9	150.8
14x	161.4	161.4
15x	171.6	171.6
16x	181.7	181.7
17x	191.7	191.7
18x	201.5	201.5
19x	211.2	211.2
20x	220.7	220.7
21x	230.1	230.1
22x	239.3	239.3

LTM 1650-8.1 -- 046816/0004 Code: 304.01405  
 Operating mode: T3YVEN: T3YVE N-70.0m



T275.304.01405

EN 13000

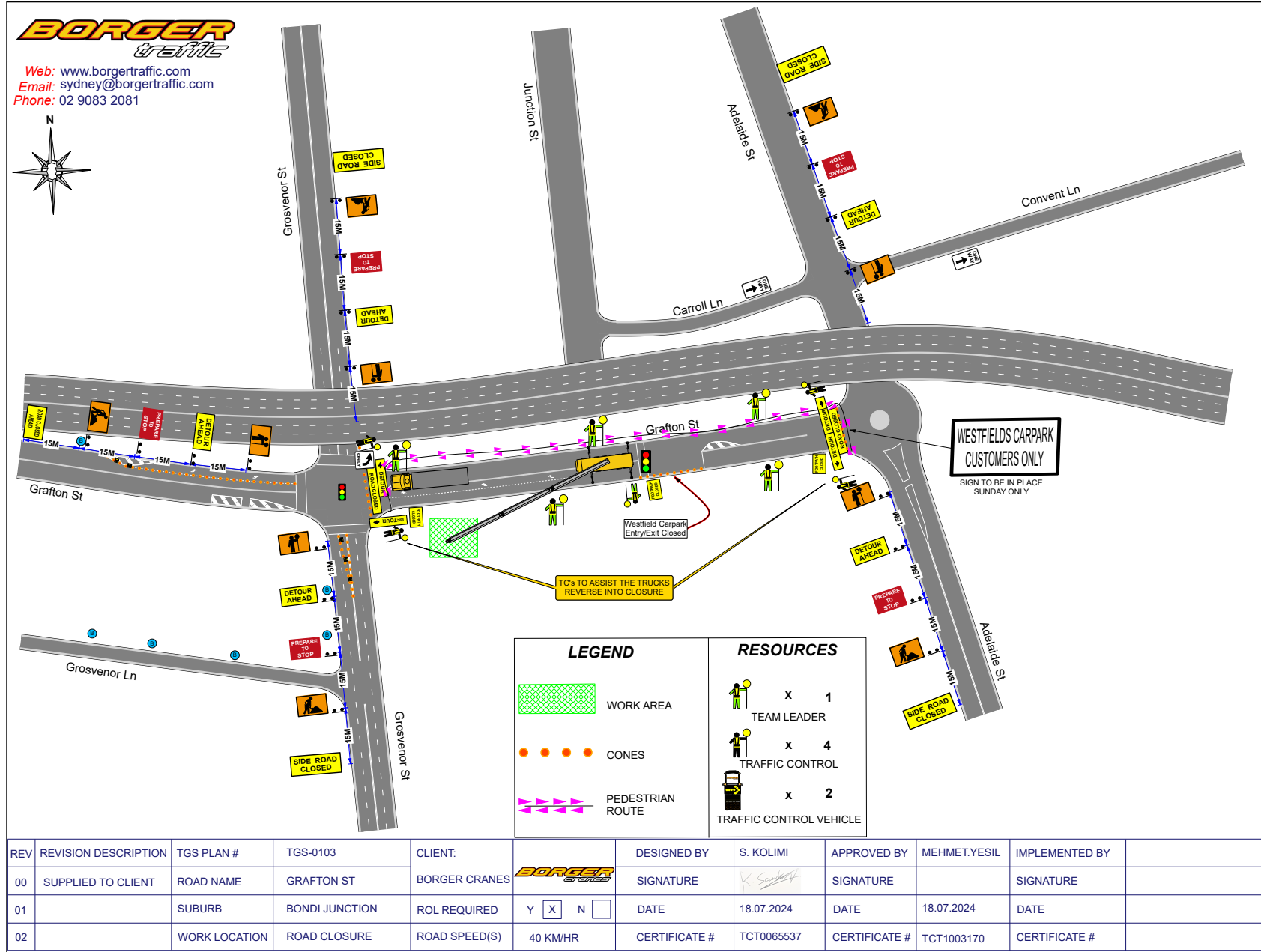
m	t												
	39.7	39.7	39.7	39.7	45.3	45.3	45.3	45.3	51.0	51.0	51.0	51.0	
30.0													
32.0	24.3				22.8								
34.0	25.3	24.3			24.0				21.0				
36.0	25.6	25.4			25.1	23.9			22.8	20.8			
38.0	24.8	24.7			25.3	24.5			24.4	22.5			
40.0	24.0	24.1			24.5	24.2			24.8	24.0			
42.0	23.2	23.3			23.6	23.4			24.3	23.7			
44.0	22.4	22.5			22.8	22.6			23.4	22.8			
46.0	21.6	21.7			21.9	21.8			22.5	22.1			
48.0	20.7	21.0	21.0		21.1	21.0			21.6	21.3			
50.0	19.8	20.1	20.6		20.2	20.2	18.4		20.5	20.5			
52.0	18.9	19.3	20.2		19.4	19.4	18.1		19.4	19.7	16.1		
54.0	17.9	18.3	19.6		18.4	18.5	17.6		18.3	18.9	15.6		
56.0	16.9	17.4	18.9		17.4	17.6	17.1		17.2	18.1	15.1		
58.0	16.0	16.4	18.0		16.5	16.7	16.2		16.4	17.2	14.3		
60.0	14.9	15.4	17.2		15.4	15.7	15.4		15.5	16.3	13.6		
62.0	13.9	14.4	16.4		14.4	14.7	14.7		14.6	15.4	13.0		
64.0	12.8	13.4	15.7		13.3	13.7	14.1		13.8	14.5	12.3		
66.0	11.7	12.3	15.0	10.2	12.2	12.7	13.4		13.1	13.5	11.8		
68.0	10.5	11.2	14.3	9.6	11.1	11.6	12.8		12.3	12.5	11.2		
70.0	9.3	10.0	13.7	9.1	9.9	10.4	12.2	7.1	11.1	11.5	10.7		
72.0	8.8	8.7	13.2	8.7	8.8	9.2	11.7	6.7	10.0	10.3	10.2	4.6	
74.0	8.0	8.1	12.2	8.2	8.8	8.1	11.1	6.3	9.3	9.2	9.7	4.3	
76.0		6.7	11.1	7.8	7.1	8.1	10.2	5.9	9.3	8.5	9.2	4.0	
78.0			9.9	7.4				9.2	5.6		8.7	3.7	
80.0			8.4	7.0				8.1	5.2		7.9	3.4	
82.0			7.5	6.7				6.8	4.9		7.0	3.1	
84.0				6.3					4.6		5.9	2.8	
86.0				6.0					4.3			2.5	
88.0				5.7					4.0			2.3	
90.0									3.8			2.1	
92.0									3.5			1.8	
94.0												1.6	
0°													
1%	0+	0+	0+	0+	46+	46+	46+	46+	92+	92+	92+	92+	
2%	92+	92+	92+	92+	92+	92+	92+	92+	92+	92+	92+	92+	
3%	92+	92+	92+	92+	92+	92+	92+	92+	92+	92+	92+	92+	
°	84.0	83.0	76.0	66.0	84.0	83.0	76.0	66.0	84.0	83.0	76.0	66.0	
m	8.4	8.4	8.4	8.4	8.4	8.4	8.4	8.4	8.4	8.4	8.4	8.4	
°	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	
EST1	3x	3x	2x	1x	3x	2x	2x	1x	2x	2x	2x	1x	

T\_275\_304\_01405\_01\_000



# Attachment Two

## Traffic Guidance Scheme



REV	REVISION DESCRIPTION	TGS PLAN #	TGS-0103	CLIENT:	<b>BORGER</b> TRAFFIC	DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET.YESIL	IMPLEMENTED BY	
00	SUPPLIED TO CLIENT	ROAD NAME	GRAFTON ST	BORGER CRANES		SIGNATURE	<i>[Signature]</i>	SIGNATURE		SIGNATURE	
01		SUBURB	BONDI JUNCTION	ROL REQUIRED	Y <input type="checkbox"/> X <input checked="" type="checkbox"/> N <input type="checkbox"/>	DATE	18.07.2024	DATE	18.07.2024	DATE	
02		WORK LOCATION	ROAD CLOSURE	ROAD SPEED(S)	40 KM/HR	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #	



# Attachment Three

## Proposed Detour Routes



