



# 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**

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# Woollahra Local Traffic Committee Agenda

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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 undertaken 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 [↓](#) 



























































**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 [↓](#) 





**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 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 [↓](#) 





**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 [↓](#) 























































































**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