



# Woollahra Local Traffic Committee

Tuesday 6 February 2024  
10.00am

## Agenda

### **Woollahra Local Traffic Committee:**

The Woollahra Traffic Committee is not a Committee of Woollahra Municipal Council, but a Committee set up as a requirement of Transport for NSW (TfNSW).

Council has been delegated certain powers from TfNSW with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four permanent members of the Traffic Committee, each of whom has a single vote only.

The members are:

1. NSW Police
2. Transport for NSW (TfNSW)
3. State Member of Parliament (for the location of the issue to be voted upon)
4. Woollahra Municipal Council

All Traffic Committee recommendations are referred to Council's Finance, Community & Services Committee for adoption and approval.

If Council wishes to proceed contrary to the recommendations of the Traffic Committee, the TfNSW and Police have the right to appeal Council's decision before the Regional Traffic Committee. Council must notify the TfNSW and the Police and give them 14 days to decide whether they propose to lodge an appeal on the matter in question.

Any action relative to any issue under appeal to the Regional Committee must then cease until the matter is determined.

The Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

### **Outline of Meeting Protocol & Procedure:**

- The Chairperson will call the Meeting to order and ask Traffic Committee members and Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda and discuss items which have been called upon by member(s) of the public in the gallery.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Traffic Committee.
- If person(s) wish to address the Traffic Committee, they are allowed three (3) minutes in which to do so. Comments should be directed to the issues at hand.
- If there are persons representing both sides of a matter (e.g. supporter/objector), the objector speaks first.
- At the conclusion of the allotted three (3) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Panel from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Traffic Committee will discuss the matter (if necessary), and arrive at a resolution.

### **Woollahra Local Traffic Committee Membership:**

NSW Police, Transport for NSW (TfNSW), State Member of Parliament (for the location of the issue to be voted upon) and Woollahra Municipal Council.

### **Quorum:**

2 Panel members

# Woollahra Municipal Council

## Notice of Meeting

2 February 2024

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor,  
All Councillors

Dear Sir/Madam

**Woollahra Local Traffic Committee – 6 February 2024  
Meeting No. 1**

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Woollahra Local Traffic Committee** to be held in the **Tarralbe Room (Committee Room)**, 536 New South Head Road, Double Bay, on **Tuesday 6 February 2024 at 10.00am.**

Regards,

Emilio Andari  
**Manager – Engineering Services**



# Woollahra Local Traffic Committee

## Agenda

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2.	Acknowledgement of Country (Gadigal People and Birrabirrigal People)	
3.	Leave of Absence and Apologies	
4.	Confirmation of Minutes of Meeting held on 5 December 2023	
5.	Matters arising from Minutes of Previous Meeting	
6.	Woollahra Local Traffic Committee recommendations not adopted or amended by Woollahra Council Finance, Community & Services Committee	
7.	Extraordinary Meeting – Nil	
8.	Late Correspondence	

### Traffic & Parking Matters on Local Roads

9.	<b>Items to be Recommended to the Finance, Community and Services Committee by the Woollahra Local Traffic Committee for Consideration</b>	
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**Items to be Recommended to the Finance, Community and Services Committee by  
the Woollahra Local Traffic Committee for Consideration**

**Item No:** Y1  
**Subject:** 10 MILITARY ROAD, WATSONS BAY - PARKLET INSTALLATION

**Authors:** Ever Fang, Traffic & Transport Engineer  
Jim Allison, Senior Property Officer  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 24/11389  
**Purpose of the Report:** To seek approval for the installation of a parklet  
**Alignment to Delivery Program:** Strategy 6.2: Management of public parking on-street and off-street.

**Recommendation:**

THAT approval be granted to replace one (1) unlimited parking space, six (6) metres in length, located in front of property No.10 Military Road, Watsons Bay, as shown in Attachment 1, with 'No Stopping' restrictions for the installation of a parklet to support and encourage community connection by introducing additional outdoor seating and planting, subject to the following conditions:

- A. Any directive provided by the NSW Police Force is to be complied with.
- B. All conditions contained within the Parklet Approval issued by Woollahra Council (Attachment 2).
- C. The parklet is to operate in conjunction to the approved footway dining permit and operate for a period of up to 7 years commencing from the date in which the applicant is notified of the determination of their application.
- D. The applicant must supply and erect protection barriers for the parklet to ensure public safety. The applicant must remove any implemented barriers, at the completion of the period.
- E. The applicant must inform Council officers when the parklet is no longer required and will be removed.
- F. Council shall be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public road reserve during the activities. A copy of Public Liability Insurance Cover to the value of \$20,000,000 shall be provided to Council prior to the installation of the parklet and Council must be listed as an interested party on the insurance policy.
- G. Council shall be reimbursed for the cost of repair of any damage caused to Council property as a result of the activities.
- H. Noise created by the use of equipment or activity must be controlled as required by the 'Protection of the Environment Operations (Noise Control) Regulation 2000'.
- I. The applicant must make arrangements to remove all waste/rubbish from the parklet on a daily basis.
- J. Failure to comply with any of these conditions may result in the cancellation of the use of a parklet at Council's discretion.
- K. Woollahra Council reserves the right to cancel this approval at any time.

## **Executive Summary:**

### Woollahra Parklet Program

Council, at its meeting of 5<sup>th</sup> July 2021, endorsed the introduction of the 'Woollahra Parklet Trial Program' to support local cafes, bars and restaurants in the Local Government Area (LGA) to expand their existing outdoor dining space into kerbside parking spaces – commonly referred to as a parklet.

Through the Parklet Trial Program, Council has endeavoured to test, measure and evaluate the effectiveness of parklets within the LGA on a temporary basis and to streamline the approval process for the reallocation of road space as outdoor seating. The trial program provided valuable insights and community feedback on how Council could make this temporary physical change permanent.

Given the success of the trial program, Council endorsed the formalisation of the parklet program for an indefinite period at its ordinary meeting on 26 June 2023, where it was resolved.

#### *THAT Council:*

- A. *Resolves to formalise the parklet program, and that parklets are subject to the applicable Fees in Council's adopted fees and charges.*
- B. *Resolves that a maximum of 20 parklets can be operating at any one time.*
- C. *Endorses the Parklet Program Policy and Guidelines as attached to the late correspondence to the Council meeting of 26 June 2023.*
- D. *Requests that staff undertake a two year review of the Parklet Program Policy and Guidelines.*
- E. *Notes that during the trial Parklet program in 2022/23, it is estimated that Council waived fees and charges in the total amount of \$44,661.97.*

The design and siting of these parklets is managed under the *Parklet Program Policy and Guidelines*.

<https://www.woollahra.nsw.gov.au/files/assets/public/v1/plans-policies-publications/parklet-program-policy-and-guidelines-adopted-26-june-2023.pdf>

## **Discussion:**

An application has been received from the business owner of property No.10 Military Road, Watsons Bay, also known as 'Milk Bar'.

The applicant has proposed the installation of one (1) parklet structure in the existing unlimited parking space located directly in front of property No.10 Military Road, Watsons Bay. This application also proposes to install 'No Stopping' restrictions for this location.

The dimensions of the proposed parklet structure (shown in the site plan in Attachment 1) are 6.0m in length and 2.8m in depth. A minimum of 3.0m clearance is provided for the adjacent travel lane.

The installation of this parklet will result in the loss of one (1) unlimited parking space for the duration of the parklet.

There is a current footway dining approval for property No.10 Military Road, Watsons Bay. The parklet is to operate in conjunction with the existing footway dining approval for the business and will operate for a period of up to 7 years commencing from the earliest available date.

Council Officers have met with Eastern Suburbs Licencing Police to provide a comprehensive briefing on Woollahra's Parklet Program. Upon the advice of Licencing Police, Council have included a range of additional provisions or 'operational requirements' into the template parklet approval (attached). These additional provisions include:

- i. Food must be available to patrons within the outdoor dining area at all times that the area is operating.
- ii. A copy of the approved plan of the licensed boundary must be made immediately available for inspection by NSW Police officer, Council officer or Liquor & Gaming NSW inspector upon request.
- iii. The Business Operator must not increase the Patron capacity which applied to the licensed premises where the Parklet Approval was granted.
- iv. Despite any other provision of this Parklet Approval, the trading areas of the Parklet Area may not extend beyond approved trading hours and days contained in this Parklet Approval.
- v. Liquor may be consumed within the Parklet Area only when Patrons are seated.
- vi. The Business Operator may sell alcohol from the indoor area of the Premises adjoining the Parklet Area to Patrons using the Parklet Area provided the Business Operator ensures drinks are only consumed within the Parklet Area.
- vii. The Business Operator acknowledges that the Liquor Licence (Permit) – Temporary Change to Boundaries, Footpaths and Roads may be revoked at any time by Liquor and Gaming NSW or the Council.
- viii. The operation of the Parklet Area must be integrated into the existing plan of management for the premises and updated plan of management must be provided to the Council within 14 days of the issue of a Parklet Approval.

Following the inclusion of these conditions and various other requested amendments, Eastern Suburbs Licencing Police endorsed the template approval, noting that they were satisfied with the information contained within the document.

This finalised template approval is provided in Attachment 2 and will be used by Council's Property & Projects Section to issue an approval to the parklet application for property No.10 Military Road, Watsons Bay.

### **Community Engagement and/or Internal Consultation:**

A notification letter as well as a copy of the design plan was sent on 17 January 2024 to the owners and occupiers of all nearby affected properties. In addition, the proposal was advertised by hanging a corflute sign to capture visitors to the area. The closing date for comments ended on 31 January 2024. No submission has been received regarding this proposal.

### **Policy Implications:**

Nil.

### **Financial Implications:**

All costs associated with the approval, installation, maintenance, supply of parklet and installation of signage are to be borne by the applicant of the approved parklet.

### **Resourcing Implications:**

Nil.



### **Conclusion:**

Based on the above, it is recommended that the installation of a parklet for property No.10 Military Road, Watsons Bay, as per Attachment 1, be approved to support and encourage community connection by introducing additional outdoor seating and planting, subject to above conditions.

### **Identification of Income & Expenditure:**

Parklet approval will be subject to the relevant fees and charges as set out in Council's adopted Fees and Charges. All costs associated with the approval, installation, maintenance, supply of parklet and installation of signage are to be borne by the applicant of the approved parklet.

### **Attachments**

1. 10 Military Road, Watsons Bay - Parklet Site Plan [↓](#) 
2. 10 Military Road, Watsons Bay - Parklet Template Approval [↓](#) 











## **PARKLET APPROVAL**

Granted under sections 138, 139 and 139A of the *Roads Act NSW* by

**WOOLLAHRA MUNICIPAL COUNCIL** (Roads Authority)

to

**XXXX** (ABN: **XXXX**) trading as **XXXX** (Approval Holder)

Property address: Area of the roadway adjacent to **XXXX** (as shown on the attached Plan).

**SCXXXX**



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**DETAILS**

Parties	COUNCIL
	<b>NAME</b> Woollahra Municipal Council
	<b>ABN</b> 32 218 483 245
	<b>Address</b> 536 New South Head Road, Double Bay, NSW 2028
	<b>Email</b> <a href="mailto:RECORDS@WOOLLAHRA.NSW.GOV.AU">RECORDS@WOOLLAHRA.NSW.GOV.AU</a>
	<b>PARKLET APPROVAL HOLDER</b>
	<b>Name</b> XXXX
	<b>ABN</b> XXXXX
	<b>Address</b> XXXX
	<b>Email</b>
	<b>GUARANTOR</b>
	<b>Name</b> XXXX
	<b>Address</b> xxxx
	<b>Email</b>



## REFERENCE SCHEDULE

- Item 1: Parklet Area**  
The area of the pavement adjacent to **xxxx** (as shown on the Plan) that the outdoor dining furniture and equipment are to be placed on that may be used by patrons, being **xxxx square metres**.
- Item 2: Commencement Date**
- Item 3: Termination Date**
- Item 4: Fee** **xxxx** per annum \$**xxxx** per square metre.  
(Payable from 1 July 2023, Council Fees and Charges)
- Item 5: Fee Adjustment Dates** As per Council Schedule of Fees and Charges.
- Item 6: Security Deposit**  
\$**xxxx** the equivalent of 3 months' Fee. Payable from
- Item 7: Guarantor**  
  
**Guarantor's address for service:**
- Item 8 Trading Hours:**  
**Notice:**  
Council's address for service:  
**536 NEW SOUTH HEAD ROAD, DOUBLE BAY, NSW 2028**  
Approval Holder's address for service:
- Ref: SC****XXXX**
- Item 9 Capacity**



## **Standard Terms and Conditions**

### **1 The Approval**

- 1.1 The Council grants to the Business Operator for the Term set out in item 1A commencing on the Commencement Date at Item 2 and terminating on the Termination Date at Item 3 a non-exclusive right to place the Business Operator's Outdoor Dining Furniture and Equipment on the Roadway as shown on the Plan attached hereto ("Parklet Area") and described at Item 1.
- 1.2 If applicable, the Council grants to the Business Operator the right to erect the Approved Structure within the Approved Area.
- 1.3 All provisions of the Council Guidelines relating to the use of the Parklet Area and any Outdoor Dining Furniture and Equipment which are placed in the Parklet Area form part of this Approval.

### **2 Operational provisions**

- 2.1 The Business Operator shall ensure the Patron Capacity of the Parklet Area does not exceed the number specified in Item 9 of the Reference Schedule at any time, calculated on one person to two square metres of space. This does not operate to override any public health order relating to capacity limits that may be in place at any time.
- 2.2 The Outdoor Dining Furniture and Equipment placed in the Parklet Area are at the Business Operator's risk at all times.
- 2.3 The Business Operator may, with the Council's prior approval, place Outdoor Dining Furniture and Equipment within the Parklet Area provided that:
  - 2.3.1 The Business Operator does not place (or allow to be placed) any advertising or signage of any sort on such ancillary equipment installed in the Parklet Area other than as authorised under this Parklet Approval;
  - 2.3.2 The Business Operator complies with any relevant insurer and Authority regulations as to the appropriate fire safety system for the Parklet Area, and ensures compliance with any fire laws in respect of the Parklet Area; and
  - 2.3.3 No permanent structures are permitted unless approved and shown on the Plan.
- 2.4 The Business Operator must remove the Outdoor Dining Furniture and Equipment from the Parklet Area at all times other than during the approved Trading Hours unless any have been affixed to the Parklet Area with the Council's prior approval.
- 2.5 Where the Business Operator can't remove the Outdoor Dining Furniture and Equipment from the Parklet Area at the close of Trading Hours, they may stack and place the Outdoor Dining Furniture and Equipment against the wall of the Business Operator's premises until the close of business when the equipment must be removed from the Parklet Area and the footway.



- 2.6 The Business Operator must manage the behaviour of Patrons using the Parklet Area and must take action whenever required to ensure that no nuisance or excessive noise results from the use of the Parklet Area.
- 2.7 The Business Operator must not at any time carry on any noxious, noisome or offensive trade or business likely to cause annoyance and/or damage or disturbance to members of the public or occupiers or owners of neighbouring properties, or users of other portions of the roadway or its adjoining footway.
- 2.8 The Business Operator must not cause or permit any rubbish to be placed in or about the Parklet Area and must ensure that the Parklet Area is kept clean and tidy at all times, including but not limited to:
  - 2.8.1 Sweeping the Parklet Area clean at the end of each day of trading and as often as is reasonably practicable during each day of trading. The Business Operator must immediately remove all spills likely to stain the roadway or its adjoining footway, including all oils or fat spills; and
  - 2.8.2 Ensuring all litter, including (but not limited to) food scraps and packaging, arising from the use of the Parklet Area is removed and disposed of in waste containers at the Business. The Business Operator must not use litter-bins in public spaces for that purpose.
- 2.9 The Council reserves the right to clean the Parklet Area with high pressure water, steam or any such other method as is reasonably practicable, at the Business Operator's expense, to remove any stains from the roadway in the Parklet Area which the Council determines in its sole discretion have not been adequately treated by the Business Operator.
- 2.10 The Business Operator must not erect any signs in the Parklet Area without the prior written approval of the Council.
- 2.11 The Business Operator must maintain (at its own expense) the Outdoor Dining Furniture and Equipment to a standard that is satisfactory to the Council (acting reasonably).
- 2.12 The Business Operator must promptly report to the Council any damage or defects in the roadway or its adjoining footway or any other structures which are owned by the Council, within or adjacent to the Parklet Area. The Council is responsible for carrying out any maintenance, repair or replacement of same to the extent such maintenance, repair or replacement is considered warranted by Council's officers.
- 2.13 The Business Operator must not obstruct access by the Council, any Authority, or any other person under the control of the Council, or its express authority to carry out maintenance, repairs or replacement of public works and utility services, such as electrical power, telephone, data cabling, water, sewer, stormwater or such like. The Council will give no reduction or abatement in the Fee for any interruption to the use of Parklet Area as a result of such works.
- 2.14 Smoking is prohibited in the Parklet Area and within 4 metres of the Parklet Area. The Business Operator must place adequate signage within or around the Parklet Area notifying Patrons that smoking is prohibited and the Business Operator shall discourage its Patrons from smoking within these areas.



- 2.15 Entertainment and amplified Music are not permitted in the Parklet Area.
- 2.16 The use of the Parklet Area for the purpose of outdoor dining in accordance with this Approval shall not commence until after the commencement date and the issue of the Parklet Approval and such time as the Parklet Area has been prepared for use and road barriers have been installed.
- 2.17 The Business Operator must ensure that the design and appearance of the Outdoor Dining Furniture and equipment to be used in the Parklet Area complies with any guidelines, revised by the Council from time to time.
- 2.18 The Business Operator may install synthetic grass on the surface of the Parklet Area but only if it is maintained in a safe, clean and presentable state at all times.
- 2.19 The Business Operator must ensure that any Outdoor Dining Furniture and equipment, or any approved structures, does cover or impede access to public or private utility access and drainage pits. The Business Operator must permit utility, infrastructure and communications organisations access to the site at no cost whenever required.
- 2.20 The Business Operator must ensure that Outdoor Dining Furniture and equipment or approved structures do not obstruct the view of advisory, warning, traffic and regulatory signs and traffic controls.
- 2.21 The Business Operator must ensure the Parklet Area is designed in accordance with the guidelines published by the Council and meets relevant Australian standards.
  - 2.21.1 If any Council property is damaged in the course of use of the Parklet Area, the Business Operator acknowledges the Council may carry out necessary works to effect repair and the Business Operator must reimburse the Council for the cost of any repairs;
  - 2.21.2 On expiry or termination of the Parklet Approval, all Structures and works carried out by the Business Operator on the Parklet Area must be removed. If the Business Operator fails to remove such works, the Council may carry out the necessary work to remove them and the Business Operator must reimburse the Council costs of doing so.
  - 2.21.3 On the completion of the installation of any the Structures or works carried out by the Business Operator on the Parklet Area, final certification of the works by a compliant road safety audit report must be submitted to the Council.
  - 2.21.4 The Business Operator acknowledges the Council reserves the right to remove any Structure or work that does not comply with the Council's approval or guidelines, or presents a risk to the public, or is not in the public interest.
- 2.22 The Business Operator shall ensure the Parklet Area is used only for outdoor dining in conjunction with the provision of food service from the adjoining premises operated by the Business Operator.
- 2.23 The Business Operator shall ensure that no more than the Patron Capacity are permitted within the Parklet Area at any time, calculated on one person to 2m<sup>2</sup> of



space. This does not operate to override any public health order relating to capacity limits that may be in place at any time.

- 2.24 The Business Operator must develop and maintain a complaints register that details the nature of a complaint, the name of the complainant, the time and date of the complaint and the contact details of the complainant. The register must be made available to the authorised Council officer or member of the NSW Police Force upon request.
- 2.25 The Business Operator must ensure a sign is located within the Parklet Area indicating the number of Patrons who may be permitted within the Parklet Area.
- 2.26 Where the Business Operator has obtained a Liquor Licence (Permit) – Temporary Change to Boundaries, Footpaths and Roads from Liquor and Gaming NSW, the following provisions will apply:
  - 2.26.1 Food must be available to Patrons within the Parklet Area at all times when the Parklet Area is operating;
  - 2.26.2 A copy of the approved plan of the licensed boundary must be made immediately available for inspection by NSW Police officer, Council officer or Liquor and Gaming NSW inspector upon request.
  - 2.26.3 The Business Operator must not increase the Patron capacity which applied to the licensed premises where the Parklet Approval was granted.
  - 2.26.4 Despite any other provision of this Parklet Approval, the trading areas of the Parklet Area may not extend beyond approved trading hours and days contained in this Parklet Approval.
  - 2.26.5 Liquor may be consumed within the Parklet Area only when Patrons are seated.
  - 2.26.6 The Business Operator may sell alcohol from the indoor area of the Premises adjoining the Parklet Area to Patrons using the Parklet Area provided the Business Operator ensures drinks are only consumed within the Parklet Area.
  - 2.26.7 The Business Operator acknowledges that the Liquor Licence (Permit) – Temporary Change to Boundaries, Footpaths and Roads may be revoked at any time by Liquor and Gaming NSW or the Council.
  - 2.26.8 The operation of the Parklet Area must be integrated into the existing plan of management for the premises and updated plan of management must be provided to the Council within 14 days of the issue of a Parklet Approval.

### **3 Fee**

- 3.1 The Business Operator must pay to the Council the Fee set out in Item 4 of the Schedule in advance on the first day of each month by direct payment or as the Council may from time to time direct.
- 3.2 The Fee will be adjusted on the Fee Adjustment Date in Item 5 in each year of this Approval in accordance with Council's Fees and Charges Policy and in accordance



with changes to the Consumer Price Index Sydney (All groups) for the quarter ended in accordance with the formula:

$$\frac{\$X \times \text{CPI-2}}{\text{CPI-1}} = \$Y$$

\$X is the Fee at the last Fee Adjustment Date, or if none, the Fee at the Commencement Date;

CPI-1 is the Consumer Price Index Number for Sydney (All Groups) for the quarter ended just before the Fee Adjustment Date;

CPI-2 = the Consumer Price Index Number for Sydney (All Groups) for the quarter ended just before the Fee Adjustment Date;

\$Y = the new fee

- 3.2.1 If the index used to calculate the new Fee is discontinued, the Council may substitute another index that, is nearly as practicable, serves the same purpose and, if there is no such index, then the Fee will be calculated by fixed percentage increase calculated in accordance with Council's fees and charges policy.

#### **4 Assignment**

- 4.1 This Parklet Approval is personal to the Business Operator and may not be assigned.
- 4.2 If the Business Operator sells or otherwise transfers the business conducted in the adjoining premises it will be necessary for the proposed transferee to make application for a Parklet Approval.

#### **5 Indemnity and release**

##### *Business Operator's Risk*

- 5.1 The Business Operator occupies the Parklet Area and conducts the business from the Parklet Area at its own risk.
- 5.2 If the Business Operator is obliged to do anything under this Parklet Approval, it does so at its own risk.

##### *Release of Council*

- 5.3 To the extent permitted by law, the Business Operator releases the Council from:
- 5.3.1 Any claim, action, damage, loss, liability, cost or expense which the Business Operator incurs or is liable for in connection with any damage, loss, injury or death to or of any person or property on or near the Parklet Area; and
- 5.3.2 Any liability for damage to the Business Operator's property, including (without limitation) its Outdoor Dining Furniture and Equipment, or for loss of the Business Operator's profits,



Except to the extent that the Council has directly caused or contributed to such claim, action, damage, loss, liability, cost or expense by its wrongful act, negligence or default.

*Indemnity by Business Operator*

**5.4** The Business Operator indemnifies the Council against any claim, action, damage, loss, liability, cost or expense which the Council incurs or is liable for in connection with:

- 5.4.1 Any damage, loss, injury or death, caused or contributed to by the Business Operator or Business Operator's invitees and employees;
- 5.4.2 Any default by the Business Operator under this Parklet Approval;
- 5.4.3 The use or occupation of the Parklet Area by the Business Operator or Business Operator's invitees or employees;

Except to the extent that the Council has directly caused or contributed to such claim, action, damage, loss, liability, cost or expense by its wrongful act, negligence or default.

*Continuing indemnity*

**5.5** Each indemnity of the Business Operator contained in this Parklet Approval is:

- 5.5.1 A continuing obligation of the Business Operator and remains in full force and effect after the termination of this Parklet Approval; and
- 5.5.2 A separate and independent obligation of the Business Operator.

**6 Insurance**

**6.1** The Business Operator must take out and maintain a public liability insurance policy in respect of the Parklet Area and the business conducted on the Parklet Area:

- 6.1.1 Under which the maximum amount payable for a single claim is at least \$20 million, or any other amount reasonably required by the Council;
- 6.1.2 Which contains all provisions that are normally contained in public liability policies, including theft from the Parklet Area, and any other provisions reasonably required by the Council;
- 6.1.3 Which, without limiting the rest of this clause 6.1, covers death and injury to any person and damage to property of any person sustained when that person is using or entering or near any entrance, passage or stairway to or in the Parklet Area; and
- 6.1.4 Which expressly refers to and covers all of the Business Operator's obligations under this Parklet Approval, including the obligation to indemnify the Council.

*Workers compensation and other insurances*

**6.2** The Business Operator must take out and maintain an insurance policy in respect of



the Business Operator's business and each person employed by the Business Operator in the business conducted on the Parklet Area:

- 6.2.1 For the full amount of the Business Operator's liability under any applicable workers compensation legislation;
  - 6.2.2 For the full amount of the Business Operator's potential legal liability independently of that legislation;
  - 6.2.3 For an amount not less than the value of the structures and works carried out on the Parklet Area by the Business Operator; and
- 6.3 The Business Operator must take out and maintain such other insurance required by law or which, in the Council's reasonable opinion, the Business Operator should take out.

*Proceeds of insurance*

- 6.4 If any loss or damage occurs which is covered by any insurance the Business Operator is required to maintain under this Parklet Approval the Business Operator must:
- 6.4.1 Apply for the insurance proceeds immediately; and
  - 6.4.2 Use the proceeds to restore, replace, repair or reinstate the loss or damage and must supplement the proceeds with the Business Operator's own money to the extent that the proceeds are insufficient.

*Policies*

- 6.5 The Business Operator must do the following in respect of each policy of insurance that it is required to maintain under this Parklet Approval:
- 6.5.1 Take out the policy with an insurance company approved by the Council, whose approval must not be unreasonably withheld noting Woollahra Council on the policy as an interested party;
  - 6.5.2 Give the Council a Certificate of Currency for each insurance policy at renewal and at renewal each year thereafter; and
  - 6.5.3 Ensure that the policy contains a requirement that the insurer will not cancel or change the insurance without first giving the Council 10 days prior written notice; and
  - 6.5.4 Ensure the interest of the Council is noted on any policy.

*Maintain insurance*

- 6.6 The Business Operator must not do anything without the Council's prior consent which could:
- 6.6.1 Increase the premium payable on any insurance policy taken out by the Council; or



6.6.2 Affect the Council's rights under any insurance policy or make the policy invalid or able to be cancelled.

6.7 The Business Operator must pay any extra premium payable by the Council on account of extra risk caused by the Business Operator's use or occupation of the Parklet Area.

## **7 Compliance with statutes and notices**

7.1 The Business Operator must at all times promptly comply with and observe the provisions of all consents, approvals, licences, statutes, ordinances, rules, regulations, and bylaws present or future, which in any way affect, relate to or apply to the Parklet Area or its use by the Business Operator.

7.2 The Business Operator must at all times promptly comply with the terms of any lawful demand, which has been made or any notice of order which may be served or given by any Authority upon the Business Operator or by the Council (acting in its capacity as the local government authority) under any statute, ordinance, rule, regulation or bylaw, which in any way affects or applies to the Approved Area or its use by the Business Operator.

7.3 The Business Operator will specifically abide by the provisions of the Food Act 2003, the Food Regulations 2010, the Smoke-Free Environment Act 2000, the Work Health and Safety Act 2011, the Companion Animals Act 1998, the Local Government Act 1993 and the Roads Act 1993 and, where a temporary liquor licence boundary change has been obtained from Liquor and Gaming NSW, any conditions to which that change is subject.

7.4 Nothing in this Parklet Approval will in any way fetter the Council in connection with the exercise of its powers or duties as an Authority or bind Council to the grant of any statutory consent or the exercise of any other statutory role or statutory discretion. The Business Operator will have no claim against Council under this Parklet Approval should Council refuse, delay or suspend any decision taken in its capacity as an Authority.

## **8 Acts of Default**

8.1 If the Business Operator fails to comply with any of its obligations under this Parklet Approval within 7 days after written notice from the Council, the Council may terminate this Approval immediately.

## **9 Obligations at end of Parklet Approval**

9.1 Upon termination of this Parklet Approval the Business Operator will immediately remove the Tables, Chairs and equipment and other property of the Business Operator's from the Parklet Area including any structures approved under sections 138, 139 or 139A of the Roads Act 1993.

9.2 The Council may treat the Tables, Chairs and equipment and other property of the Business Operator as abandoned and deal with them in accordance with the provisions of the *Impounding Act* 1993 NSW or any legislation which replaces it or



applies to unattended property, at the Business Operator's expense, if the Business Operator does not remove them pursuant to clause 9.1.

## **10 Security deposit**

- 10.1 The Business Operator must pay the Security Deposit referred to in Item 6 to the Council on or before the Commencement Date by cash or unendorsed bank cheque.
- 10.2 If the Business Operator fails to punctually pay the Fee set out in Item 4 of the Schedule or any other money under this Parklet Approval or fails to observe any of the provisions of this Parklet Approval, the Council may use the Security Deposit without notice to the Business Operator.
- 10.3 If the Council uses the Security Deposit and the Council gives the Business Operator a notice stating the amount required to reinstate the Security Deposit, no later than 7 days after the Council gives the notice the Business Operator must pay that amount to the Council by cash or unendorsed bank cheque.
- 10.4 The Business Operator must increase proportionally the amount of the Business Operator's security deposit when the Fee increases, so that it is always equal to the amount of the Security Deposit.
- 10.5 On the expiry of the term of this Parklet Approval or earlier termination, the Council may use the Security Deposit for outstanding amounts payable by the Business Operator under this Parklet Approval and then, after the Business Operator has vacated the Parklet Area and has complied with all their other obligations under this Parklet Approval, the Council must refund any unused part of the Security Deposit to the Business Operator.

## **11 Guarantee**

- 11.1 This clause applies if a guarantor of the Business Operator is named in Item 7 and who is required to sign this Parklet Approval.
- 11.2 The Guarantor guarantees to the Council the performance by the Business Operator of all of the Business Operator's obligations (including any obligation to pay the Fee or damages) under this Parklet Approval, under every extension of it and under any renewal of it.
- 11.3 If the Business Operator does not pay any money due under this Parklet Approval, under any extension of it or under any renewal of it, the Guarantor must pay that money to the Council on demand even if the Council has not tried to recover payment from the Business Operator.
- 11.4 If the Business Operator does not perform any of the Business Operator's obligations under this Parklet Approval, under any extension of it, or under any renewal of it, the Guarantor must compensate the Council even if the Council has not tried to recover compensation from the Business Operator.
- 11.5 If the Business Operator is insolvent and this Parklet Approval or any extension or renewal of it is disclaimed, the Guarantor is liable to the Council for any damage suffered by the Council because of the disclaimer. The Council can recover damages



for losses over the entire period of the Parklet Approval or any extension or renewal but must do every reasonable thing to mitigate those losses.

## **12 Subject to the holding of the appropriate liquor licence**

- 12.1 Business Operators seeking to serve alcohol within the Parklet Area must be authorised to do so by an appropriate liquor licence which extends to the Parklet Area.
- 12.2 In the Parklet Area Patrons consuming alcohol must be seated.

## **13 Approvals under sections 138 and 139A Roads Act 1993**

- 13.1 Where an approval has been given pursuant to section 138 Roads Act 1993 for the erection of structures within the Parklet Area the Business Operator must:
  - 13.1.1 Erect the structure in accordance with the approved plans only within the Parklet Area;
  - 13.1.2 Comply with all consents, approvals, regulations and by-laws applicable to the erection of the structure and its maintenance;
  - 13.1.3 Erect the structure in a proper and workmanlike manner by use of appropriately qualified tradesman when necessary;
  - 13.1.4 Maintain the structure in a proper and serviceable condition and make repairs when necessary;
  - 13.1.5 Report any breakages, injuries or accidents relating to the structure to the Council as soon as possible after they occur;
  - 13.1.6 Ensure that the public liability insurance referred to in clause 4 extends to the structure and that the structure is noted on the policy.
  - 13.1.7 ensure that if the Parklet Area projects on to the carriageway, a horizontal clearance of 450 mm from the traffic lane is provided and ensure that barriers are positioned 450mm within the Parklet Area on three sides;
  - 13.1.8 ensure that a minimum clearance of 3.0 metres from the adjacent traffic lane is maintained at all times;
  - 13.1.9 ensure a minimum of 1 metre buffer space is provided between Parklet Area boundary and any adjoining vehicle parking bay;
  - 13.1.10 provide a pedestrian ramp over the kerb between the footpath and the roadway in accordance with Workcover specification to permit safe pedestrian, wheelchair and pram access;
  - 13.1.12 ensure that a traffic control plan illustrating the set out of safety barriers in accordance with Australian Standard 1742.3 is prepared by a qualified person and that the plan is implemented at all times while the Parklet Area is in use.



- 13.2** The Business Operator warrants and agrees that the indemnity contained in clause 5.4 extends to:

- 13.2.1 Any damage, loss, injury or death caused or contributed to by the installation and use of the structure;
- 13.2.2 Any default by the Business Operator in compliance with the provisions of this clause;
- 13.2.3 The use of the structure by the Business Operator or the Business Operator's invitees or employees;

Except to the extent that the Council has directly caused or contributed to such claim, action, damage, loss, liability, cost or expense by its wrongful act, negligence or default.

#### **14 Revocation or Suspension of Parklet Approval**

- 14.1** The Council may revoke or suspend the Parklet Approval at any time during the approval period if:

- 14.1.1 The conditions of the Parklet Approval have been breached;
- 14.1.2 The use of the Parklet Area in accordance with the Parklet Approval results in adverse impacts on the use of the adjoining footway, or adjoining roadway, or on public safety, or public amenity.
- 14.1.3 The Council and/or a government agency order contractors:
  - 14.1.3.1 Undertake or propose to undertake in the Parklet Area, or the adjoining footway or roadway; or
  - 14.1.3.2 Impacts access to adjoining footways, roadways, transport infrastructure, park or public places,

Such that are in to either increase pedestrian demand or public safety and an alternate use of the Parklet Area is required.

- 14.1.4 The Council at any time approved special events in the street;

And the Business Operator shall not be entitled to compensation arising from any such termination or suspension.

- 14.2** In considering whether to revoke the Parklet Approval for breach of conditions, Council will take into account such matters as it considers relevant. This may include, but is not limited to:

- 14.2.1 History of compliance with the conditions of the Parklet Approval such as payment of rent, use in accordance with approved hours and approved number of chairs and tables and provision of public liability insurance;
- 14.2.2 The number and nature of substantial complaints regarding the operation of the Parklet Approval;



- 14.2.3 Any views expressed by the NSW Police Force and any other relevant public authority;
  - 14.2.4 The Business Operator will be given notice that Council is considering revoking the Parklet Approval and the Business Operator will be invited to make representations as to why the Parklet Approval should not be revoked;
  - 14.2.5 Council will consider any representations made by the Business Operator and will make a determination as to whether the Parklet Approval will be revoked;
  - 14.2.6 The Business Operator will be notified of the date when the revocation or suspension of the Parklet Approval will become effected;
  - 14.2.7 If a Parklet Approval is revoked or suspended pursuant to this clause, the Business Operator will not be entitled to claim compensation from the Council.
- 14.3 Despite any other clause in this Parklet Approval, this Parklet Approval may be terminated by the:
- 14.3.1 Council at any time by giving 7 days' notice in writing to the Business Operator;
  - 14.3.2 Business Operator by giving one month's prior notice to the Council.

## **15 Notices and approvals**

### **15.1 A notice or approval must be:**

- 15.1.1 In writing; and
- 15.1.2 Delivered to the party or left at or posted by registered mail to the address or sent to the facsimile number or email address of the party in the Approval Notice, as varied by notice.

### **15.2 A notice or approval is taken to be given:**

- 15.2.1 If delivered to or left at the address of the party, on that day;
- 15.2.2 If posted, on the third day after posting; and
- 15.2.3 If sent by facsimile or email, on that day if it is sent before 5.00pm or otherwise on the next Business Day after it is sent unless the sender is aware that transmission is impaired.

### *Authorisation*

- 15.3 Council may give, conditionally or unconditionally or withhold, the Council's Authorisation in the Council's absolute discretion.

### *Headings*

- 15.4 Headings must be ignored in the interpretation of this Parklet Approval.



## 16 Definitions and interpretation

### Definitions

16.1 In this document the following definitions apply:

**Approval Notice** means the notice issued by Council, which must be displayed at the Business.

**Authorisation** means an authorisation granted by Council to the Business Operator under the terms of this Parklet Approval to do something or cease doing something other than as already authorised by this Parklet Approval.

**Authority** means any federal, state or local government, semi-government, statutory, public, licensing or other authority or body.

**Business** means a Restaurant, Café, Hotel, Pub or Small Bar.

**Business Day** means any day except a bank or public holiday throughout NSW or a Saturday or Sunday.

**Business Operator** means a business/person who operates a Business adjacent to the road applying for or in receipt of a Parklet Approval.

**Business Operator's Property** means anything belonging to the Business Operator and brought onto the Parklet Area whether fixed or otherwise.

**Commencement Date** means the first day of the Term as specified in the Reference Schedule.

**Fee** means an initial amount per annum as set out in Item 4 of the **Reference Schedule** and as amended from time to time.

**Fee Adjustment Date** means the date contained in Item 5.

**Guidelines** means the Woollahra Municipal Council Parklet Guidelines as amended from time to time.

**Item** means an item referred to in the Reference Schedule

**Licence** means a licence under the Liquor Act 2007 NSW.

**Liquor** means alcohol and includes:

- (a) a beverage which, at 20° Celsius, contains more than 1.15% ethanol by volume, or
- (b) anything that is not a beverage referred to in paragraph (a) but, for the purposes of sale, is held out to be beer or spirits, or
- (c) any other substance prescribed by the regulations as liquor.



**Outdoor Dining Furniture and Equipment** means the Business Operator's equipment approved by the Council and shown on the Plan, which are the Business Operator's Property and includes barriers, umbrellas and heaters placed in the Parklet Area by the Business Operator.

**Parklet** means a kerbside parking space the subject of a Parklet Approval under the Guidelines.

**Parklet Approval** means an approval granted under the Guidelines for the establishment and use of a Parklet.

**Parklet Area** means the approved roadway area that the Business Operator's Outdoor Dining Furniture and Equipment must be placed on, as shown in the Plan included in the Approval Notice and where possible as indicated by the placement of metal studs by Council on the perimeter of the Parklet Area.

**Patrons** means people attending the Parklet Area.

**Patron Capacity** means the number of patrons permitted within the Parklet Area in accordance with Item 9 of the Reference Schedule.

**Plan** means the plan attached to the Parklet Approval, which shows the Parklet Area and sets out the location within the Parklet Area where the Outdoor Dining Furniture and Equipment must be placed.

**Pub** means the premises to which a hotel licence applies to under the Liquor Act.

**Restaurant** means premises in which food is regularly supplied on sale to the public for consumption on the premises, and is the business owned or leased by the Business Operator and includes a Pub, or Small Bar.

**Roads Authority** means a person or body that is, by or under the Roads Act 1993, declared to be a roads authority and, in relation to a particular public road, means the roads authority for that road.

**Small Bar** means the premises to which a small bar licence under the under the Liquor Act 2007 NSW relates.

**Security Deposit** means the amount being the equivalent of 3 months Fee as amended from time to time.

**Structure** means any structure of a permanent nature to which the Council has given approval under sections 138 and 139 Roads Act 1993.

**Term** means the term of this Approval which commences on the **Commencement Date** and ends on the **Termination Date**.

**Termination Date** means the last day of the Term as specified in the Schedule or as otherwise provided for in this Parklet Approval or as a result of a breach of this Parklet Approval by the Business Operator.

**Trading Hours** means the approved hours of use of the Parklet Area by a Business Operator under this Parklet Approval and as shown in the Approval Notice.



**PLAN of Approved Parklet Area**

Total area =



**Parklet Furniture –**

**Image of Parklet Installation**



**APPROVAL**

For use of roadway and erection of structures under section 138, 139 and 139A Roads Act 1993.

Approval holder: **XXXX** (ABN: **XXXX**) trading as **XXXX**

Premises: **XXXX**

**Executed as a Parklet Approval.**

Signed for and on behalf of Woollahra  
Municipal Council ABN **32 218 483 245** by  
the Director of Infrastructure & Sustainability  
pursuant to the sub-delegation by the  
General Manager on 19 June 2018 and  
Council's resolution passed 1 June 2013:

.....  
Signature of Council Authorised Officer

Name (print)



**Item No:** Y2  
**Subject:** **DRUMALBYN ROAD, BELLEVUE HILL – TIMED NO PARKING RESTRICTIONS**  
**Author:** Frank Rotta, Traffic & Transport Engineer  
**Approvers:** Ever Fang, Traffic & Transport Engineer  
Emilio Andari, Manager Engineering Services  
**File No:** 24/13420  
**Purpose of the Report:** To respond to a request from local residents  
**Alignment to Delivery Program:** Strategy 6.2: Management of public parking on-street and off-street.

**Recommendation:**

THAT a section of 'No Parking 8am-6pm' restrictions, 26 metres in length (3 car parking spaces), as shown in Attachment 1, along the western side of Drumalbyn Road, Bellevue Hill, and adjacent to property Nos.87 & 89 Drumalbyn Road, be installed in order to improve access and traffic safety by removing the pinch point at this location.

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**Executive Summary:**

A resident of Drumalbyn Road, Bellevue Hill has requested that the 'No Parking 8am-6pm' restrictions which were installed adjacent to property No. 93 Drumalbyn Road in 2020 to also be installed along the frontage of property Nos. 87 & 89 Drumalbyn Road, Bellevue Hill. The resident claims that the road is too narrow to have cars parked on both sides of the road with two-way traffic. The resident claims that cars have been side swiped when 'legally' parked in this area and that trucks have been observed having to squeeze through this pinch point when cars are parked on both sides of the road, which have effectively on occasions blocked the road.

This proposal was presented to the community for consultation and as a result of the feedback received, the proposed recommendation, is presented in this report for consideration.

**Discussion:**

Council's Traffic and Transport Engineers met with the resident of Drumalbyn Road and have inspected this section of Drumalbyn Road on a number of occasions. Drumalbyn Road is a two-way road, approximately 6.5 metres wide from kerb-to-kerb, with parking permitted along both sides of the road. The footpath is approximately 1.5 metres in width along both sides of Drumalbyn Road.

A typical car is 1.8-1.9 metres wide with kerbside parking lanes typically measured to be 2.1 metres wide. With parking currently permitted on both sides of Drumalbyn Road, this leaves a 2.3 metres wide travel lane for two-way traffic flow. The average width of a van or rigid truck varies between 2.0-2.5 metres, which results in restricted to impossible movements for vans or trucks when cars are parked legally on both sides of the road.

The extension of the existing 'No Parking 8am-6pm' restrictions in front of property No.93 Drumalbyn Road, by adding an additional 26 metre 'No Parking 8am-6pm' zone in front of property Nos.87 & 89 Drumalbyn Road, will remove the pinch point at this location. While the proposed restriction affects all vehicles during the subject times, parking is permitted at this location outside of these hours which can accommodate parking demand for residents in the evenings.

**Options:**

Nil

### **Community Engagement and/or Internal Consultation:**

Consultation was carried out by a corflute sign installed at the location. The corflute sign was installed on the 5<sup>th</sup> December 2023 regarding the proposed 'No Parking 8am-6pm' restrictions and included a location diagram. Letters outlining this proposal were also distributed to all residents within 50 metres of the subject location. The closing date for comments ended on the 18<sup>th</sup> December 2023. Sixteen submissions were received in relation to the proposal. Of these, twelve supported the proposal while four were against the proposal.

Of the opposing submissions, residents of Drumalbyn Road are objecting to the loss of three (3) on-street parking spaces.

Of the supporting submissions, residents of Drumalbyn Road claim the road is too narrow for two-way traffic with parking on both sides of the road. They claim cars are parking on the footpath and this practice is endangering pedestrian safety. Two (2) residents have suggested that the entire length of Drumalbyn Road be made to install 'No Stopping' restrictions on the western side.

Following consultation, Council's Traffic and Transport Engineers acknowledge that on-street parking in this area is important to the local residents who do not have off-street parking and that further restrictions will force residents to seek parking along other neighbouring streets. It should however be noted that in addition to balancing the needs and amenity of the local residents, priority should be given to improving safety for both motorists and pedestrians in Drumalbyn Road.

Numerous site inspections identify a pinch point at this location to be extremely dangerous to local traffic. It was also observed that a truck was forced to reverse along Drumalbyn Road as there was no opportunity to temporarily park and give way to vehicles travelling in the opposite direction. Therefore, it is considered that a section of 'No Parking 8am-6pm' restrictions, (3 parking spaces) ie. 26 metres in length (as shown in Attachment 1), along the western side of Drumalbyn Road, Bellevue Hill, and adjacent to property Nos. 87 & 89 Drumalbyn Road, should be installed in order to remove the pinch point at this location.

This proposal will improve vehicular access along the road and improve traffic safety for both motorists and pedestrians while allowing parking on both sides of the road when traffic volumes are low during evening hours which are typically the hours for residents to return home from work.

### **Policy Implications:**

Nil.

### **Financial Implications:**

The implementation of the signs will be funded by Council's Block Grant for Traffic Facilities.

### **Resourcing Implications:**

Nil.

### **Conclusion:**

Travel demands along Drumalbyn Road are generally during the daytime and therefore, in order to minimise the risk for all road users, it is considered that a section of 'No Parking 8am-6pm' restrictions, 26 metres in length (3 car parking spaces), as shown in Attachment 1, along the western side of Drumalbyn Road, Bellevue Hill, and adjacent to property Nos. 87 & 89 Drumalbyn Road, should be installed in order to improve access and traffic safety by removing the pinch point at this location. This would allow parking outside of these hours in the evening for local residents, along the frontage of property Nos. 87 & 89 Drumalbyn Road.

**Identification of Income & Expenditure:**

Council's Block Grant for Traffic Facilities.

**Attachments**

1. Drumalbyn Road Bellevue Hill - Proposed Timed No Parking Restrictions [↓](#) 

Attachment 1

Location Diagram – Timed ‘No Parking’ zone in Drumalbyn Road, Bellevue Hill



**Item No:** Y3  
**Subject:** **LITTLE QUEENS LANE, VAUCLUSE – REDUCTION OF NO STOPPING RESTRICTIONS**  
**Author:** Frank Rotta, Traffic & Transport Engineer  
**Approvers:** Ever Fang, Traffic & Transport Engineer  
Emilio Andari, Manager Engineering Services  
**File No:** 24/13492  
**Purpose of the Report:** To respond to a request from a local resident  
**Alignment to Delivery Program:** Strategy 6.2: Management of public parking on-street and off-street.

**Recommendation:**

THAT the existing 'No Stopping' restrictions on the south-western side of Little Queens Lane, Vaucluse, immediately north-west of Queens Avenue, be reduced by eleven (11) metres to increase parking opportunities at this location, as shown in Attachment 1.

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**Executive Summary:**

Council has received a request from a resident of Queens Avenue, Vaucluse for the removal of a section of 'No Stopping' restrictions in Little Queens Lane to facilitate the parking availability for residents, visitors as well as tradesman working in this area. Council's Assets Infrastructure department has recently arranged for civil works to be undertaken to the south-western side of Little Queens Lane immediately north-west of Queens Avenue, so that the road is widened as it approaches Queens Avenue.

**Discussion:**

Little Queens Lane is a short, narrow closed laneway located in Vaucluse. The entire length of Little Queens Lane currently provides access to a number of garages/off-street car parking to all properties with a frontage to Little Queens Lane.

Following an inspection of the site, it was noted that since Council widened the south-eastern section of this lane the carriage width from kerb-to-kerb varies between 5.5 metres to 6.2 metres. It was also noted that there were a number of tradesmen's vehicles parked in the existing 'No Stopping' zone however, were not affecting vehicular access to the properties in this street.

It was originally proposed and advertised to the community that the existing 34 metres of 'No Stopping' restrictions on the south-western side of Little Queens Lane immediately north-west of Queens Avenue be reduced by 24 metres and signposted with the statutory 10 metres of 'No Stopping' restrictions. A resident of Queens Avenue had no objections to the original proposal. However, following a site meeting with the only property holder whose address is actually in Little Queens Lane, it was pointed out that due to the narrowness of the lane and the road geometry, especially near the intersection, vehicles turning left into Queens Avenue require a wider turning clearance to maintain sufficient sight distance and manoeuvrability.

As such, it is considered that the existing 34 metres of 'No Stopping' restrictions on the south-western side of Little Queens Lane immediately north-west of Queens Avenue should be reduced by eleven (11) metres to retain 23 metres of 'No Stopping' restrictions to improve parking opportunities at this location while maintaining access to nearby off-street parking facilities, as shown in Attachment 1.

**Options:**

Nil.

**Community Engagement and/or Internal Consultation:**

Consultation was carried out by a corflute sign installed at the location. The corflute sign was installed on the 5<sup>th</sup> December 2023 regarding the proposed alteration of parking restrictions at this location and included a location diagram. The closing date for comments ended on the 18<sup>th</sup> December 2023. Two (2) submissions were received in relation to the proposal to reduce the 'No Stopping' restrictions by 24 metres and signposted with the statutory 10 metres of 'No Stopping' restrictions. There was one (1) submission in support of the proposal and one (1) submission against the proposal.

Given the feedback received, the proposed reduction in 'No Stopping' restrictions was altered and will be reduced by eleven (11) metres, to improve parking opportunities at this location while maintaining access to nearby off-street parking facilities.

**Policy Implications:**

Nil.

**Financial Implications:**

The implementation of the signs will be funded by Council's Block Grant for Traffic Facilities.

**Resourcing Implications:**

Nil.

**Conclusion:**

Based on the information provided, the on-site visit and the prospect of satisfying both parties and the needs of the residents of this area, it is recommended that the existing 'No Stopping' restrictions on the south-western side of Little Queens Lane, Vaucluse, immediately north-west of Queens Avenue, be reduced by eleven (11) metres to increase parking opportunities at this location, as shown in Attachment 1.

**Identification of Income & Expenditure:**

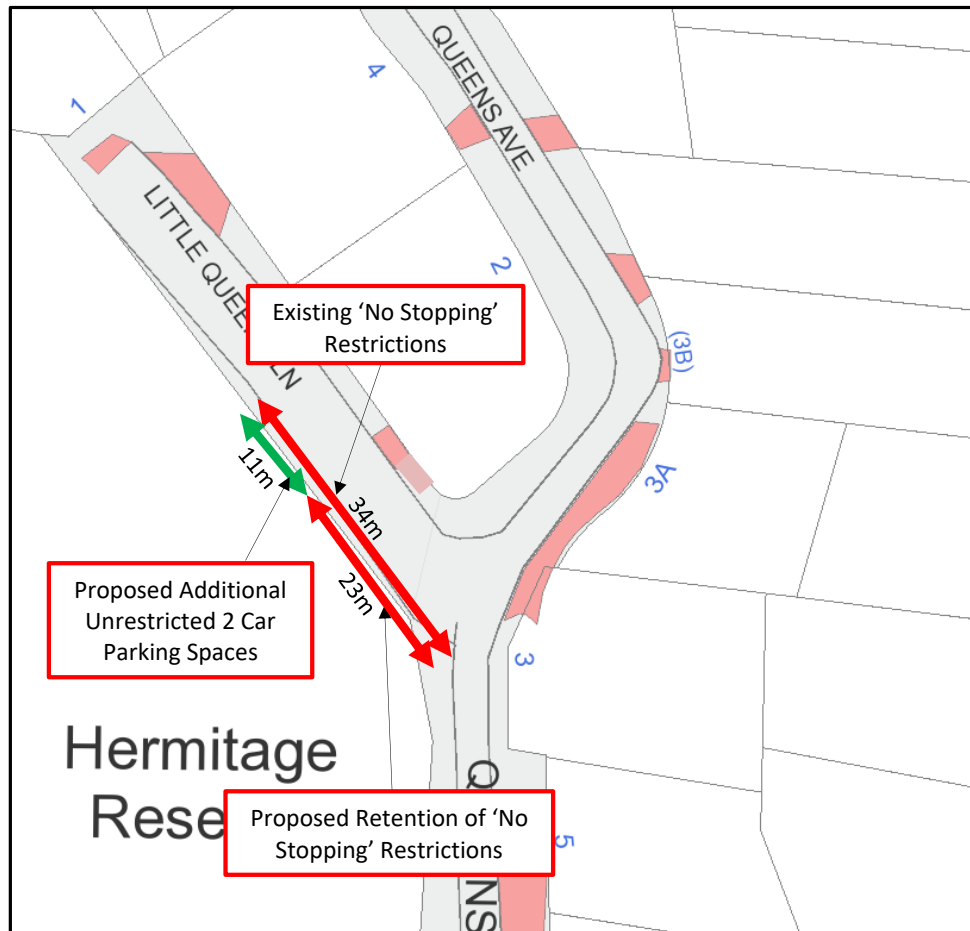
Council's Block Grant for Traffic Facilities

**Attachments**

1. Little Queens Lane, Vaucluse - Reduction of No Stopping Restrictions [!\[\]\(0aa07812ffe8669944d7377450bb9da3\_img.jpg\) !\[\]\(2be6ec8f30e6f5c1e1fd06cbf2449848\_img.jpg\)](#)

**Attachment 1 – Location Diagram**

**Reduction of No Stopping Restrictions in Little Queens Lane, Vaucluse**



Note: Kerb-to-kerb width varies between 5.5m to 6.2m since Council widened the southern end of Little Queens Lane.



**Item No:** Y4  
**Subject:** **23 ELIZABETH STREET, PADDINGTON - CONSTRUCTION TRAFFIC MANAGEMENT PLAN**  
**Author:** Ever Fang, Traffic & Transport Engineer  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 24/16916  
**Purpose of the Report:** To seek approval for a Construction Traffic Management Plan  
**Alignment to Delivery Program:** Strategy 6.3: Ongoing responsiveness to traffic congestion, noise and speeding.

**Recommendation:**

THAT:

- A. The Construction Management Plan (CMP) for the redevelopment of property No.23 Elizabeth Street, Paddington, prepared by *Varga Traffic Planning Ref 23164 (Rev 3)*, as shown in Attachment 1, be approved;
- B. The applicant be advised that this approval relates only to the condition of consent – D.11 for DA2022/350/1 and does not constitute an approval for any Stand Plant, Works Zone or any other Permits which require separate applications and subsequent approvals, at the appropriate stages (if required) of this construction project;
- C. The applicant must comply with any directive provided by the NSW Police Force;
- D. The applicant must minimise the size of construction vehicles and must not use vehicles larger than B99 vehicles accessing the site via Elizabeth Place and Elizabeth Street. Construction vehicles must access and exit the site in a forward direction, where possible, and minimise disruption to vehicular and pedestrian traffic along the route. Any reversing movements must be restricted to shortest distance and under full traffic control supervision;
- E. The applicant must liaise fortnightly with the developers/builders undertaking works for other developments occurring in close proximity (500m or in the same street) to the subject site, in order to minimise the cumulative traffic and parking impacts in the area (e.g. major concrete pours should not occur on more than 1 site on any particular day);
- F. Construction traffic associated with the development must minimise the use of public roads and public parking facilities (e.g. on-street parking) where feasible;
- G. When demolition, excavation and construction works are to be undertaken on school days, all vehicular movements associated with this work only be undertaken between the hours of 9.30am and 2.30pm, in order to minimise disruption to the traffic network during school pick up and drop off times;
- H. Construction works or construction related traffic must not impede access of Council's waste operation.
- I. Construction works are to be only undertaken within hours of work stipulated in E.5 of Consent Conditions to mitigate impact of the work upon amenity of the neighbourhood;
- J. The applicant must ensure that access for residents, businesses and emergency vehicles are maintained at all times;

- K. The applicant must ensure that no marshalling or queuing of construction vehicles occur on public roads. Arriving vehicles that are not able to enter the site must not use any local road, including Oxford Street, as a holding point until access becomes available;
- L. All works must be undertaken in accordance with the approved landscape plan, arborist report, tree management plan and transplant method statement as applicable.
- M. The applicant must liaise with all affected neighbours in Elizabeth Place, Elizabeth Street, Oxford Street and Underwood Street, Paddington that require access via Elizabeth Place, prior to the commencement of construction works. Notification must be sent to these affected properties at least seven (7) days prior to each stage of earth works and commencement for each of the following construction activities:
  - i. Partial Demolition & Site Establishment;
  - ii. Excavation of Basement & Piling;
  - iii. Erection of Basement Structure; and
  - iv. Concrete Pours.
- N. A community Liaison Officer and/or Site Manager must include their contact details (email and a mobile phone number) in clear and concise signage on-site, with this signage to be visible to the public at all times, in order to enable members of the community to contact an appropriate person, as required. The Community Liaison Officer and/or Site Manager must liaise with Council's Traffic and Transport Engineers on a recurring basis to ensure all construction traffic associated with the development site are undertaken in an appropriate manner. These matters should be addressed by the Community Liaison Officer and/or Site Manager in the following format:
  - i. Maintain and keep on-site a register of complaints received from the local community;
  - ii. Fully investigate all complaints received;
  - iii. Notify the complainant of the results and actions arising from the investigation; and
  - iv. Ensure that the complaints register is available on request to Council Staff.

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### **Executive Summary:**

Council has received a Construction Management Plan (CMP) application for property No.23 Elizabeth Street, Paddington. This is in relation to a redevelopment of the site under Development Application DA2022/350/1 approved by the Land and Environment Court of NSW (NSWLEC 1385), where it was requested in Consent Condition D.11 that a CMP be submitted to Council for review and approval.

### **Discussion:**

Elizabeth Place is a local road that provides access to properties fronting Oxford Street, Elizabeth Street, Elizabeth Place and Underwood Street. Elizabeth Place intersects with Elizabeth Street which consists of 'One-Way' traffic conditions, runs south-easterly for approximately 40m and turns south-westerly for approximately 35m. The subject site is located at the western end of Elizabeth Place, where it further connects to a right-of-way carriageway (ROW) which is measured to be approximately 3.66m in width. Currently timed parking restrictions with residents' permit parking scheme are installed on the section of Elizabeth Place immediately south of Elizabeth Street.

As part of the CMP, the largest vehicles attending the site will be B99 vehicles or equivalent. The existing dwelling consists of a rear hardstand area with a setback of approximately 12.2m from the rear laneway and can accommodate construction vehicles wholly on-site during demolition and bulk excavation stages and after basement piling works are completed. Out of these stages it is proposed that vehicles will stand in Elizabeth Place directly in front of the property, subject to separate approval of a Permit to Stand Plant, on each occasion. The vehicles will be restricted to a maximum loading period of 10 minutes. Swept path analysis demonstrates successful vehicular

movements without affecting the existing on-street parking whilst maintaining access to the neighbouring properties.

There is another construction site in close vicinity for property No. 432-440 Oxford Street, which requires Elizabeth Street and Elizabeth Place for vehicular access. Given the site constraints, it is proposed that the developers/builders for both sites liaise with each other on a fortnightly basis to consult the construction schedule and minimise the cumulative traffic and parking impacts of the two developments.

Furthermore, a minimum seven (7) days notification is required for adjoining properties prior to implementation of any temporary traffic control measures, with the exception of any emergency/safety rectification works. In addition, the builder is also to provide a minimum seven (7) days notification to adjoining properties prior to commencement of each stage of early works and the construction activities, including, but not limited to:

- i. Partial Demolition & Site Establishment;
- ii. Excavation of Basement & Piling;
- iii. Erection of Basement Structure; and
- iv. Concrete Pour.

With the complexity of traffic and parking conditions for the subject site, this CMP is now referred to Local Traffic Committee for joint review and approval.

**Options:**

Nil.

**Community Engagement and/or Internal Consultation:**

Given the site constraints and construction works undertaken concurrently in close vicinity, nearby residents have raised concerns on the impacts of construction activities and shared some common traffic and parking concerns including:

- Vehicle access along Elizabeth Place, particularly on school days during pick-up and drop-off peak hours;
- Truck movements and truck routes to access/egress the site;
- Pedestrian safety;
- Cumulative impacts of construction works which both require Elizabeth Place to access two sites.

Council's Traffic and Transport Engineers have reviewed all submissions and considered parking and traffic conditions in this area. It should be noted that largest vehicles attending the site have been reduced from the originally proposed 7.5m MRVs to B99 vehicles (approximately 5.4m in length). Swept path diagrams indicate no loss of on-street parking is required to accommodate vehicular movements and access to neighbouring properties can be maintained at all times.

It should also be noted that in addition to the restrictions on working hours stipulated in Consent Conditions D.11 and E.5, construction vehicular movements will be prohibited on Saturdays to further minimise impacts on local amenities and disruptions to the traffic.

Emails have been sent to the local residents on 2 February 2024 with a copy of the latest version of Construction Management Plan.

**Policy Implications:**

Nil.

**Financial Implications:**

The costs associated with the temporary parking changes and tree removal/re-establishment are to be fully borne by the developer, in accordance with Council's Fees and Charges.

**Resourcing Implications:**

Nil.


**Conclusion:**

In order to facilitate an efficient construction process whilst preserving local amenities, it is recommended that the Construction Traffic Management Plan be approved, subject to the above conditions.

**Identification of Income & Expenditure:**

The costs associated with the application and any future approvals are to be fully borne by the applicant, in accordance with Council's Fees and Charges.

**Attachments**

1. 23 Elizabeth Street, Paddington - Construction Management Plan [!\[\]\(c928bb1c968797b454e2a433707d0158\_img.jpg\)](#) 

**VARGA TRAFFIC PLANNING** Pty Ltd  
**Transport, Traffic and Parking Consultants**



ACN 071 762 537 ABN 88 071 762 537

1 February 2024  
Ref 23164 (Rev 3)

The General Manager  
Woollahra Municipal Council  
PO Box 61  
DOUBLE BAY NSW 1360

E: [records@woollahra.nsw.gov.au](mailto:records@woollahra.nsw.gov.au)

Dear Mr Craig Swift-McNair,

**DA 2022/350/1**  
**PROPOSED ALTERATIONS & ADDITIONS TO AN EXISTING RESIDENTIAL DWELLING**  
**23 ELIZABETH STREET, PADDINGTON**  
**CONSTRUCTION (TRAFFIC) MANAGEMENT PLAN**

**Introduction**

This Construction (Traffic) Management Plan has been prepared on behalf of The Applicant, *Anne Pike*, to review the traffic and parking arrangements to be implemented during construction works associated with the redevelopment of the existing residential dwelling house, as required by DA consent condition No. D.11 for DA2022/350/1.

This report should be read in conjunction with the Construction Methodology Report prepared by *Structure Consulting Engineers* (Revision 2), dated 6 June 2023.

All correspondence on this matter must be addressed to The Applicant's representative:

Peter Moore – Project Manager (Community Contact Officer)  
Sandlik Constructions  
Unit 21, 28 Barcoo Street  
ROSEVILLE NSW 2069  
P: 02 9417 3377  
E: [pw@sandlik.com.au](mailto:pw@sandlik.com.au)

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction (Traffic) Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

**Site**

The subject site is located on the eastern side of Elizabeth Street, between the Oxford Street and Elizabeth Place intersections, and extends through to Elizabeth Place (Figures 1 and 2). The site has street frontages of approximately 10m in length to both Elizabeth Street and Elizabeth Place and occupies a site area of approximately 366m<sup>2</sup>.

The site is currently occupied by a two-storey residential dwelling fronting Elizabeth Street, comprising a total of 5 bedrooms. An existing in-ground swimming pool is located within the north-eastern corner of the site.

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

Off-street parking is currently provided in a rear at-grade hardstand area located at the rear of the dwelling, with a garage door opening fronting the rear laneway, Elizabeth Place

A recent aerial image of the site along with a *Streetview* image along the Elizabeth Place site frontage is reproduced below.



Elevation view along the rear of the site, Elizabeth Place

### Existing Road Network

Elizabeth Street has a pavement width of approximately 5.8m wide and restricted to one-way northbound traffic flow only, tapering out to approximately 6.2m wide in the vicinity of the Underwood Street intersection. Blister islands are located at regular intervals in the vicinity of the intersecting roads. Time-restricted kerbside parking is generally permitted along the western side of the road, with No Stopping restrictions along the eastern side of the road, including along the site frontage.

Elizabeth Place is a local, unclassified road which is primarily used to provide vehicular, pedestrian and cyclist access to frontage properties, including properties fronting Oxford Street, Elizabeth Street and Underwood Street.

Time-restricted kerbside parking is generally permitted along the southern side of the road *only*, with No Stopping/No Parking restrictions applying elsewhere along Elizabeth Place, due to neighbouring properties with vehicular access driveways accessed off the road.

### Proposed Development

The proposed development involves the internal and external alterations to the existing dwelling house located on the site, with the proposed works including the following:

- A new basement (lower ground) level accommodating a car lift, turntable and storage area
- Internal reconfiguration of the ground floor level to accommodate an open plan living space including a kitchen/pantry, dining, living area *plus* a study
- Internal reconfiguration to the first floor level to accommodate 2 x new bedrooms and bathrooms as well as a laundry room
- construction of a new attic floor level, with a guest room and bathroom
- external works/upgrades including replacing the boundary fencing and swimming pool.

Off-street parking is proposed within a new single-level basement car parking area. Vehicular access to the basement parking area is to be provided via a car lift accessed at the rear of the site, located midway off the Elizabeth Place site frontage.

### Construction Schedule

The construction activities are expected to be undertaken over a duration of approximately 55 weeks (13 months), noting the ‘Standing Plant Permit’ will only be required for *up to* 4 weeks of the proposed works, when vehicles are “straddling” along the kerb line, as set out below.

CONSTRUCTION PROGRAM – APPROXIMATE DURATIONS		
Stage	Work	Duration
1	Partial Demolition & Site Establishment	5 weeks
2	Excavation of basement & Piling	8 weeks
3	Erection of Basement Structure	6 weeks
4	Roofing	2 weeks
5	Internal Fit-Out & External Finishes of Dwelling	30 weeks
6	External Works	4 weeks

Unless authorised by Council, permitted working hours are shown below, as per DA consent condition No. E.5.

- a) No *work* must take place on any Sunday or public holiday.
- b) No *work* must take place before 7am or after 5pm any weekday.
- c) No *work* must take place before 7am or after 1pm any Saturday.
- d) The following *work* **must not** take place before 9am or after 4pm any weekday, or before 9am or after 1pm any Saturday or at any time on a Sunday or public holiday:
  - (i) piling,
  - (ii) piling,
  - (iii) rock or concrete cutting, boring or drilling,
  - (iv) rock breaking,
  - (v) rock sawing,
  - (vi) jack hammering, or
  - (vii) machine excavation.

- e) No loading or unloading of material or equipment associated with the activities listed in part d) above must take place before 9am or after 4pm any weekday, or before 9am or after 1pm any Saturday or at any time on a Sunday or public holiday.
- f) No operation of any equipment associated with the activities listed in part d) above must take place before 9am or after 4pm any weekday, or before 9am or after 1pm any Saturday or at any time on a Sunday or public holiday.
- g) No rock excavation being cutting, boring, drilling, breaking, sawing, jack hammering or bulk excavation of rock, must occur without a 15-minute break every hour.

Notwithstanding the above *approved* construction hours, and consistent with the agreement between the neighbouring Applicant, *Crooked River Land Holdings Pty Ltd* (432-440 Oxford Street) and the neighbouring properties, construction vehicle movements will also be prohibited in Elizabeth Place on Saturdays, in order to improve resident amenity throughout the construction programme.

Furthermore, it is also noted that when the demolition, excavation and construction works are to be undertaken on School Days, all vehicular movements associated with this work shall only be undertaken between the hours of 9:30am and 2:30pm, in order to minimise disruption to the traffic network during school pick-up and drop-off times, as per consent condition D.11(p).

#### **Demolition & Excavation Stages**

All demolition and excavated spoil material (approx. 70% of excavated spoil) will be loaded wholly within the site, using vehicles ranging in size from utilities, vans and mini-tippers, which are all similar in size to a B99 vehicle.

An example image of a B99 mini-tipper is reproduced below.



**Example of mini-tipper**

Vehicles will enter and exit the rear of the site in a forward direction via Elizabeth Place, as illustrated by the *swept turning path* diagrams and as detailed on TCP No.1.

No larger vehicles will be accommodated on the site due to the existing parking restrictions along *both* Elizabeth Street and Elizabeth Place, noting there are *no removal* of any on-street parking spaces which are to be retained *unchanged*.

Furthermore, it is noted that the existing dwelling fronting Elizabeth Street is benefitted by a rear hardstand area with a setback of approximately 12.2m from the rear laneway, thereby allowing vehicles to be loaded *wholly* on-site throughout the demolition and bulk excavation stages.

As the excavation progresses however, when the temporary ramp will be loaded out and the basement shell completed (i.e. remaining 30% of excavated spoil – Stage 2 of the construction programme), loading out of spoil will need to take place from the rear laneway.

Vehicles will stand directly outside the Elizabeth Place site frontage, parked as close to the rear property boundary as physically possible, with a ‘Standing Plant Permit’ application, as detailed on TCP No.2.

In order to facilitate this activity, the loading vehicle will need to “straddle” the kerb line, such that they would be standing partially onto the carriageway, as illustrated by the *swept turning path* diagrams.

Importantly, it is pertinent to note that the proposed arrangements allow vehicular access to the neighbouring properties to be maintained at all times, including when vehicles are partially standing along the rear Elizabeth Place site frontage, as demonstrated by the attached *swept turning path* diagrams.

Notwithstanding, due to limited turnaround space, vehicles will need to reverse down Elizabeth Place, with the assistance of a traffic controller. Separate permits and approvals are required on each occasion. Once loaded, the vehicle can exit the laneway in a forward direction back onto Elizabeth Street.

SafeWork-accredited traffic controllers will be present at all times during construction vehicle movements to assist with vehicle manoeuvring and pedestrian safety. All materials are to be stored on site. At no time are materials to be stored on Elizabeth Street, Elizabeth Place or any other road or Council property.

### **Works Zone**

All construction activities associated with the proposed development will be completed wholly on-site, with the *exception* of the final excavation, and initial construction of the basement structure (i.e. between Stages 2 & 3 of the construction programme, approximately 4 weeks).

As noted above, a ‘Standing Plant Permit’ will be obtained from Council *prior* to any loading/unloading activity along the Elizabeth Place road carriageway, with vehicles parked as close to the rear property boundary as physically possible, directly outside the rear of the site.

Furthermore, and as noted in the foregoing, construction vehicle movements are to be restricted to vehicles ranging in size from utilities, vans and mini-tippers which are all similar in size to a B99 vehicle, with no larger vehicles permitted on site.

As such, no formal signposted Works Zone will be required for the site, nor will there be removal of any on-street parking spaces along Elizabeth Street and/or Elizabeth Place, which are *all to be retained unchanged*.

### **Concrete Pour & Construction Stage**

As noted in the foregoing, the future basement footprint will essentially be built-to-boundary at the rear of the site. As such, similar to the final excavation stages, construction vehicle will be unloaded from the Elizabeth Place site frontage with a 'Standing Plant Permit' application, as detailed on TCP No.2.

Vehicles are again restricted in size from utilities, vans and mini-tippers which are all similar in size to a B99 vehicle, with *no* larger vehicles permitted on site, as illustrated by the *swept turning path* diagrams.

On concrete pumping days, it is proposed that a trailer-mounted concrete pump will be placed within the south-eastern corner of the site. The pump is moveable and versatile to be relocated by hand. The technical specifications including the dimensions of a typical trailer-mounted concrete pump (e.g. – *Jacon S63/S73 Trailer mounted concrete pump*) is attached.

As such, a *swept turning path* diagram of a B99 vehicle & trailer is also attached, demonstrating these vehicles can enter and exit the rear of the site without difficulty, again noting that the trailer can also be detached/unhooked and relocated easily by hand.

Once the basement piling works are complete (i.e. Stage 2 of the construction programme), construction vehicles will again load/unload *wholly* within the rear setback area of the site, typically along the future in-ground swimming pool area, as detailed on TCP No.3. A steel lid will be installed across the swimming pool area, thereby facilitating construction vehicles to be loaded *wholly* on-site.

Vehicles will again be restricted to enter and exit the rear of the site in a forward direction via Elizabeth Place, as illustrated by the *swept turning path* diagrams.

SafeWork-accredited traffic controllers will again be present at all times during construction vehicle movements and concrete pours to assist with vehicle manoeuvring and pedestrian safety.

All materials are to be stored on site, as required by consent condition No. D.11(m). At no time are materials to be stored on Elizabeth Street, Elizabeth Place or any other road or Council property.

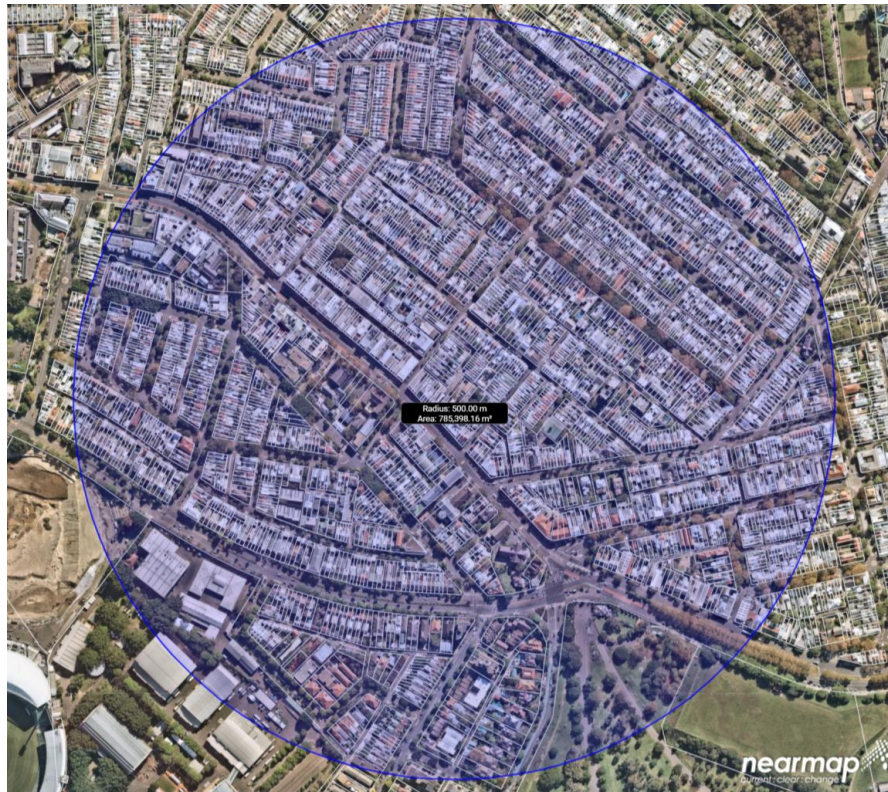
The site manager will ensure that multiple construction vehicle do not occur at the same time, unless they can all be accommodated on site or within the proposed loading/unloading area.

Vehicle movements and material deliveries throughout the construction stage, including concrete agitator trucks, will be spaced sufficiently apart, with no waiting of vehicles expected beyond the site, throughout the construction phase of the project.

### **Consultation Strategy**

The site manager must liaise with the site managers of any nearby construction sites to ensure that appropriate measures are in place to prevent the combined impact of traffic and parking impacts of the developments, such as (but not limited to) concrete pours, crane lifts and dump truck routes, as required by consent condition No. D.11(d).

In this regard, the aerial image below indicates that there is only one major construction site located within a 500m radius of the site, on the same (rear) street of the subject site, comprising No. 432-440 Oxford Street, with demolition works currently underway.



As such, the developer/builders for the sites are to liaise fortnightly with each other, in order to minimise the cumulative traffic and parking impacts of the developments. The mitigation measures are to include, but are not limited to:

- consultation with the nearby construction site manager about how works and vehicle access will be scheduled to avoid traffic congestions within the area
- periodic notifications detailing all upcoming construction activities at least seven (7) days *prior* to commencement of relevant works – for each construction stage, with the contact details of appropriate officer (supervisor or manager) for enquiries
- plant and machinery to be removed or stored within the site boundaries out of construction hours.

However, as discussed in the foregoing, given the small scale of the project on the subject site, the impacts of works on the public and the neighbouring development will be minimal, and comprises of *up to* 5 vehicle movements on a typical day (*excluding* concrete pouring days).

#### **Hoarding & Site Amenities**

In order to protect the public and prohibit unauthorised entry, it is proposed to install A-Class hoarding and/or secure fencing with a suitable filtering mesh along the perimeter of the site, *prior* to the commencement of the works, as per DA consent condition No. D.2.

Security fencing must be the equivalent 1.8m high chain wire as specified in *AS1725*. In addition, dust screens are to be installed to all hoardings and/or site fences, as per consent condition No. E.14.

The builder shall maintain in good order all necessary hoardings, barricades and warning signs as required to provide adequate public safety.

Scaffolding will also be used to facilitate works to the external face of the building as well as preventing tools/materials falling to the ground. Amenities and site offices will be located within the existing building fronting Elizabeth Street.

### **Neighbouring Properties**

All neighbouring properties are to have their access maintained throughout the construction stages, with neighbouring vehicular movements able to pass *at all times*.

As noted in the foregoing, construction vehicle movements are to be restricted to vehicles ranging in size from utilities, vans and mini-tippers which are all similar in size to a B99 vehicle, with no larger vehicles permitted on site.

When vehicles are standing partially onto the carriageway, the vehicle is to be *restricted* to a loading out period of *no longer* than 10-minute intervals for each construction vehicle.

Furthermore, on concrete pouring days, the site manager is to notify all neighbouring properties with access off Elizabeth Place of the potential delays occurring due to the scheduled concrete pours on a specific given day, noting the development will likely require up to a *maximum* of 5 concrete pouring days *only*, for the entire construction programme.

Separate permits and approvals are required on each occasion, with an approval obtained from Council to occupy Elizabeth Place *prior* to any loading/unloading activities commencing within the rear laneway.

A minimum seven (7) days notification should be provided to adjoining property owners prior to implementation of any temporary traffic control measures, with the *exception* of any emergency/safety rectification works.

Neighbouring residents and businesses will be updated on a regular basis and at key construction stages with respect to the construction process, particularly in relation to construction vehicles movements, and be provided with a phone number to contact the site manager.

### **Construction Truck Routes**

All vehicles involved in the demolition, excavation and construction of the proposed development would approach and depart the site via Elizabeth Place, as indicated on Figure 3.

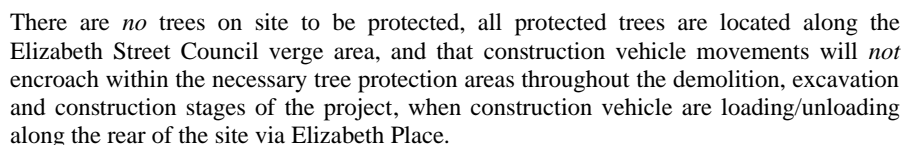
The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

The site manager will also ensure that all vehicle activity is managed in a way that no construction vehicles will queue on any public road. Construction vehicles (such as concrete trucks) will be radioed to the site when required.

In this regard, it is noted that when the demolition, excavation and construction works are to be undertaken on School Days, all vehicular movements associated with this work shall only be undertaken between the hours of 9:30am and 2:30pm, in order to minimise disruption to the traffic network during school pick-up and drop-off times, as per consent condition D.11(p).

In order to preserve the protected tree/s surrounding the site, and within the Elizabeth Street Council verge area, trees are to be numbered in accordance with DA consent condition No. C.13(a), as follows:

- A Tree Location Plan indicating the trees on the subject site and within the Council nature strip has been prepared by *Myles Baldwin Design* and is reproduced below.



In any event, storage of building materials or access through Reserve is not permitted within the Tree Protection Zone areas unless separately approved by Council, as per consent condition No. 11(q).

All practicable measures must be taken, including the use of “truck scrubbers”, to ensure that vehicles leaving the site do not deposit mud or debris on the road. Any mud or debris deposited on the road must be cleaned up immediately in a manner that does not pollute waters (i.e. by sweeping or vacuuming).

### **Impact of Works on the Public**

As discussed in the foregoing, construction vehicles involved in the proposed works will comprise of vehicles *no larger* than the B99 mini-tipper, with neighbouring vehicular movements along the Elizabeth Place site frontage able to pass *at all times*.

The proposed development is expected to generate approximately 4-5 construction vehicle movements *per day* during the demolition/strip-out works and excavation/construction works throughout the 55 week construction program, with a *maximum* of 4 to 5 vehicles *per day*.

The total spoil required to be excavated is estimated to be around 250m<sup>3</sup>, equating to 105 vehicle movements to clear the site.

There will also be 5 large concrete pours, plus a small number of pours. Major concrete pours will take approximately 4-6 hours, with approximately 4 construction vehicle movements per hour.

The impact of the proposed works on pedestrians, public transport, local traffic (including neighbouring properties) and emergency services is therefore *negligible*.

### **Traffic Control Plans**

Three Traffic Control Plans have been prepared to facilitate the demolition, excavation, construction and concrete pouring activities on the subject site.

The first & third Traffic Control Plans (No.1 & No.3) illustrate the traffic arrangements to be implemented during the demolition, bulk excavation and construction material deliveries, when trucks are loading/unloading *wholly* within the rear of the site.

Key features of the Traffic Control Plans are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controllers ahead
- traffic controllers situated at opposite ends of the Elizabeth Place site frontage and at the Elizabeth Street/Elizabeth Place intersection who will have the following responsibilities when vehicles are loading/unloading from the rear of the site:
  1. to ensure the safety of pedestrian movements along Elizabeth Place so that no pedestrian enters the path of a heavy vehicle,
  2. to control heavy vehicle movements into and out of the site off Elizabeth Place. The traffic controllers should wait for a safe gap in the passing traffic flows on Elizabeth Place before allowing the vehicle to exit the site, and
  3. to control local traffic movements along Elizabeth Street and Elizabeth Place, when vehicles are entering and/or exiting the site.
  4. to be in constant radio and visual communication with each other to advise when vehicles, pedestrians and local traffic movements are approaching and departing.

The second Traffic Control Plan (No.2) illustrates the traffic arrangements to be implemented during the final excavation, construction & concrete pouring phases, when vehicles are loading/unloading from Elizabeth Place, directly outside the rear of the site.

x

Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controllers ahead
- a temporary loading/unloading area along the Elizabeth Place site frontage which is detailed above
- on concrete pouring days, a trailer-mounted concrete pump located within the south-eastern corner of the site
- traffic controllers situated at opposite ends of the Elizabeth Place site frontage and at the Elizabeth Street/Elizabeth Place intersection who will have the following responsibilities when vehicles are loading/unloading from the rear of the site:
  1. to ensure the safety of pedestrian movements along Elizabeth Place so that no pedestrian enters the path of a heavy vehicle,
  2. to control heavy vehicle movements into and out of the site off Elizabeth Place. The traffic controllers should wait for a safe gap in the passing traffic flows on Elizabeth Place before allowing the vehicle to exit the site, and
  3. to control local traffic movements along Elizabeth Street and Elizabeth Place, when vehicles are entering and/or exiting the site.
  4. to be in constant radio and visual communication with each other to advise when vehicles, pedestrians and local traffic movements are approaching and departing.

The Traffic Control Plans have been prepared generally in accordance with *TfNSW Traffic Control at Work Sites – Technical Manual, Issue No. 6.1, 2022* and the Standards Australia publication *AS1742.3:2019 Traffic Control Devices for Work Sites on Road*.

### **Permits**

All necessary permits such as hoarding, mobile crane, roadway/footpath/nature strip occupation etc. will require approval from Council and/or the Transport Management Centre, as required by consent condition No. D.11(m). Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover.

### **Tradesmen/Contractor Parking & Public Transport**

Due to site constraints, no on-site parking is available for staff or visitors to the site. All site staff will be encouraged to carpool and utilise public transport which will minimise traffic and parking impacts as a consequence of the construction process.

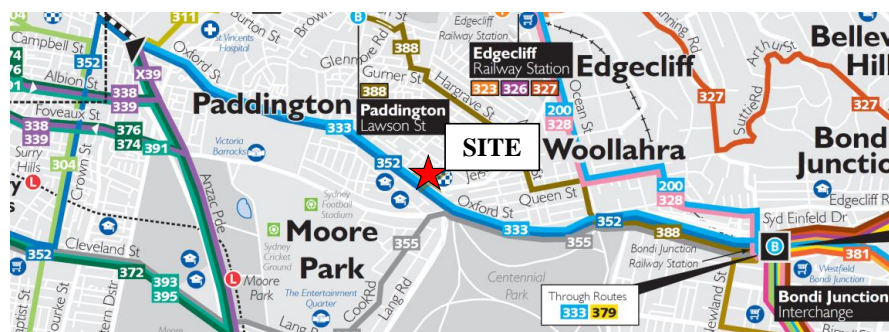
No parking on-site or on surrounding streets throughout the duration of the project is permitted for the employees and tradesperson, including contractors and subcontractors, with staff only permitted to park on surrounding streets in the vicinity of the Centennial Park.

*Sandlik Constructions* also proposes to reduce the traffic and parking impacts as a consequence of the construction process by providing a *Free Shuttle Service*, between Centennial Park to/from the site.

A 22-seat Toyota Coaster (or similar) will operate at the start and end of each construction work day, thereby encouraging all workers and subcontractors to utilise public transport in the vicinity of the site and/or park within the designated area in close proximity of the Centennial Park where they will be picked up/dropped-off and in turn alleviating the potential impacts as a consequence of the proposed development.

It should also be noted that there are only expected to be a small number of workers on site at any given time, with a *maximum* of 20 contractors on site at any given time, given the small scale of the project.

Furthermore, there are currently three existing bus routes which operate along Oxford Street, and include the 333, 352 and 440 services, with the closest bus stop located approximately 250m walking distance west of the site, as shown in the public transport map reproduced below.



#### Site Waste Minimisation & Management Plan

Council's standard Site Waste Minimisation & Management Plan (SWMMP) has been completed by others and is provided under separate cover, as required by consent condition Nos. E.15 & E.16.

The SWRMP describes the waste that is expected to be generated during the demolition and construction phases of the project, including estimated quantities, and the subsequent separation, storage and disposal of those materials.

It should be noted that Council expects demolition and excavated material to be reused and/or recycled wherever possible. The builder and subcontractors shall comply with the approved SWMMP at all times during construction.

#### Site Inductions

The requirements of this Revised Construction (Traffic) Management Plan must be followed by the demolition, excavation and construction contractors, builders, owner and any subcontractors. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary.

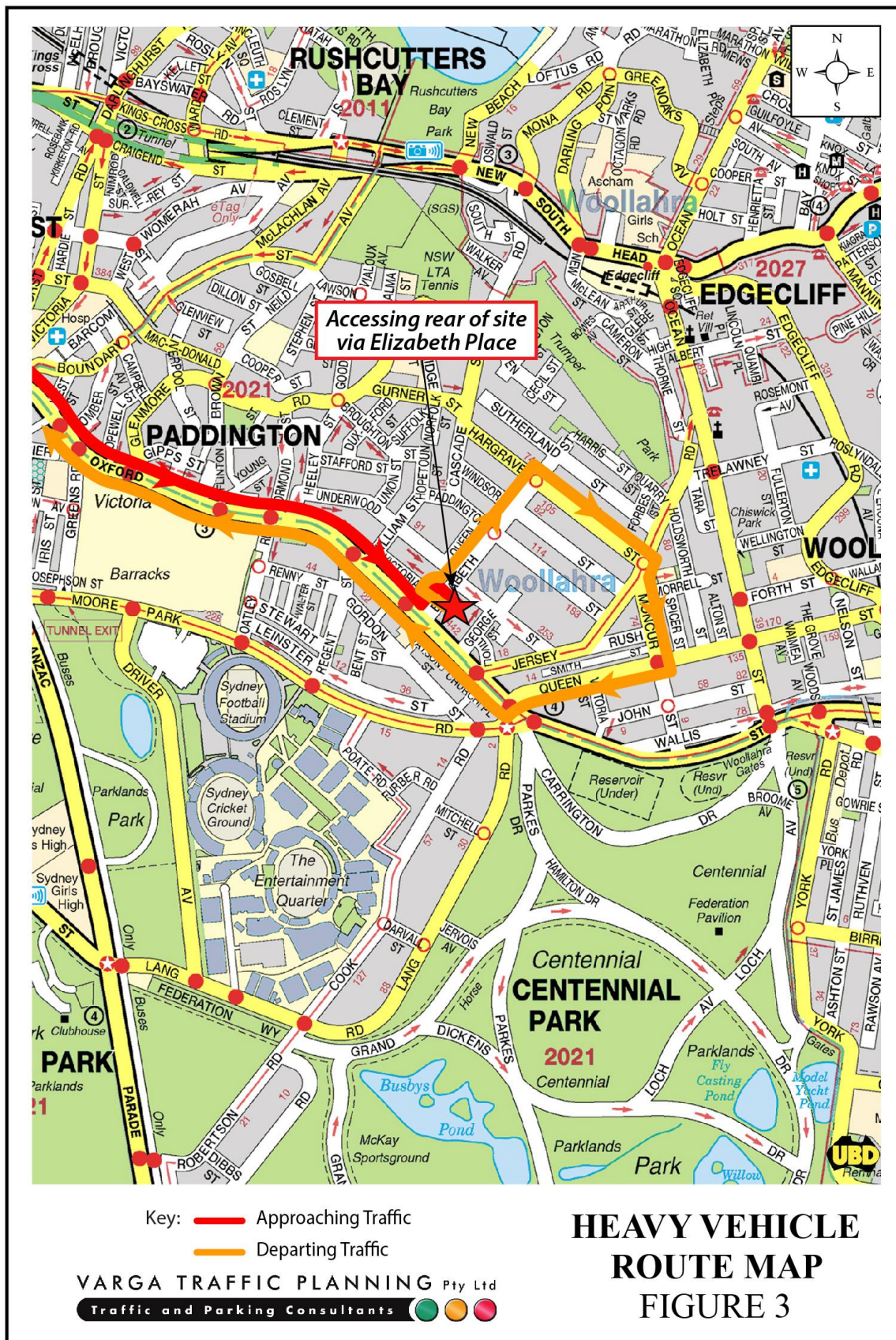
I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely

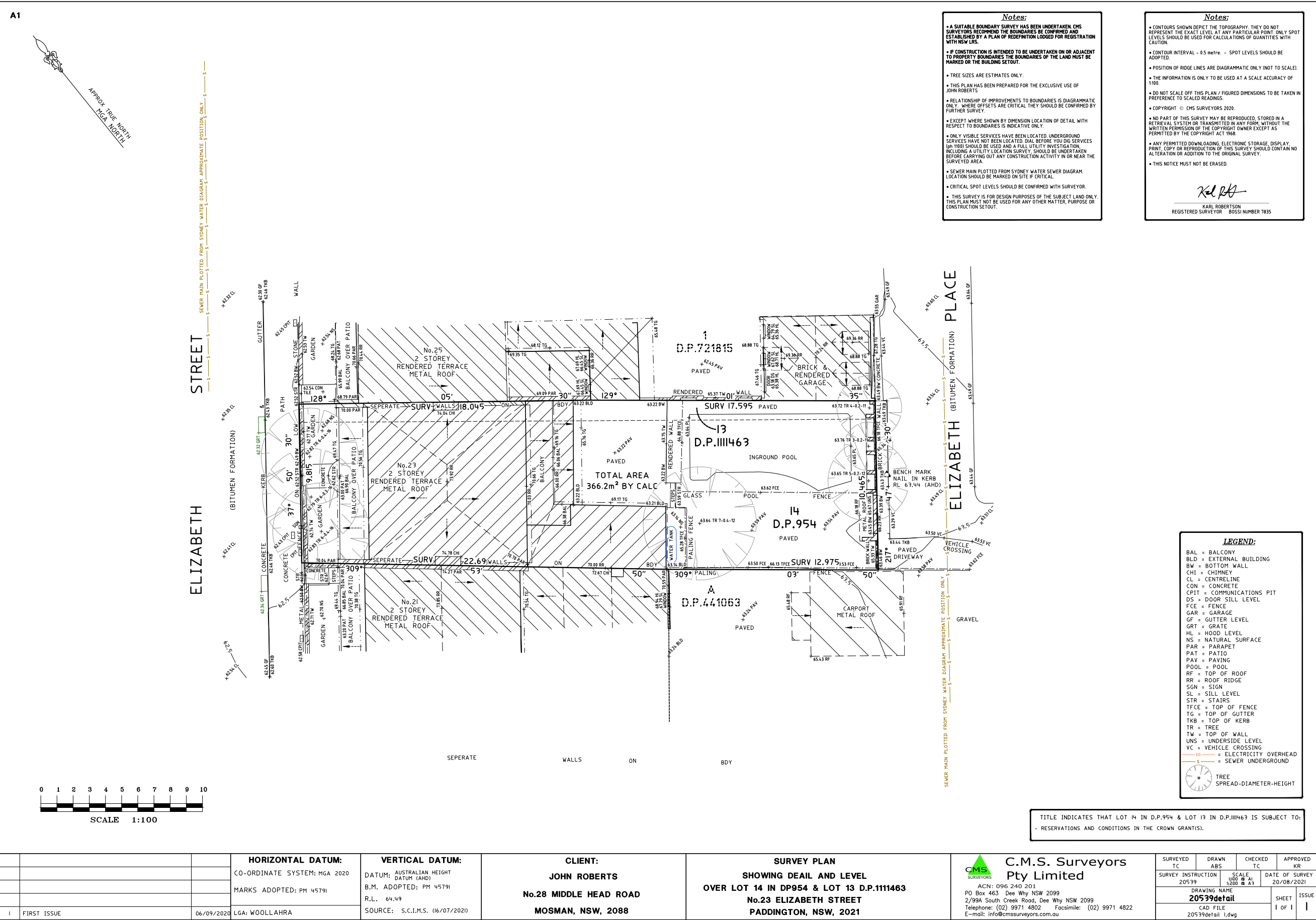
Donald Lee  
Senior Engineer B.Eng (Civil)/Varga Traffic Planning Pty Ltd



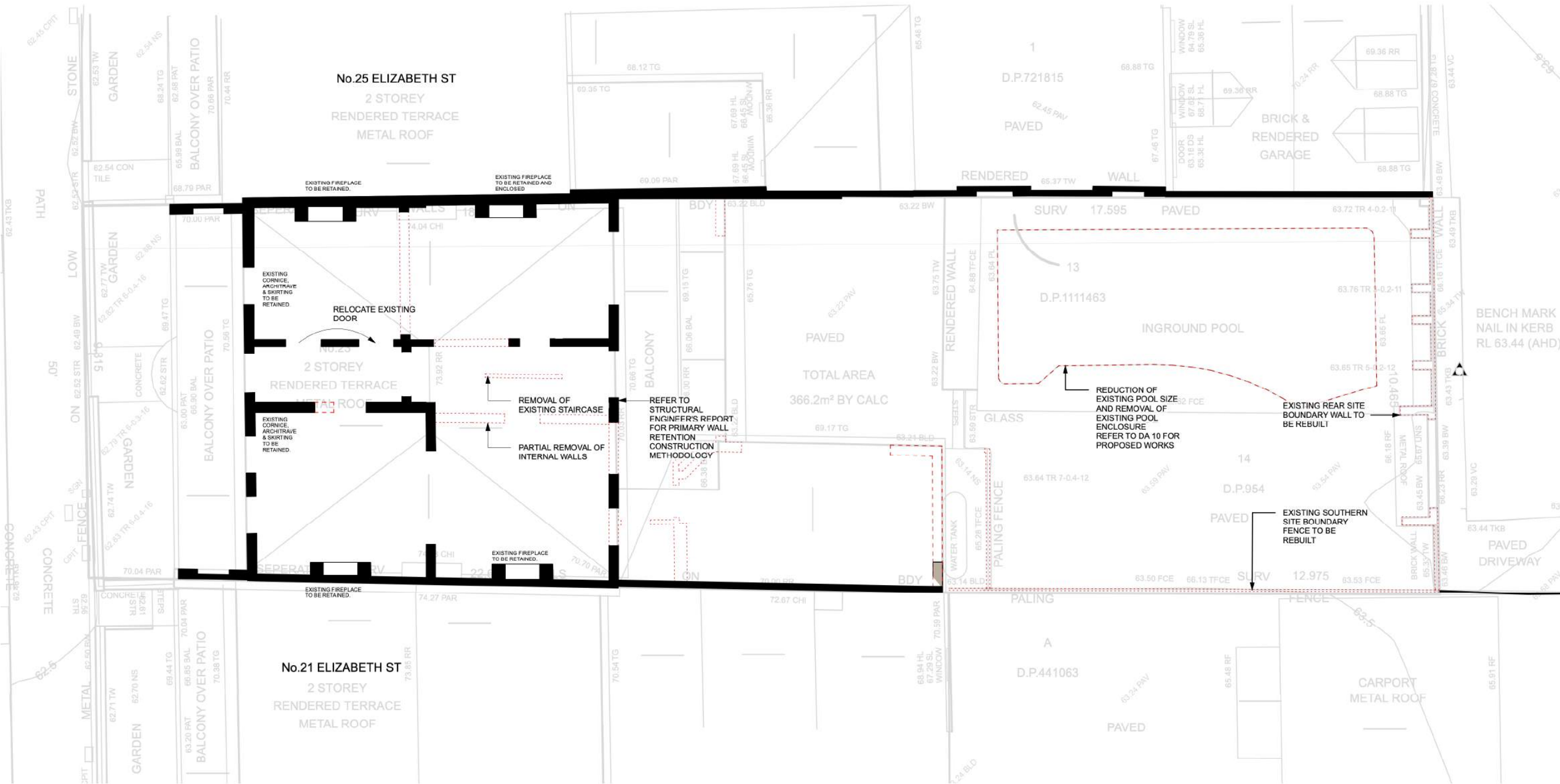








1 DEMOLITION PLAN  
1:100 @ A3



**KEY**

	EXISTING WALLS		HARDDPAVING
	DEMOLISH		SOFT LANDSCAPING
	PROPOSED WALL		
	PROPOSED		



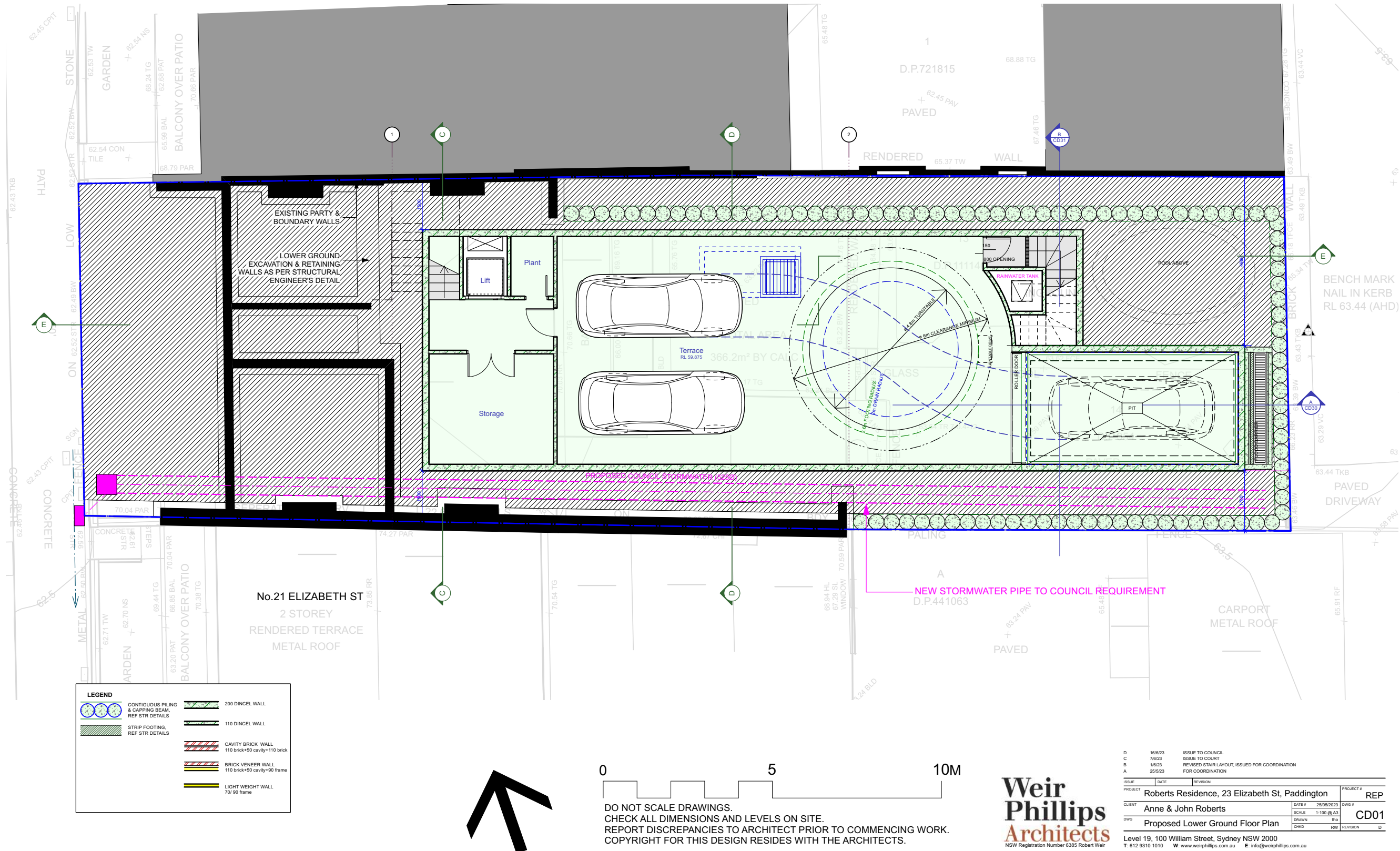
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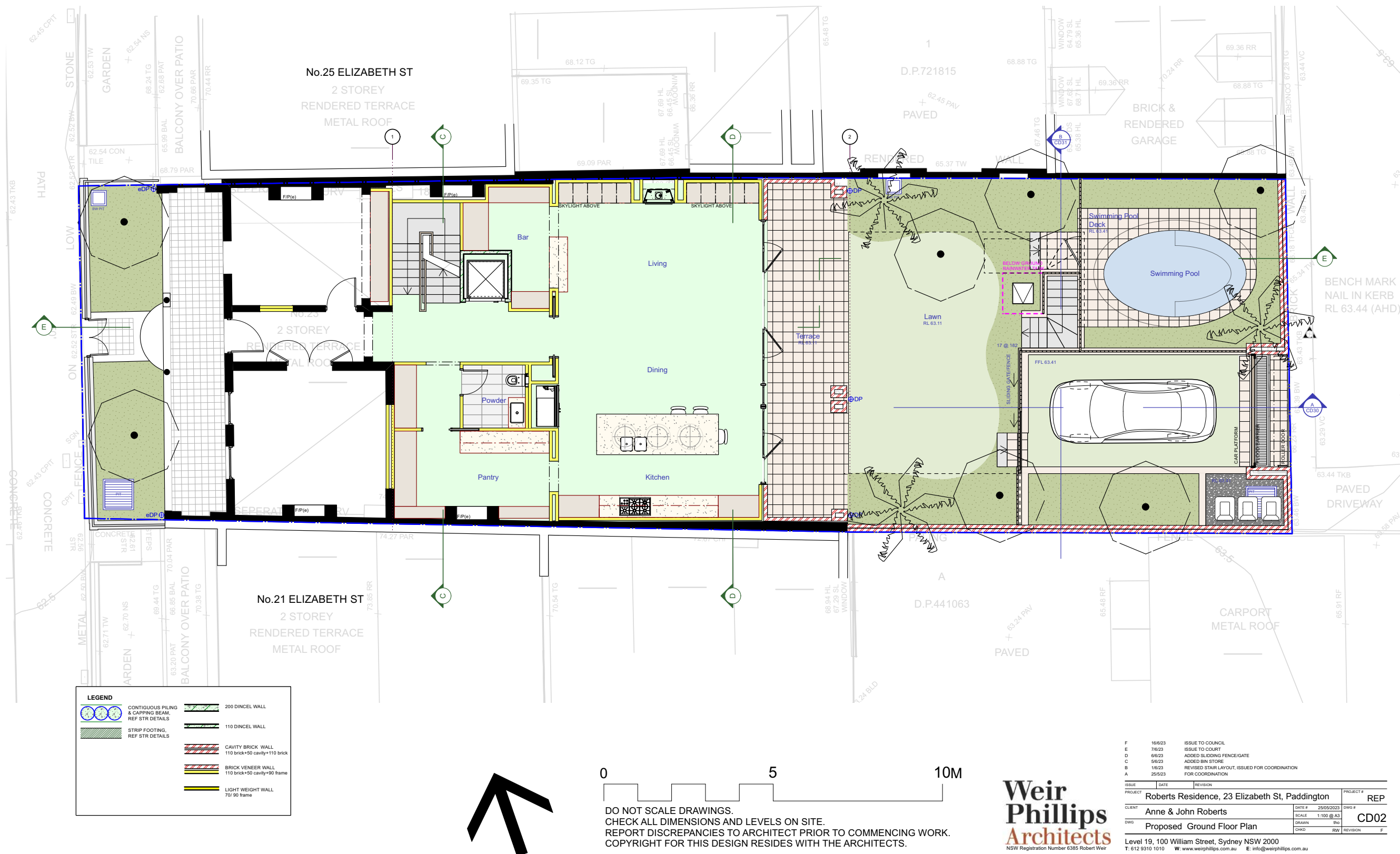
**Weir  
Phillips  
Architects**  
NSW Registration Number 6385 Robert Weir

C	16/023	ISSUE TO COUNCIL		
B	4/10/22	ISSUE TO COUNCIL		
A	1/9/22	DA SUBMISSION		
ISSUE	DATE	REVISION		
PROJECT	Roberts Residence, 23 Elizabeth St, Paddington			PROJECT #
CLIENT	Anne & John Roberts			REP
DATE	14/09/2021	SCALE	1:100 @ A3	DWG #
NAME	Demolition Plan	PREPARED	BY	DA02
		CHECKED	BY	REVISION
				C
Level 19, 100 William Street, Sydney NSW 2000				
T: 612 9310 1010 W: www.weirphillips.com.au E: info@weirphillips.com.au				

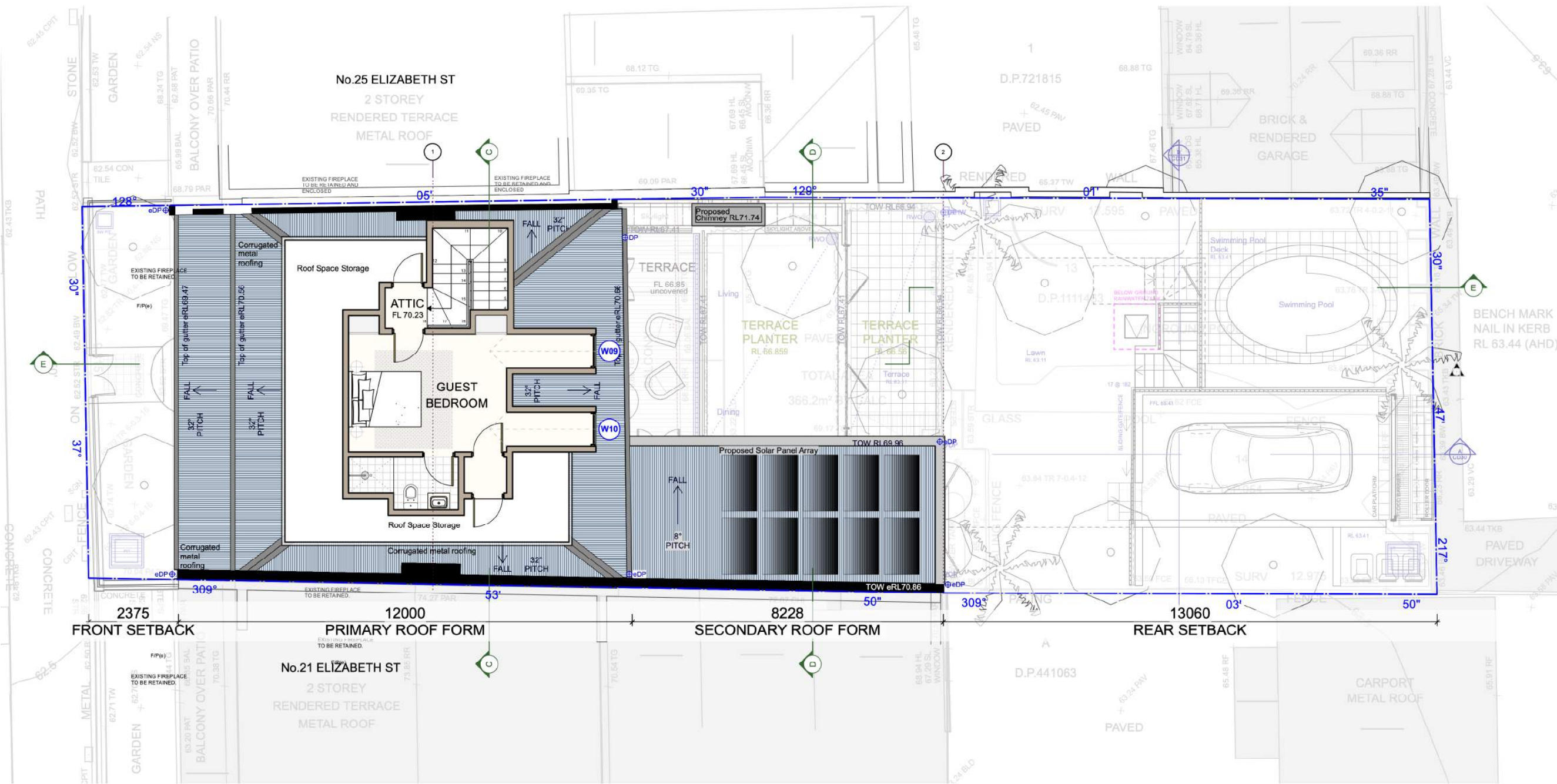
1 PROPOSED LOWER GROUND FLOOR PLAN  
1:100 @ A3









1 PROPOSED LOWER GROUND FLOOR PLAN  
1:100 @ A3



1 PROPOSED ATTIC FLOOR PLAN  
1:100 @ A3



KEY	 EXISTING WALLS	 HARDPAVING
	 DEMOLISH	 SOFT LANDSCAPING
	 PROPOSED WALL	
	 PROPOSED	



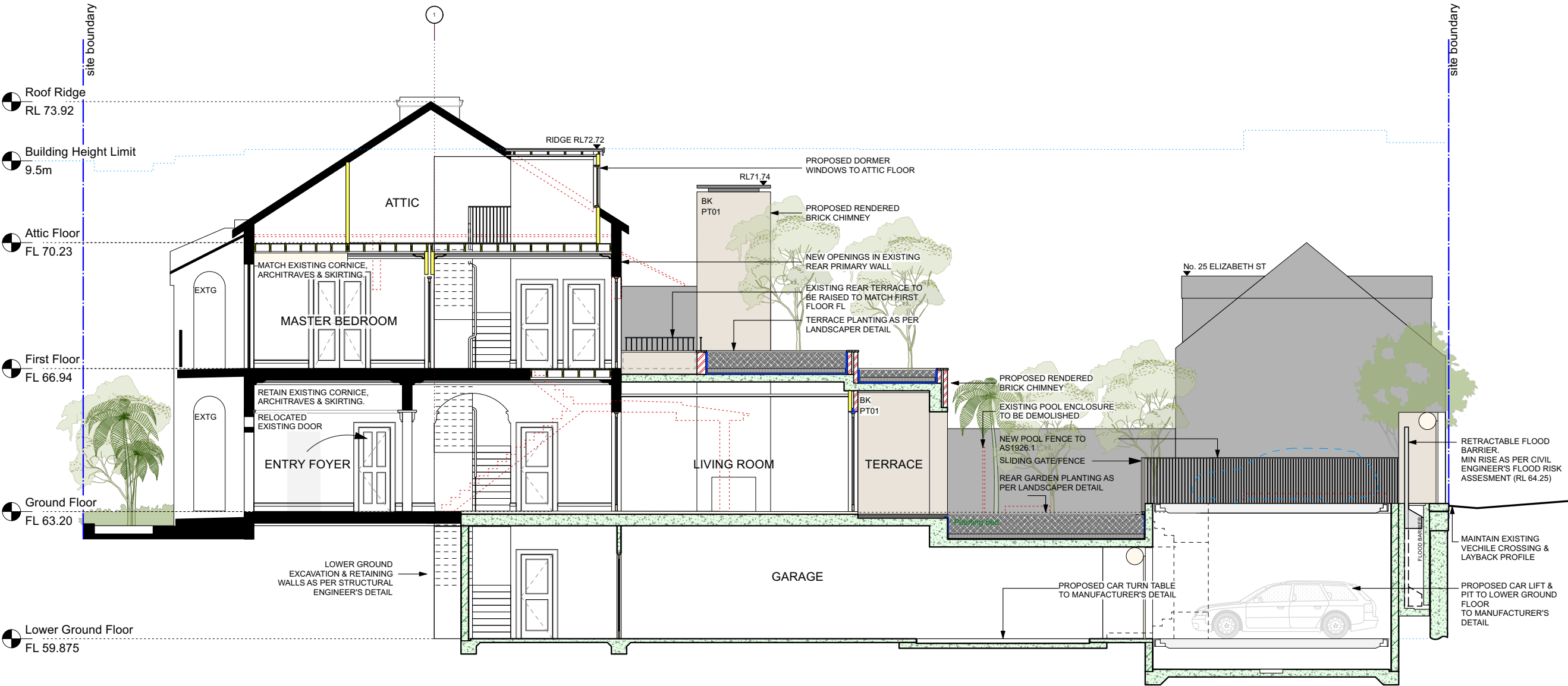
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D	16/02/23	ISSUE TO COUNCIL		
C	3/02/23	ISSUE TO COURT		
B	4/10/22	ISSUE TO COUNCIL		
A	19/02/22	DA SUBMISSION		
ISSUE	DATE	REVISION		
PROJECT	Roberts Residence, 23 Elizabeth St, Paddington			PROJECT #
CLIENT	Anne & John Roberts			REP
DATE #	14/09/2021	SCALE	1:100 @ A3	DWG #
TITLE	Proposed Attic Floor Plan			DA12
LEVEL	Level 19, 100 William Street, Sydney NSW 2000			
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	info@weirphillips.com.au			

1 PROPOSED SECTION AA  
1:100 @ A3



LEGEND	
	CONTIGUOUS PILING & CAPPING BEAM, REF STR DETAILS
	STRIP FOOTING, REF STR DETAILS
	200 DINTEL WALL
	110 DINTEL WALL
	CAVITY BRICK WALL 110 brick+50 cavity+110 brick
	BRICK VENEER WALL 110 brick+50 cavity+90 frame
	LIGHT WEIGHT WALL 70/90 frame

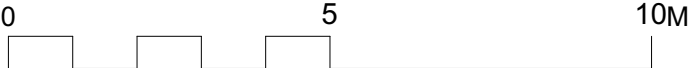
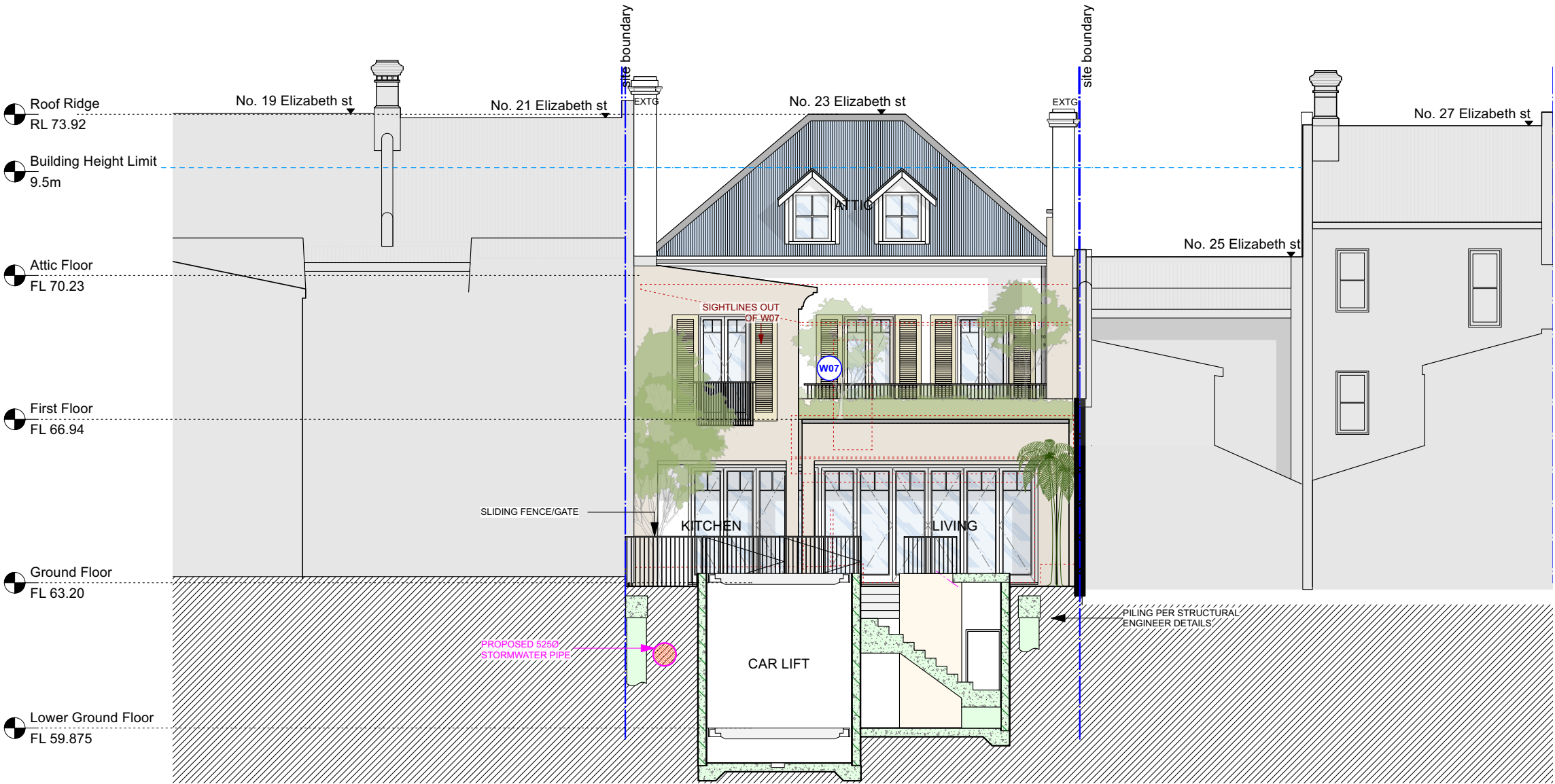
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D	16/5/23	ISSUE TO COUNCIL	
C	7/6/23	ISSUE TO COURT	
B	6/6/23	FLOOD MANAGEMENT PLAN	
A	16/5/23	REVISED STAIR LAYOUT, ISSUED FOR COORDINATION	
ISSUE	DATE	REVISION	
PROJECT	Roberts Residence, 23 Elizabeth St, Paddington		PROJECT #
CLIENT	Anne & John Roberts		REP
DWG	Section AA	SCALE 1:100 @ A3	CD30
DATE	30/05/2023	DWG #	
DRAWN	Rto	SCALE	
CHECKED	RW	REVISION	D
Level 19, 100 William Street, Sydney NSW 2000			
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1 PROPOSED SECTION BB  
1:100 @ A3



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C	16/6/23	ISSUE TO COUNCIL	
B	7/6/23	ISSUE TO COURT	
A	1/6/23	REVISED STAIR LAYOUT, ISSUED FOR COORDINATION	
ISSUE	DATE	REVISION	
PROJECT	Roberts Residence, 23 Elizabeth St, Paddington		PROJECT #
CLIENT	Anne & John Roberts		REP
DWG	Section BB	SCALE 1:100 @ A3	CD31
DATE #	30/05/2023	DWG #	
SCALE	1:100 @ A3	REP	
DRAWN	Rto	REVISION	
CHECKED	RW		

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## TRAILER PUMPS S6000 SERIES

### General Specifications:

Type: Swing tube model with dual reciprocating pistons.  
Engine: 4 cylinder Deutz diesel engine.  
Power: 55.5Kw @2800 RPM.  
Hydraulic Pressure Max: 250 Bar.  
Hydraulic Oil Capacity: 200 Litres.

### Applications:

- Shotcrete.
- High strength concrete.
- Low slump.
- Blockfill.
- Slab jacking.
- Cellular concrete.
- Refractories.
- Fibrecrete.

### Performance Capabilities:

MODEL	S63	S73
Rated Output (m <sup>3</sup> /hr)	30	45
Pumping Cylinders Stroke (mm)	152 x 915	175 x 915
No of Stroke (per minute)	35	35
Vertical Reach (m)	90	60
Horizontal Reach (m)	300	200
Line Pressure (Bar)	70	50
Max Aggregate Sizes (mm)	40	40

### Dimensions:

- Length: 4000mm
- Width: 1600mm
- Height: 1700mm
- Hopper Height: 1170mm
- Outlet Size: 125mm (5")
- Weight: 2000kgs.

**Note:** Performance may vary due to concrete mix design, job site conditions and line set up.

### Features:

- Fully automatic stroke adjustment. No valves to set or adjust.
- Dual hydraulic circuit for positive swinger tube displacement.
- Fully hydraulic pilot system for maximum reliability.
- Single channel cordless remote control for pump ON/OFF.
- Variable output 0 to maximum variable output.

### Optional:

- 4-channel cordless remote control.
- Over-ride brakes.
- Rear lights and markers.
- Hydraulic jack legs.
- Pipeline equipment.
- Spray Kit.
- Blockfill kit.
- Hopper remixer.

Specifications subject to change without notice.



Unit 1/ 36 Millrose Drive Malaga WA 6090 Phone: 08 9249 5544 Fax: 08 9249 5543  
Email: [spareparts@moore-quip.com.au](mailto:spareparts@moore-quip.com.au) Web: [www.moore-quip.com.au](http://www.moore-quip.com.au)

NEW GENERATION

**JACON**

**TRAILER PUMPS**

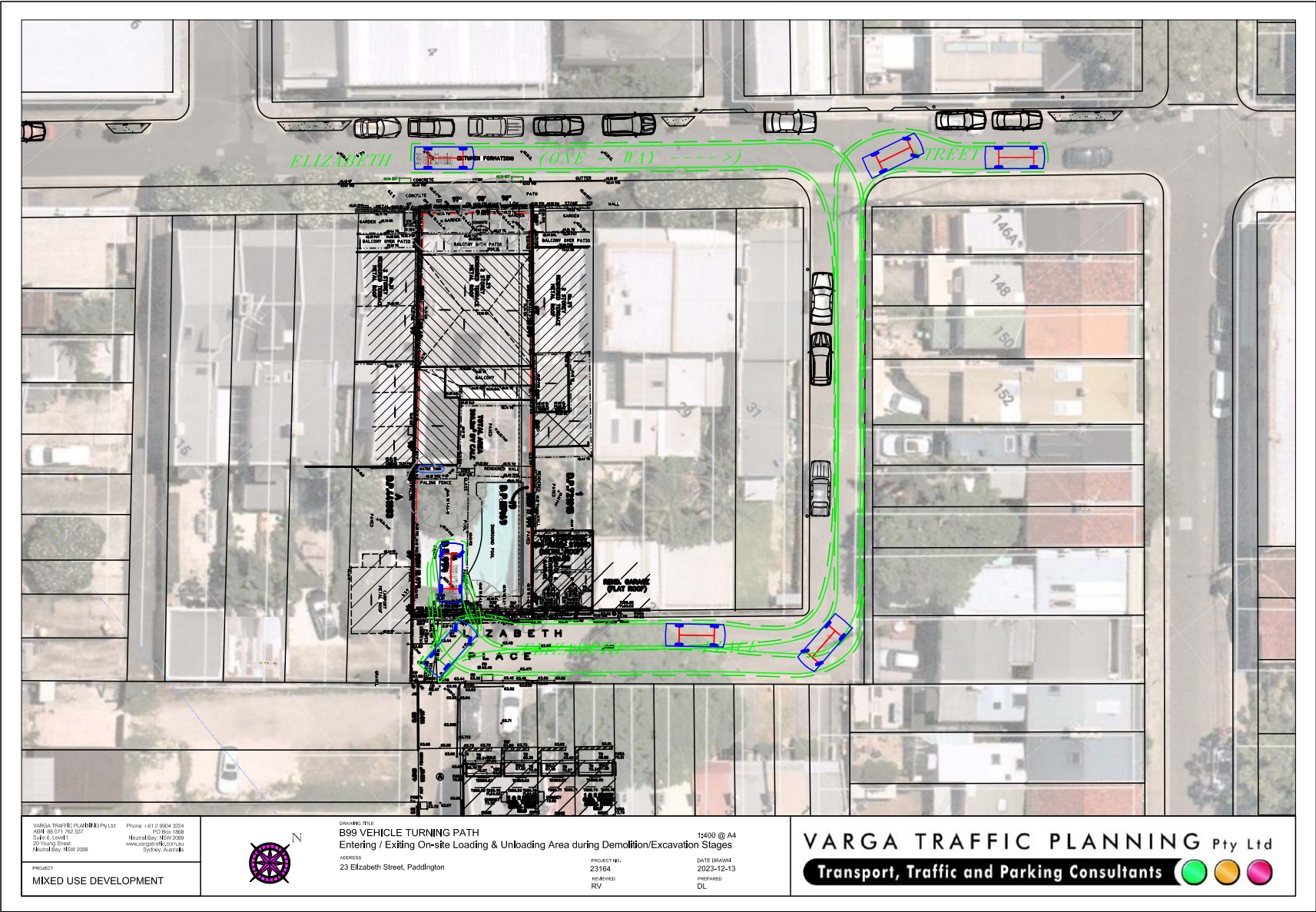
**S6000 SERIES**

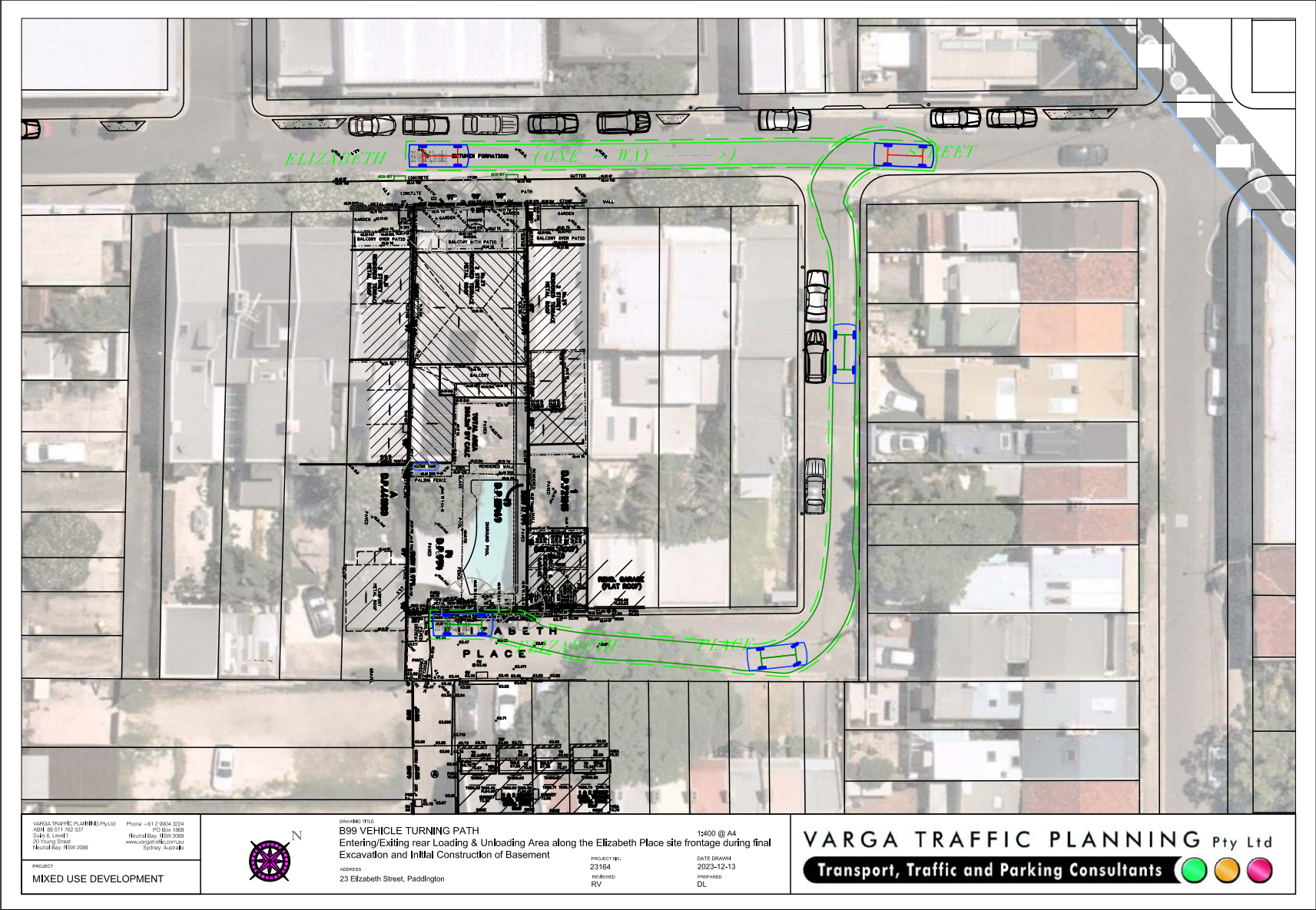


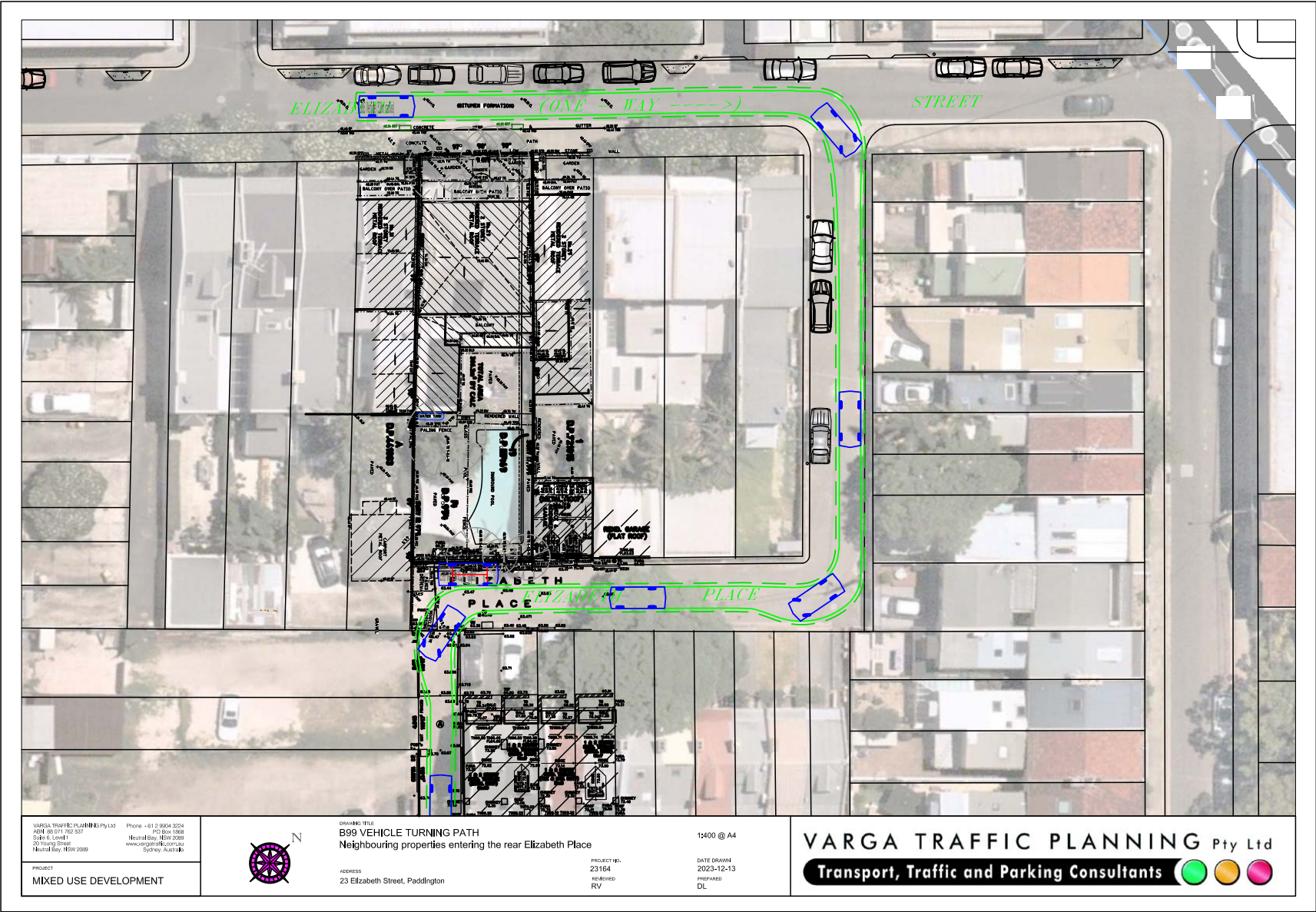
**Standard Features**

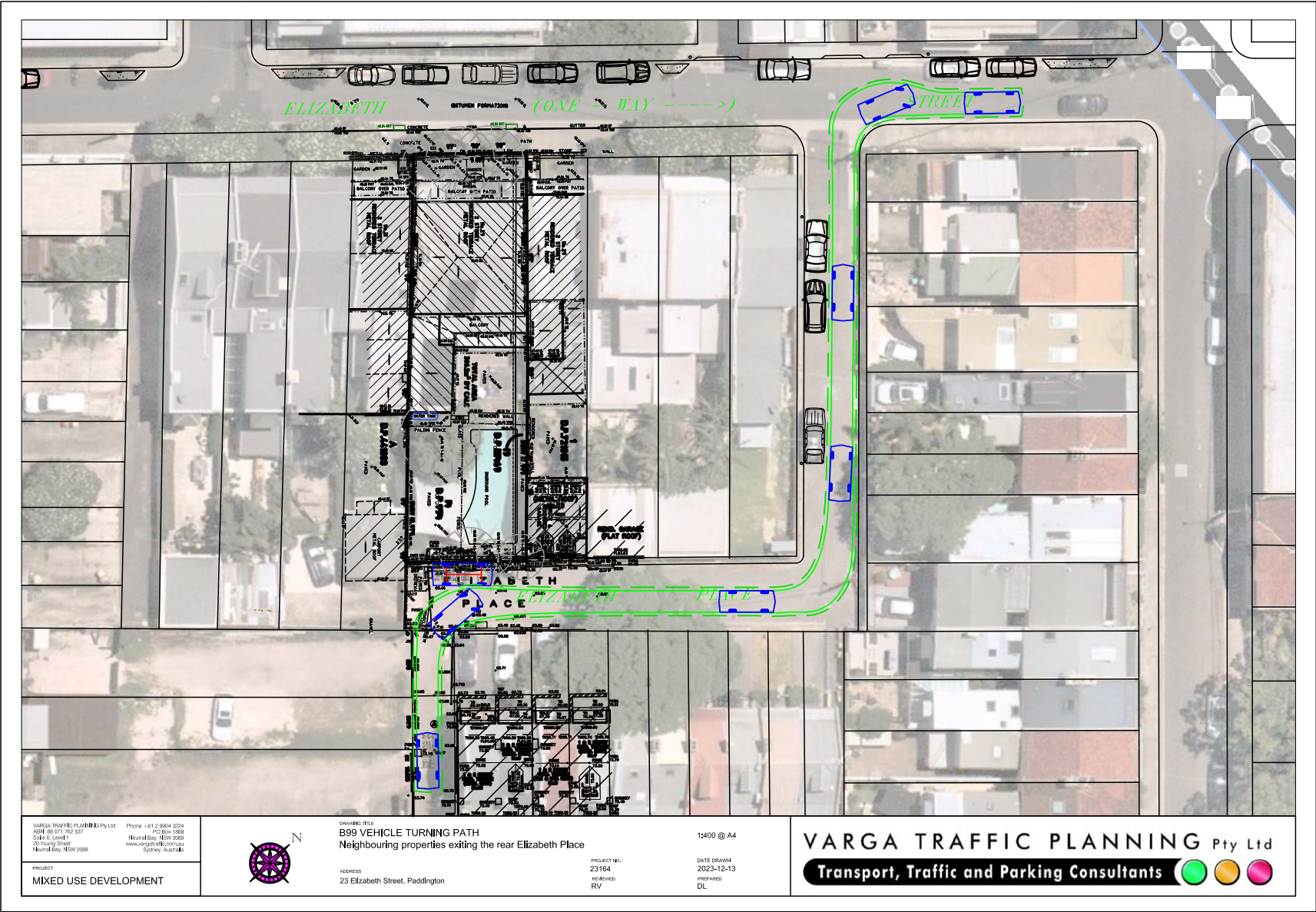
- High performance Deutz diesel engine.
- "S" valve with automatic adjustment cutting ring.
- Dual circuit hydraulics and accumulator.
- Fully hydraulic pilot system, simple, reliable and maintenance free.
- Hardchromed concrete cylinders.
- Splash guard.
- Hopper grate with safety interlock.
- Instant reverse on pumping cylinders.
- Heavy Duty axle with suspension.
- Fully automatic stroke adjustment.
- Single channel cordless remote control for pump ON/OFF.
- Lifting hook.
- Variable displacement Piston Pump.

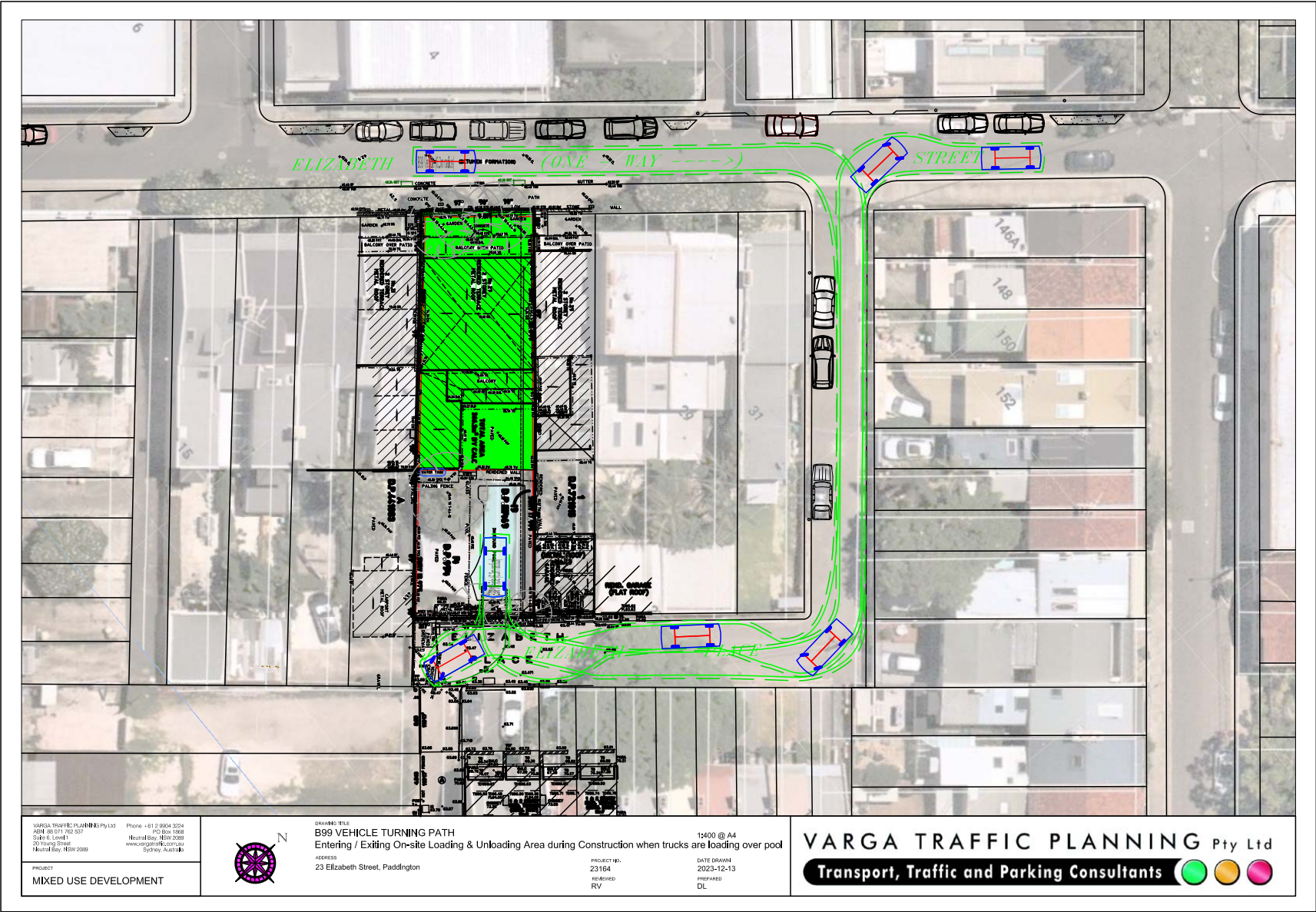
**I**ncrease your productivity and most importantly your profitability when choosing Jacon pumps. Superbly engineered and continuously updated using the latest technology whilst maintaining the virtues of simple maintenance-free operation. The "S" valve is designed to handle extremely harsh mixes as well as low slumps making these versatile units suitable for spraying stiff, low-slump concrete, industrial, mining and many other applications. The receiving hopper has an unrestricted, large, free-filling opening. The Dual Circuit hydraulic system means fast, smooth switching of the heavy duty "S" valve resulting in almost continuous flow and longer life of wear components. The hydraulic manifold blocks eliminate many hoses and fittings reducing oil leaks. Your return on investment is unmatched when comparing Jacon products with any model.



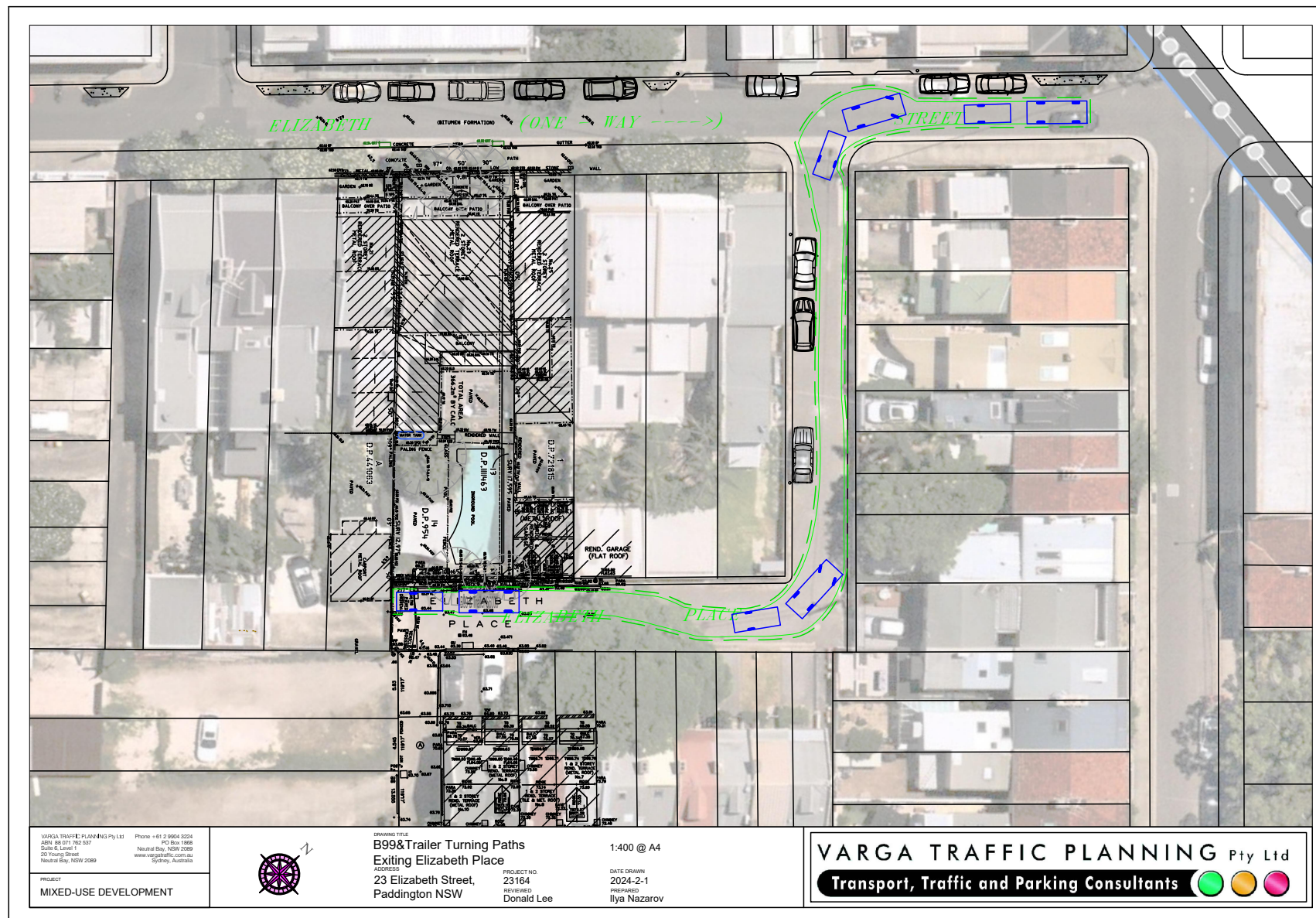




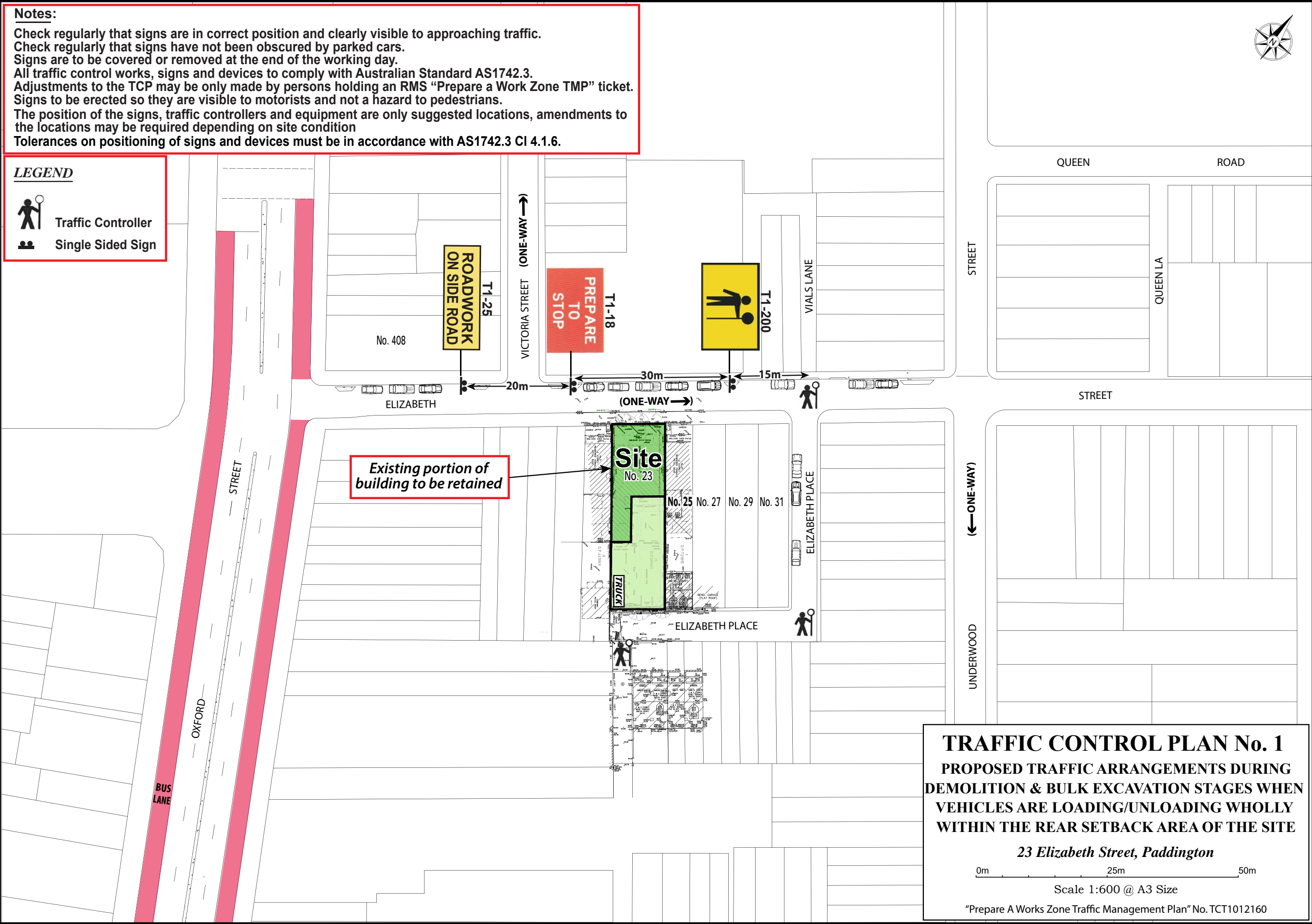


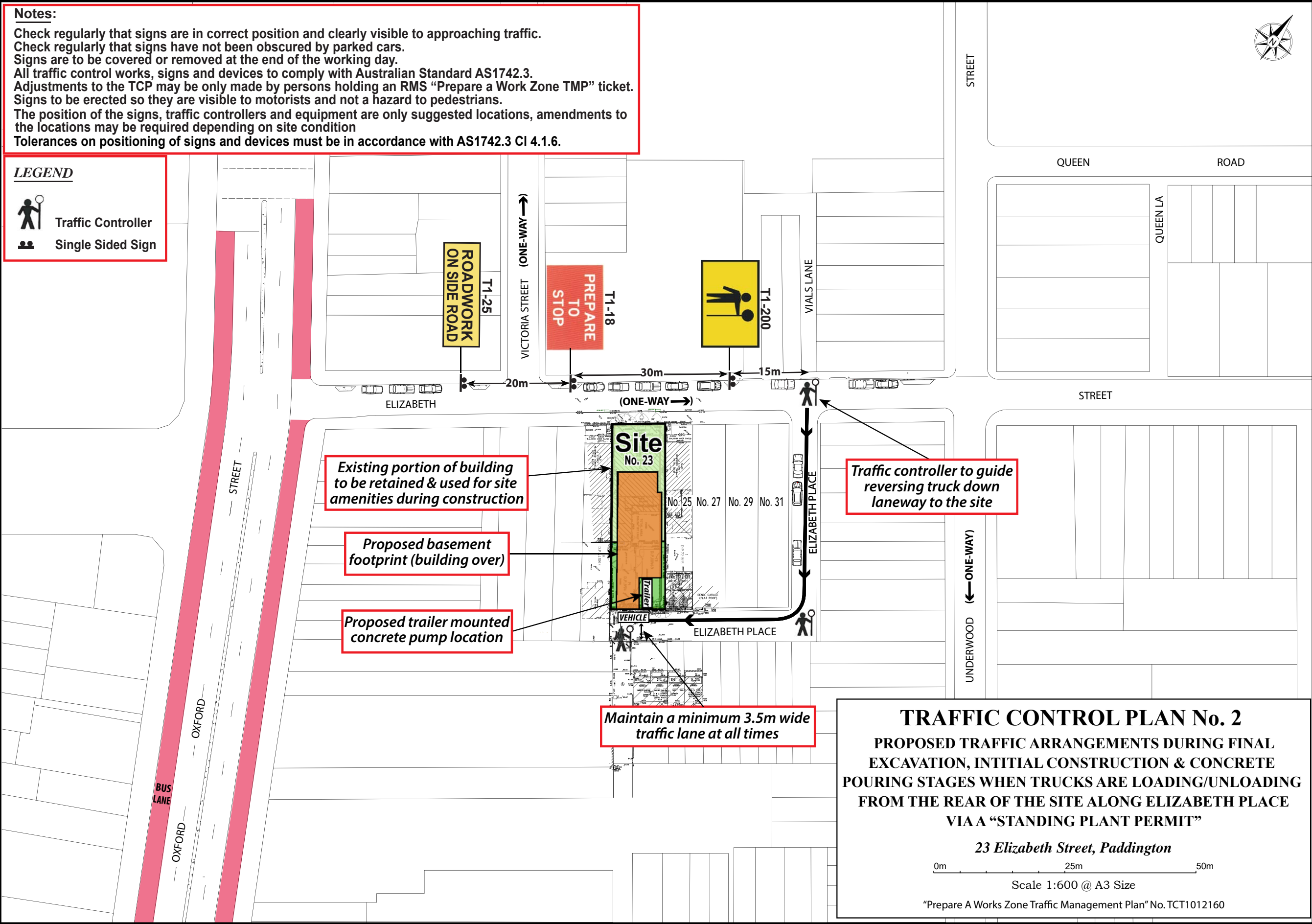


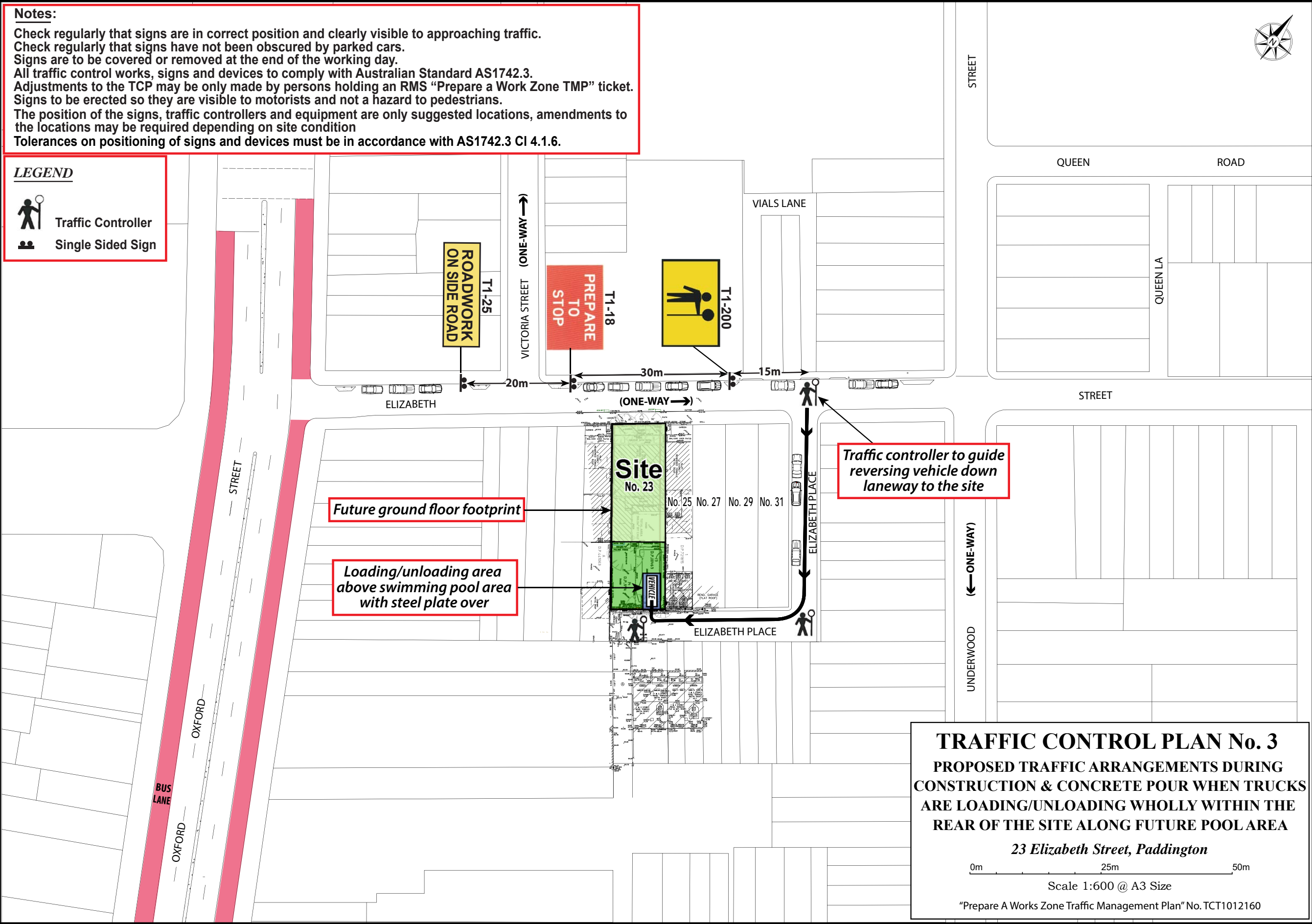














### Items for Discussion by Committee Members

**Item No:** Z1  
**Subject:** **TRANSPORT FOR NSW FUNDED PROJECTS STATUS**

**Author:** Ever Fang, Traffic & Transport Engineer  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 24/15538  
**Purpose of the Report:** Monthly Update on Transport for NSW Funded Projects  
**Alignment to Delivery Program:** Strategy 6.1: Facilitate an improved network of accessible and safe active transport options.

**Recommendation:**

THAT the information be received and noted.

---

**Executive Summary:**

The NSW Government provides regular funding under a number of programs for road safety, pedestrian and cycling improvements. These funds are made available through Transport for NSW (TfNSW) and the Federal Government. Woollahra Municipal Council has been successful with six projects for the 2023/2024 financial year. The total funds being provided to Woollahra is \$500,000 and the following table provides a summary of these projects.

<b>TfNSW Project Number</b>	<b>PROJECT NAME</b>	<b>Program Approved</b>	<b>Approved Funding Allocation</b>	<b>Type of Funding</b>	<b>Monthly Status</b>
P.0078511	<b>O'Sullivan Road, Rose Bay</b> Install raised threshold and pedestrian crossing (wombat crossing)	Australian Government Black Spot Program	\$180,000	100% State	Completed.
P.0078545	<b>Edgecliff Road &amp; Grosvenor Street, Woollahra</b> Upgrade traffic control signals with pedestrian protection phase	Australian Government Black Spot Program	\$150,000	100% State	Withdrawn.
P.0078512	<b>Victoria Road, Bellevue Hill</b> Install cyclist safety treatments, install raised threshold at mid-block location and conflict points	Australian Government Black Spot Program	\$110,000	100% State	Community consultation.
P.0075647	<b>Rose Bay Shopping Precinct</b> Study for the installation of a High Pedestrian Activity Area.	Safe Speeds in High Pedestrian Activity Areas	\$30,000	100% State	Finalising the draft study.
P.0075648	<b>Woollahra Shopping Precinct</b> Study for the installation of a High Pedestrian Activity Area.	Safe Speeds in High Pedestrian Activity Areas	\$30,000	100% State	Finalising the draft study.

**Attachments**

Nil