

Woollahra Traffic Committee

Agenda: *Woollahra Local Traffic Committee
Extraordinary Meeting 11a/07*

Date: *Monday 10 December 2007*



Item No: Y12 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: No. 5 MILTON AVENUE, WOOLLAHRA – WORKS ZONE
Author: Frank Rotta – Traffic Engineer
File No: 407.G Pt10
Reason for Report: Request for a Works Zone

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.5 Milton Avenue, Woollahra. The proposed Works Zone is to be located on the northern side of Milton Avenue from the prolongation of the common boundary between Nos.3 & 5 Milton Avenue in an westerly direction for 6 metres and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 12 weeks from 7 January, 2008 to 31 March, 2008.
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. Existing unrestricted parking shall be maintained outside of the Works Zone hours of operation.
 - v. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vii. This Works Zone is in an area zoned as Residential 2(a). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - ix. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - x. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
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Background:

The applicant has requested that a Works Zone be installed in Milton Avenue, Woollahra in front of No.5 Milton Avenue, Woollahra.

The applicant has requested that the Works Zone:

- Be 6 metres long in front of development property.
- Operate Monday to Friday 7.00am-4.00pm and Saturdays, 7.00am-1.00pm for a period of 4 weeks from 10 December, 2007.

Refer to **Annexure 1** for a locality map.

Existing Conditions:

The existing conditions at the location of the proposed Work Zone are summarised as follows:

- Milton Avenue is a 2 way street with parking on either side, with its southern end closed to through traffic.
- Milton Avenue is utilised by residents.
- Parking at this location is utilised by the local residents.
- The requested Works Zone will result in the temporary loss of one (1) parking space.

Proposal:

The applicant was advised that due to the lateness of the application the earliest possible commencement for this Works Zone would be 7 January, 2008. The applicant indicated that they would be on-site for some time and that their intention was to continue applying for extensions to the Works Zone. I advised him that as they needed 4 weeks notice for a time extension to a Works Zone a longer time period for this approval was required. It was agreed that a 12 week Works Zone would be acceptable with a commencement date of 7 January, 2008. There are no objections to the requested location of this Works Zone. The driveway which encroaches over the front of the property frontage is actually a driveway to the neighbouring property.

There will be a temporary loss of one (1) resident permit parking space as a result of this Works Zone.

The applicant has been made aware that should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.

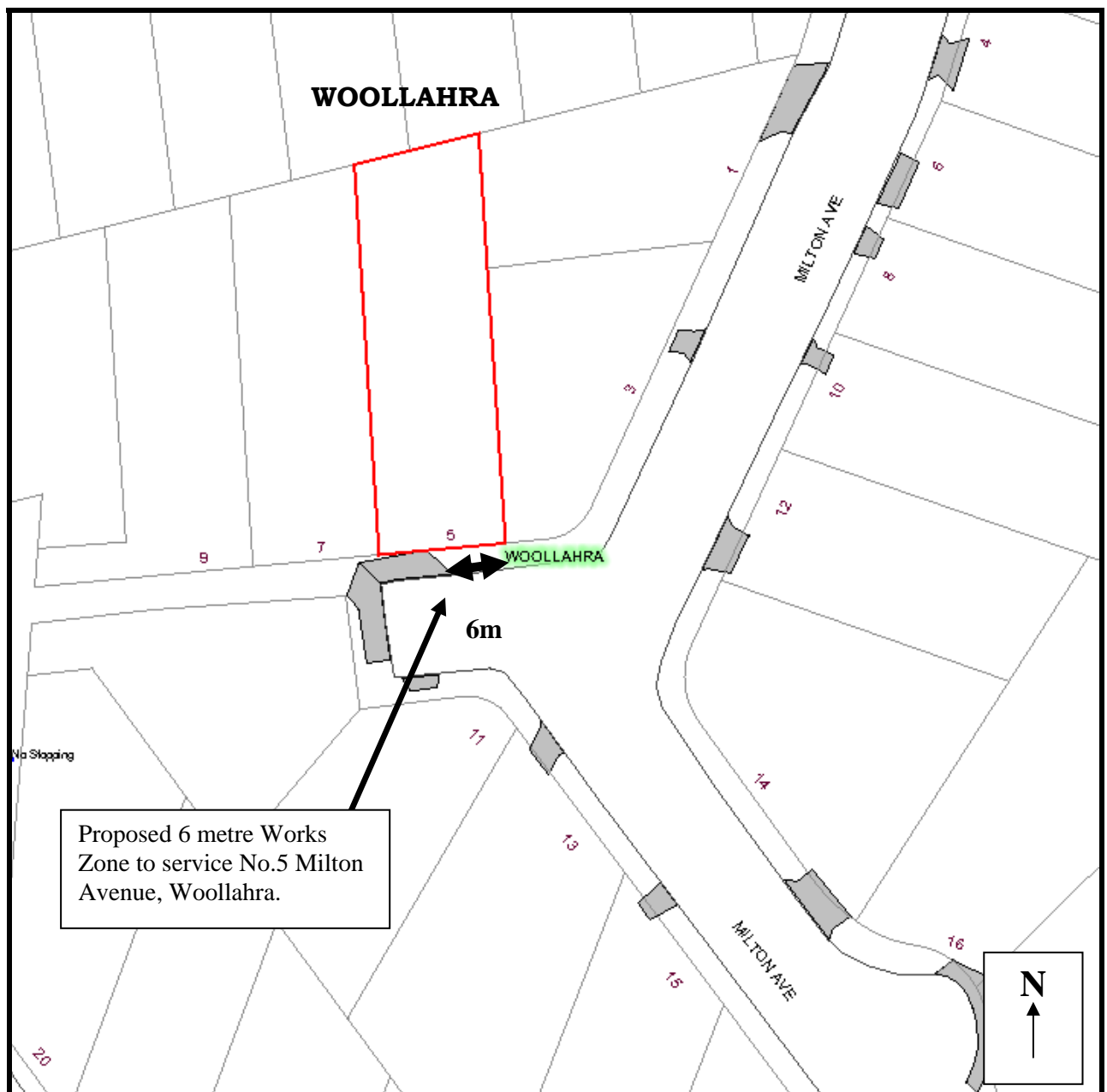
Identification of Income & Expenditure:

The installation of signs will be costed against the fee received for the Works Zone.

Annexures:

1. Locality Map
2. Photographs

Annexure 1



Annexure 2



Item No: Y13 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: No.5 BALFOUR ROAD, ROSE BAY – WORKS ZONE
Author: Daniel Pearse – Traffic Engineer
File No: 407.G Pt10
Reason for Report: Request for a Works Zone

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.5 Balfour Road, Rose Bay. The length of the proposed Works Zone is to be 6 metres in length and is to be located on the eastern side of Balfour Road commencing just north of the driveway to the property and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 13 weeks from 19 December, 2007 to 17 March, 2008.
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. Unrestricted parking is to be maintained outside of the Works Zone hours of operation.
 - v. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vii. This Works Zone is in an area zoned as Residential 2(b). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - ix. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - x. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
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Background:

The applicant has requested that a Works Zone be installed in Balfour Road, Rose Bay in front of No.5 Balfour Road, Rose Bay from the driveway to No.3A Balfour Road, in a southerly direction for 6 metres.

The applicant has requested that the Works Zone:

- Be 6 metres long in front of the development property.
- Operate Monday to Friday 7.00am-4.00pm and Saturdays, 7.00am-1.00pm for a period of 13 weeks from 1 December, 2007.

Refer to **Annexure 1** for a locality map.

Existing Conditions:

The existing conditions at the location of the proposed Work Zone are summarised as follows:

- Balfour Road is a 2 way local road with a parking lane on each side of the road.
- Balfour Road is utilised by local residents.
- The requested Works Zone covers the driveway to and part of the frontage to the property.
- The requested Works Zone will result in the temporary loss of one (1) parking space.

Proposal:

The provision of this Works Zone will result in the temporary loss of one (1) unrestricted parking space.

The applicant was also advised that the earliest that the Works Zone could be installed is 19 December, 2007 and was satisfied with this situation.

The applicant has been made aware that should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.

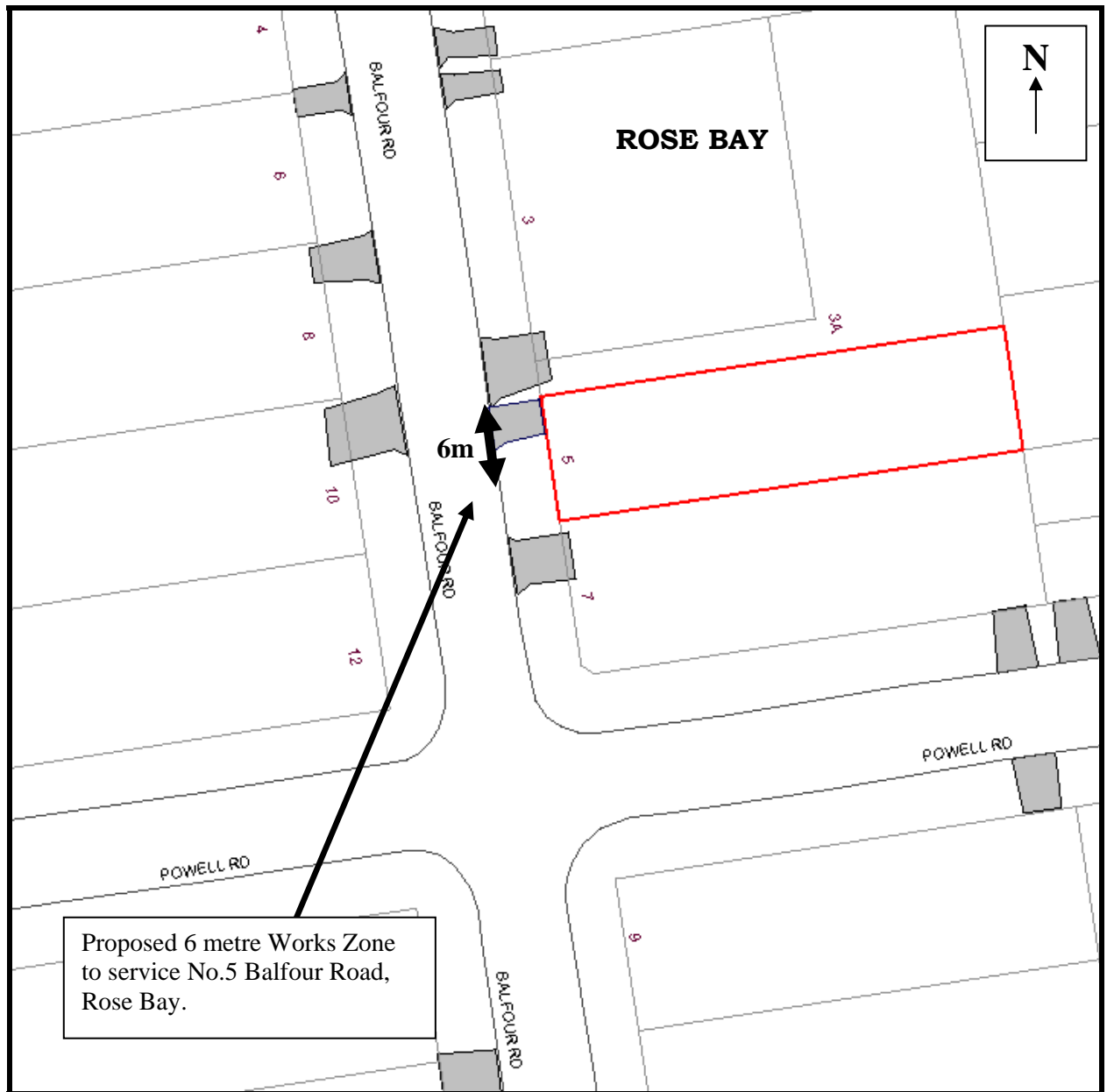
Identification of Income & Expenditure:

The installation of signs will be costed against the fee received for the Works Zone.

Annexures:

1. Locality Map
2. Photographs

Annexure 1



Annexure 2



Proposed 6 metre Works Zone
to service No.5 Balfour Road,
Rose Bay.

Item No: Y13 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: No.5 BALFOUR ROAD, ROSE BAY – WORKS ZONE
Author: Daniel Pearse – Traffic Engineer
File No: 407.G Pt10
Reason for Report: Request for a Works Zone

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.5 Balfour Road, Rose Bay. The length of the proposed Works Zone is to be 6 metres in length and is to be located on the eastern side of Balfour Road commencing just north of the driveway to the property and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 20 weeks from 8th January, 2008 to 6th June, 2008.
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. Unrestricted parking is to be maintained outside of the Works Zone hours of operation.
 - v. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vii. This Works Zone is in an area zoned as Residential 2(b). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - ix. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - x. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
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Background:

The applicant has requested that a Works Zone be installed in Balfour Road, Rose Bay in front of No.5 Balfour Road, Rose Bay extending 6 metres south of the driveway servicing the site.

The applicant has requested that the Works Zone:

- Be 6 metres long in front of the development property.
- Operate Monday to Friday 7.00am-4.00pm and Saturdays, 7.00am-1.00pm for a period of 20 weeks from 7 January, 2008.

Refer to **Annexure 1** for a locality map.

Existing Conditions:

The existing conditions at the location of the proposed Work Zone are summarised as follows:

- Balfour Road is a 2 way local road with a parking lane on each side of the road.
- Balfour Road is utilised by local residents.
- The requested Works Zone covers the driveway to and part of the frontage to the property.
- The requested Works Zone will result in the temporary loss of two metres of onstreet parking (however retain one car space between the driveways servicing 5 Balfour Road and 7 Balfour Road).

Proposal:

The applicant was contacted and requested to relocate the Work Zone over the driveway currently servicing the property so as to retain the existing car space fronting the site. The applicant has agreed to this.

The provision of this Works Zone will not remove the on street unrestricted parking space fronting the property.

The applicant has been made aware that should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.

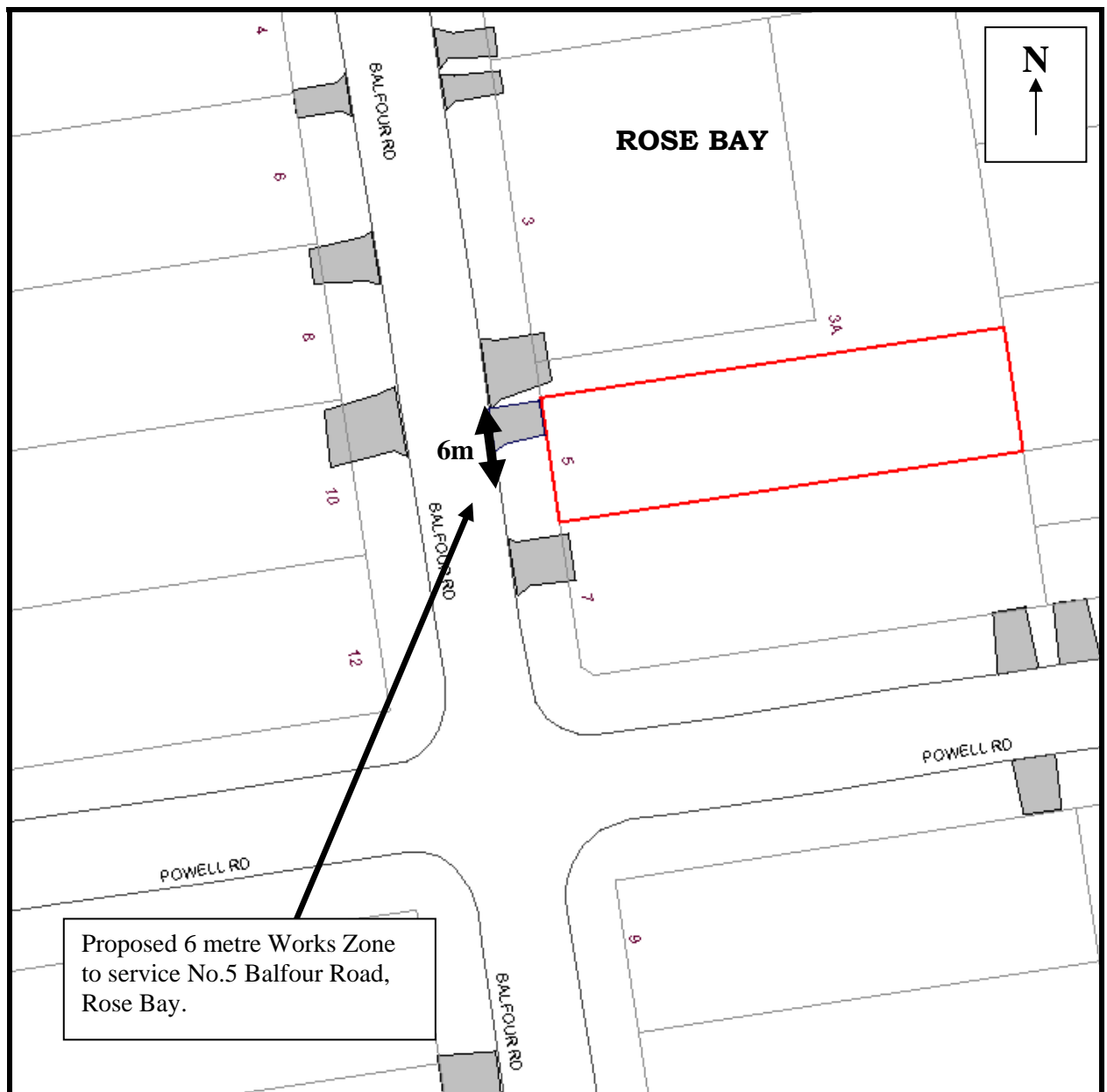
Identification of Income & Expenditure:

The installation of signs will be costed against the fee received for the Works Zone.

Annexures:

1. Locality Map
2. Photographs

Annexure 1



Annexure 2



Proposed 6 metre Works Zone
to service No.5 Balfour Road,
Rose Bay.

Item No: Y14 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **No.9 WUNULLA ROAD, POINT PIPER – WORKS ZONE**
Author: Daniel Pearse – Traffic Engineer
File No: 407.G Pt8
Reason for Report: Request for a Works Zone

Recommendation:

- A. That the application for a Works Zone to serve the development at No.9 Wunulla Road, Point Piper not be approved.
-

Background:

A condition of development consent for the above property requires the applicant to apply to Council for the provision of a Works Zone to service this development.

Issues:

The applicant has submitted an application for the Work zone in order to satisfy a condition of the development consent. They have refuted the requirement for a Work Zone as there is a “No Parking” zone extending some distance on the eastern side of Wunulla Road fronting the site. Accompanying the application was a construction management plan where it was proposed to obtain a Permit to Stand Plant for 2-3 weeks to permit vehicles to stand in the roadway fronting the site.

The applicant was informed that the standing of construction vehicles fronting the site was not acceptable in this location as it would impose on through traffic within Wunulla Road and block pedestrian access.

An on site meeting was conducted with the applicant and it was agreed that the works could be managed such to contain all construction activities within the site boundary. The applicant has revised the construction management plan to provide this.

Conclusion:

The applicant has amended the construction management plan to ensure all loading and unloading of materials (including removal of excavated spoil and concrete pours) be carried out on-site and without having to stand a vehicle in the roadway fronting the site. In accordance with a condition of the development consent, the applicant must comply with this construction management plan.

It is recommended that the establishment of a Work Zone servicing the development at 9 Wunulla Road Point Piper not be approved.

Identification of Income & Expenditure:

Nil

Annexures:

1. Construction Management Plan

Attention Mr Daniel Pearse

10 December 2007 (destroy all earlie or undated copies)

Construction Management Plan required by condition D7 of Consent

DA 649/2006

9 Wunulla Rd Point Piper

Demolish existing swimming pool, construct new lower level swimming pool and rumpus room.

Meeting on site AM Monday 10/12/2007 between two of Council's officers, builder Zac Smith and Jon Hall Building Surveyor

This plan has been updated and amended as a result of this morning's site meeting.

Scope of work;

Demolish and remove existing reinforced concrete swimming pool, associated stone and concrete retaining wall and fill material, construct new reinforced concrete pool at lower boatshed level and rumpus room additions to rear eastern side of existing dwelling.

The site

The site is on the eastern side of Wunulla Rd, just north of where the road splits in to Wyuna Rd (upper) and Wunulla Rd (lower). The site is waterfront on it's eastern (rear) boundary and has a frontage of approximately 26metres to Wunulla Rd. A dwelling house believed to have been built new circa 1921 stands at street level.

At the front south western corner of the land, adjacent to the street boundary, is an existing four car garage of approximately 6m by 9m. As the owner will vacate the dwelling for the duration of the building work, that garage will be available to the builder for secure material storage and handling and tradesman parking during the building work.

It is proposed to demolish the brick front boundary fence for a minimum of 11.8m from the front North Western corner of the site southwards to the existing pedestrian access gate (and possibly several metres beyond that) to allow the front and side yard areas of the land to be used for construction access and to house a crane during the early part of the demolition / excavation process.

Existing parking constraints

The subject (eastern) side of Wunulla Rd is a signposted no standing area and therefore there is no legal parking available directly in front of the subject land. The opposite side of Wunulla Rd is signposted as unrestricted parking.

The road directly outside the subject property is therefore no use as a Work Zone or Construction

Zone, as any materials that were delivered to a Work / Construction Zone on the western side of the road would then have to be carried manually over the road (being two lanes of contra flow traffic) to the subject site. This arrangement is unsatisfactory both for Occupational Health & Safety reasons and for reason of complete impracticality.

Existing parking demand

The site is situated almost equidistant between the Royal Motor Yacht Club (which has a two level members carpark on it's own land) and Point Piper Marina (which provides no off street parking whatsoever). In summer, boatowners and their guests contribute heavily to the demand for on street parking late on weekday afternoons during daylight saving, on Saturday afternoons and all day Sunday. Fortunately those times of peak demand from boatowners are exactly opposite the times of peak demand for building operations.

Wunulla Rd

Wunulla Rd is a dead end street (eventually) from which Longworth Ave has it's only vehicular access. There are approximately 73 properties (including a substantial proportion of large residential flat buildings) which have their only vehicular ingress or egress past the subject site. Blocking of the roadway is therefore not an option and morning peak and afternoon peak can both be expected to be very heavy traffic periods past the subject site, from which residents simply have no other alternative route.

Condition C 7 of Consent - works zone

Condition C7 of the Consent calls for a works zone for the subject development. The condition is silent on the impracticalities of a work zone only being possible on the other side of the road from the subject site, due to existing parking controls.

As a works zone is only useable for materials delivery and removal, it is completely impractical to establish one on the other side of the road, and expect materials to be carried by hand or craned over the roadway onto the subject site. Such operations would be unnecessarily hazardous to the public and to the construction workers, and therefore a Work Zone is NOT being applied for for the subject site / works. It would be of no benefit or use for building operations and certainly would not be acceptable to workcover for reasons of worker safety.

Access

Barge access from Rose Bay was considered and rejected as a method to remove excavated material, due to a number of considerations including the shallowness of the water in this specific location within Rose Bay, particularly at low tide, logistical considerations for truck loading from the barge on to land based vehicles elsewhere and the increased risk of spillage during multi step handling operations. All things considered, water based material handling operations were considered riskier and therefore imprudent in comparison with land based.

Wunulla Rd forms a T intersection with New South Head Rd only 250m South of the subject site at the location of Rose Bay Police Station and therefore vehicle access / heavy vehicle access to a major traffic artery is very convenient to the subject site.

As the hardness or otherwise of the excavated material will not be thoroughly understood until the excavation is well under way (geotech indicates sand based fill including hardcore masonry elements), it is difficult to accurately estimate the amount of time for which the “permit to stand plant” approval will be required, however as Council charges such matters on a daily basis, initial application will most likely be made for a time period in the order of 1 or 2 weeks.

Permit to stand plant

As a Work Zone / Construction Zone on the other side of Wunulla Road (western side) is considered completely impractical and therefore useless, front fence removal to allow utilisation of the front yard area for daily operations, in conjunction with day / date specific applications for “permit to stand plant” are considered to be the best methods of managing the excavation and material removal process with the minimal impact on local traffic or the amenity of the neighbours. Should the fill material be softer than anticipated, and the excavation material removal faster than anticipated, the out of the ordinary traffic management arrangements can be discontinued immediately they are no longer serving a useful purpose.

It is considered that formal traffic control / lollipop men will be required in conjunction with the permits to stand plant for the specific dates that those operations will be able to be carried out.

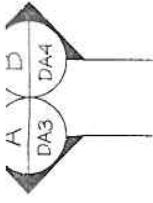
As a consequence of this mornings site meeting, a smaller fly crane will be used, which can be located as shown on the amended plan attached. This will allow a small tipper (2 or 3 ton or similar) to be located in the front North Western corner of the front yard of the building for loading off the street during the excavation stage and then later a trailer mounted concrete pump to be permanently located in the side yard where marked, which can be fed by smaller concrete trucks (mini mix or similar) which can be backed in to the site to feed the pump during concrete placement (which can obviously only be started after excavation and spoil removal is complete).

The numbered items in condition D.7 of Council’s Consent

- 7a There will be minimal effect on local traffic routes as detailed above. There is only one way in to and one way out from Wunulla Rd available and it is therefore the only option. Pedestrian circulation will be unchanged for the majority of the process EXCEPT the 2 or 3 minute periods during which a vehicle is being driven in or out of the site, during which appropriate traffic controls (both pedestrian and vehicular) will be in place. On street parking will be mostly unaffected as detailed above

- 7b As there is very little spare footpath or roadway available to be utilised, the site itself will have to be adapted to allow it’s maximised utilisation for building operations. Impacts will be minimised as detailed above (including temporary demolition of front fence). Existing 4 car garage available to builder for parking or storage as required. Wunulla Rd is a dead end street and vehicle access is ONLY available from Wunulla Rd. Deliveries will generally be directly into the existing gagage or front yard area.

- 7c No sheds required. The dwelling will be vacant during the work. No construction / work zone practicable due to existing parking constraints. No hoardings, scaffolding or shoring are required, works are to the rear of the dwelling. Front and side yard areas are for operational uses only.

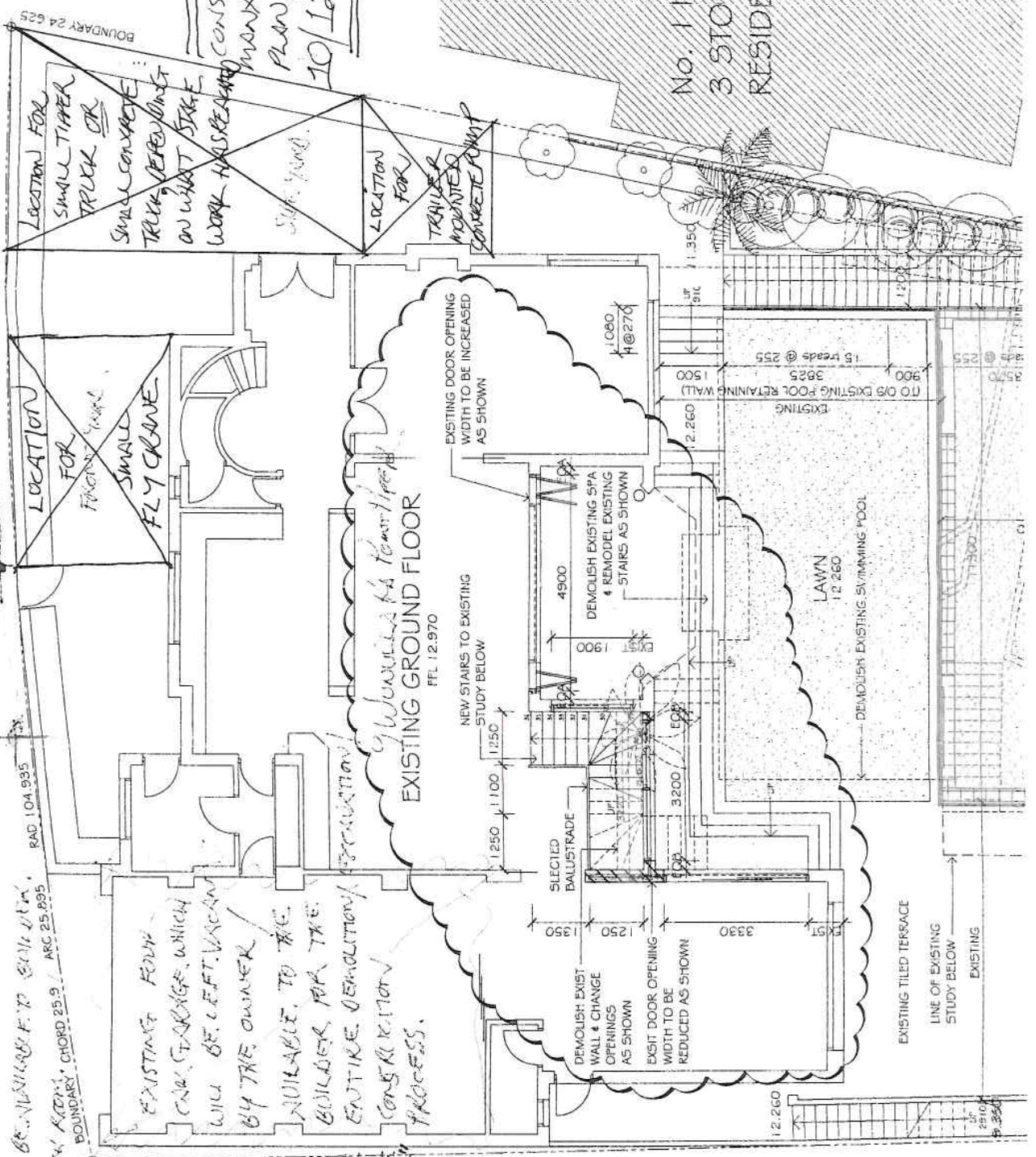


2. TO NEW SOUTH HEADS.

EXISTING GRASSY FLOOR TILES WILL BE REMOVED TO EXPOSE
 CONCRETE. THIS WILL BE DEMOLISHED AS LAMINATED
 FLOORING. CAR PARKING AT BUILDING
 ACCESS FOR PARKING AND STORAGE.
 CONSTRUCTION OF ROADWAY NOT LESS
 THAN 4 METERS. WORK DONE TO
 BE DEMOLISHED.
) CHANGES AND COMPLETE PUMPS CAN
 BE LOCATED IN FRONT AND SIDE YARDS
 AS THERE IS NO OTHER PROTECTION
 FOR THEM, THIS WILL BE RECONSTRUCTED
 IN APPLICATION FOR PERMIT TO RECONSTRUCT
 TO BE EVERY OCCASION AS TRAFFIC MAY
 BE ENCOUNTERED OVER STREET IN YARDS.

6

WUNULLA ROAD



UPPERLY RISE TO THE ROOF
 TO BE FROM THE ROOF
 (SEE 25) TO BE FROM THE ROOF
 TO BE FROM THE ROOF

EXISTING FLOOR
 CONCRETE WHICH
 WILL BE LEFT IN PLACE
 BY THE OWNER
 AVAILABLE TO THE
 BUILDER FOR THE
 ENTIRE DEMOLITION
 CONSTRUCTION
 PROCESS.

LOCATION FOR
 SMALL TRUCK OR
 CONCRETE
 TRUCK, DEPENDING
 ON WHAT STAGE
 WORK HAS REACHED
 CONSTRUCTION
 MANAGEMENT
 PLAN, REVISION 7
 10/12/2007

LOCATION FOR
 TRUCK MOUNTED
 CONCRETE PUMP

No. 11A
 3 STOREY
 RESIDENCE

No. 7
 4 STOREY
 RESIDENCE