

LATE ITEM 1 VICTORIA ROAD, GLADESVILLE

**SUBJECT: WORK ZONE FOR DEVELOPMENT SITE AT
210-216 VICTORIA ROAD**

ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-02618
OFFICER: M ABDAT

INTRODUCTION

The developer from 210 to 216 Victoria Road, Gladesville has submitted a Demolition and Construction Traffic Management Plan (DCTMP) to satisfy conditions 48 and 88 of LDA2015/653. Due to the site constraints, the developer has proposed the installation of a work zone on Western Crescent along the site frontage. In order to accommodate this work zone and to maintain the current bus amenity provisions, changes to the existing kerbside parking restrictions on the southern side of the carriageway to the development are required.

BACKGROUND

LDA 2015/653 provides consent to the demolition of existing buildings and construction of a 6 storey, mixed use development containing ground floor commercial uses and residential apartments above. The development will contain 31 residential apartments and three levels of basement car parking for 69 vehicles.

The conditions of consent previously did not allow for a work zone on either Western Crescent or Victoria Road however as the development is constrained by 'NO STOPPING' restrictions on all frontages; vehicular access to the site will not be possible once the excavation nears completion. The developer has subsequently obtained approval to install a work zone along Western Crescent following successful lodgement of a section 4.55 application.

Condition 48: Demolition Traffic Management Plan. As a result of the site constraints, limited vehicle access and parking, a Demolition Traffic Management Plan (DTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by Council prior to commencing any demolition work.

The DTMP-must:-

- I. Make provision for all construction materials to be stored on site, at all times.*
- II. Specify construction truck routes and truck rates. Access will be restricted to the following routes:*
 - a. Ingress - Victoria Road, Jordan Street, Western Crescent*
 - b. Egress - Western Crescent, Linsley Street, Coulter Street, Ross Street, Western Crescent, Victoria Road.*
 - c. No movements to occur through School zones during school drop-off/pickup times.*

- d. No 'Workzone' will be approved on Victoria Road.
- III. Provide for the movement of trucks to and from the site, and deliveries to the site.
 - IV. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site is not permitted unless approved by City Works & Infrastructure Directorate
 - V. Specify that, due to the proximity of the site adjacent to Gladesville Public School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
 - VI. Include a Traffic Control Plan prepared by an RMS accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
 - VII. Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.
 - VIII. Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of tree protection zones around Council street trees.
 - IX. Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the DTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities. These communications must be documented and submitted to Council prior to work commencing on site.
 - X. The DTMP shall be prepared in accordance with relevant sections of Australian Standard 17 42 - "Manual of Uniform Traffic Control Devices", RMS's Manual - "Traffic Control at Work Sites" and Councils DCP 2014 Part 8.1 (Construction Activities).
 - XI. All fees and charges associated with the review of this plan is to be in accordance with Council's Schedule of Fees and Charges and are to be paid at the time that the Demolition Traffic Management Plan is submitted.
 - XII. No access to adjoining properties is to be impeded/blocked during the construction works.

NOTE: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The DTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent the site.

Condition 88: Construction Traffic Management Plan. As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by Council prior to issue of Construction Certificate. This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic



systems. The CTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent the site.

The CTMP must:-

- I. *Make provision for all construction materials to be stored on site, at all times.*
- II. *Specify construction truck routes and truck rates. Access will be restricted to the following routes:*
 - a. *Ingress - Victoria Road, Jordan Street, Western Crescent.*
 - b. *Egress - Western Crescent, Linsley Street, Coulter Street, Ross Street, Western Crescent, Victoria Road.*
 - c. *No movements to occur through School zones during school dropoff/pick-up times.*
 - d. *No 'Workzone' will be approved on Victoria Road.*
- III. *Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council's Public Works.*
- IV. *Specify that, due to the proximity of the site adjacent to Gladesville Public School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).*
- V. *Include a Traffic Control Plan prepared by an RMS accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic. Specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure*
- VI. *Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.*
- VII. *Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site.*
- VIII. *The CTMP shall be prepared in accordance with relevant sections of Australian Standard 17 42 - "Manual of Uniform Traffic Control Devices", RMS's Manual - "Traffic Control at Work Sites" and Councils DCP 2014 Part 8.1 (Construction Activities).*
- IX. *All fees and charges associated with the review of this plan is to be in accordance with Council's Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.*
- X. *No access to adjoining properties is to be impeded/blocked during the construction works.*



NOTE: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The CTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent the site.

CONTEXT

- Western Crescent between Jordan Street and Linsley Street is a one way street, comprising a parking lane and a travel lane.
- The parking lane has a width of 3.2m and is augmented by two planter boxes and kerb blisters.
- The parking lane accommodates 5 parking spaces with the following restriction 1P 8:30AM-6PM MON-FRI, 8:30AM-12:30PM SAT and a 16.4m loading zone
- The travel lane has a width of 4m with full time 'NO STOPPING' along its northern kerb line.
- The school zone associated with Gladesville Public School commences in Western Crescent prior to the intersection of Western Crescent with Linsley Street.
- Council's Coulter Street carpark is directly opposite the site with a capacity of 101 parking spaces, where a 2 hour parking limit applies.

REFERENCES

- [NSW] *Road Rules 2014* Rule 204 — Meaning of permissive parking signs
- [NSW] *Road Rules 2014* Rule 167 — No Stopping signs
- [NSW] *Road Rules 2014* Rule 205 — Parking for longer than indicated
- [NSW] *Road Rules 2014* Rule 181 — Stopping in a works zone

COMMUNITY ENGAGEMENT

As part of the section 4.55 submission, council sought submissions from 14 surrounding properties as per Figure 1.0 on the proposed changes. No submissions were received for or against the proposal.

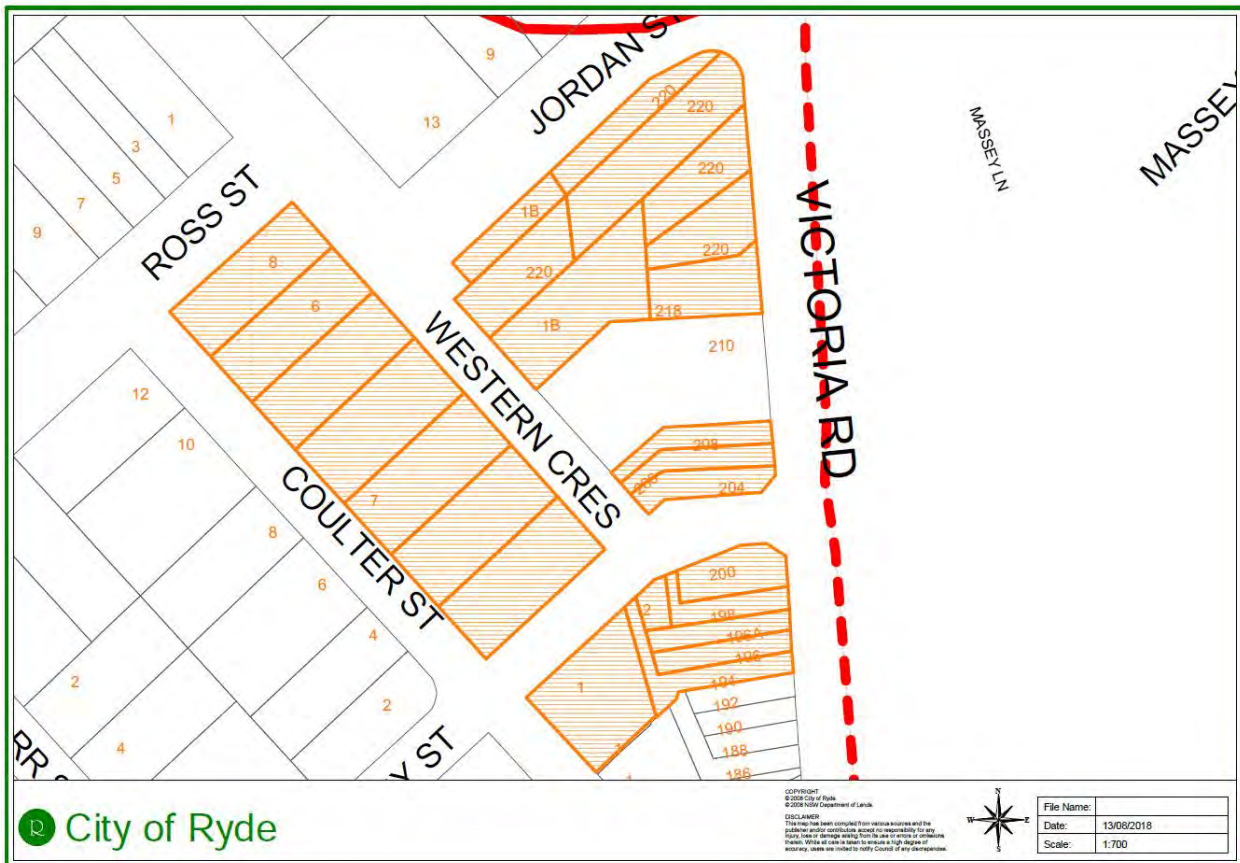


Figure 1: Consultation Map

The applicant obtained concurrence from STA provided that the works do not impede the bus services on Jordan Street/Western Crescent. This requirement has been noted by the developer.

DISCUSSION

The developer seeks to install a 20m timed work zone on the Western Crescent frontage of the development. To enable this work zone to operate safely and allow truck movements to and from the access driveway, changes to the existing on-street parking restrictions are required along Western Crescent. This involves the removal of 5 time restricted parking spaces and the reduction of the loading zone length from 16m to 9m. The reduced loading zone maintains bus access around the work zone whilst trucks are occupying the zone.

The work zone will only be in operation between the hours 7am-7pm Mon-Thu, 7am-6pm Fri, 8am-4pm Sat; at all other times the zone will be NO STOPPING.

There is a 20m loading zone in Coulter Street adjacent to the Gladesville RSL club, should the 9m loading zone not be long enough to accommodate some vehicles.

To mitigate disruption to school traffic; no truck movements shall occur during school zone operation hours 8am-9:30am and 2:30pm-4pm.



The existing planter boxes and kerb blisters on the southern side of Western Crescent, as shown on the attached plan, will be removed and reinstated at the developer's cost to Council's satisfaction prior to an Occupation Certificate being issued. The proposed work zone and associated changes to parking restrictions will be for the duration of the construction works which is expected to take approximately 23 months.

APPROVALS

The applicant requires RMS and Council concurrence on the DCTMP. Should the proposed measures be supported by Ryde Traffic Committee, the developer will then be issued a Work Zone permit subject to a Work Zone application being submitted to Council for approval.

PROPOSAL

1. To convert the existing "1P 8:30AM-6PM MON-FRI, 8:30AM-12:30PM SAT" parking on the southern side of Western Crescent between Linsley Street and Jordan Street to "NO STOPPING" for the duration of the construction works associated with the development at 210 to 216 Victoria Road.
2. To reduce the existing loading zone on the southern side of Western Crescent from 16m to 9m for the duration of the construction works associated with the development at 210 to 216 Victoria Road.
3. To remove the planter boxes on Western Crescent between Linsley Street and Jordan Street for the duration of the construction works at 210 to 216 Victoria Road.
4. To install a 20m "WORK ZONE 7AM-7PM MON-THU, 7AM-6PM FRI, 8AM-4PM SAT" on the northern side of Western Crescent along the site frontage associated with the proposed development at 210 to 216 Victoria Road for the duration of the construction works
5. To install 20m "NO STOPPING AT OTHER TIMES" in line with proposal no. 4 above.

WORKS ZONE PROPOSED CHANGES



EXISTING CONDITIONS

PROPOSED CONDITIONS

NOTES:

1. WORKS ZONE PROPOSAL SUBJECT TO COUNCIL APPROVAL.
2. NEW SIGNS TO BE STANDARD SIZE 225mm x 450mm.
3. THE PLANTER BOXES AND ASSOCIATED INFRASTRUCTURE TO BE REMOVED PRIOR TO THE INSTALLATION OF THE WORKS ZONE.
4. EXISTING TRAFFIC CONDITIONS TO BE RESTORED PRIOR TO AN OCCUPATION CERTIFICATE AS SHOWN ON PUBLIC DOMAIN PLANS.

LEGEND:

SITE BOUNDARY

<p>Sbm Pty Ltd A/N: 34 187 185 660 mat@sbmgrouping.com.au m 0487 370 980 f 02 8834 0752</p>	Project/Event:	MIXED USE DEVELOPMENT		
	Location:	210-218 VICTORIA ROAD, GLADESVILLE NSW		
	Client:	DECODE GROUP PTY LTD		
	Plan No.	SBMG01640-04	C	Date:
Traffic Management Plans		SCALE: NOT TO SCALE		



PREPARED BY: MATTHEW YOUNG
 RMS PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CERTIFICATE No. 0051718998

SIGNED:

DATE	DESCRIPTION
	E
	D
26/11/18	C COUNCIL FEEDBACK 20&26/11/18
31/10/18	B CTMP R2 UPDATES
16/11/17	A INITIAL SUBMISSION

Purpose an usage	RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPER LENGTHS			
	Approach Speed (km/h)	Max Spacing (m)	Approach Speed (km/h)	Traffic control at inlet	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	≤50	4				
Center-line on approach to Traffic Controller position	All Cases	4				
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30
Separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	56-75	N/A	70	115
Merge tapers	51-70 / >70	9 / 12	76-85	N/A	90	130
Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145
Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
			> 105	N/A	110	180

FIGURES EXTRACTED FROM RTA TOWNS MANUAL V4.0 (TAB 60.5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO

Figure 2 - Proposal

**LATE ITEM 2 139 BOWDEN STREET, MEADOWBANK**

SUBJECT: **SIGNAGE AND LINEMARKING PLAN**
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: LDA2014/211 & T2018-02565
OFFICER: K WELLS

INTRODUCTION

The Developer for 139 Bowden Street, Meadowbank has submitted a Signage and line marking plan for the area surrounding their site, to satisfy Condition 105 of their Development Consent LDA2014/211. The changes require approval by the Council, via the Ryde Traffic Committee.

BACKGROUND

The Conditions of Consent for LDA2014/211 at 139 Bowden Street, Meadowbank include:

105. *Signage and line marking - External.* *A plan demonstrating the proposed signage and line marking within Council's Public Domain (Both on the Road and within the footpath), shall be prepared by a suitably qualified person and submitted to and approved by the Ryde Traffic Committee prior to the issue of an Occupation Certificate.*

For waste management, safe easy access must be provided for waste collection vehicles to service the waste containers. "No Parking; 5.00am to 11.00am; Tues; Waste Vehicles Excepted" will be required to be placed on the Smith St frontage to enable the trucks to access the bins for servicing. This signage will be erected by the developer at no cost to Council.

Note: *The applicant is advised that the plan will require approval by the Ryde Traffic Committee and adequate time should be allowed for this process.*

CONTEXT

- Bowden Street is a local road with speed limit of 50km/h.
- Bowden Street has a width of approximately 8 metres, with unrestricted parking available on the eastern side, with No Stopping on the western side, due to the restricted width.
- The Angas Street frontage of this property will not be altered (No Stopping to remain).



REFERENCES

- *[NSW] Road Rules 2014 Rule 167 No stopping signs*
- *[NSW] Road Rules 2014 Rule 168 No parking signs.*

COMMUNITY ENGAGEMENT

Given the low impact of the changes, and the requirement for servicing the development, no public consultation has been undertaken.

APPROVALS

The applicant requires approval of the Signage and line marking plan to satisfy the Conditions of Consent.

PROPOSAL

To approve the attached Signage and line marking plan C06.01 (Revision 3), prepared by Northrop Sydney for the development at 139 Bowden Street, Meadowbank.



Figure 1 – Spatial View of Locations as follows:

- **Item (N) – 2 Angas Street & 115 Bowden Street, Meadowbank**
- **Item (O) – 117 to 119 Bowden Street, Meadowbank**
- **Item (P) – 121 Bowden Street, Meadowbank**
- **Item (Q) – 116 Bowden Street & 33 to 37 Nancarrow Avenue, Meadowbank**
- **LATE ITEM 2 - 139 Bowden Street, Meadowbank**

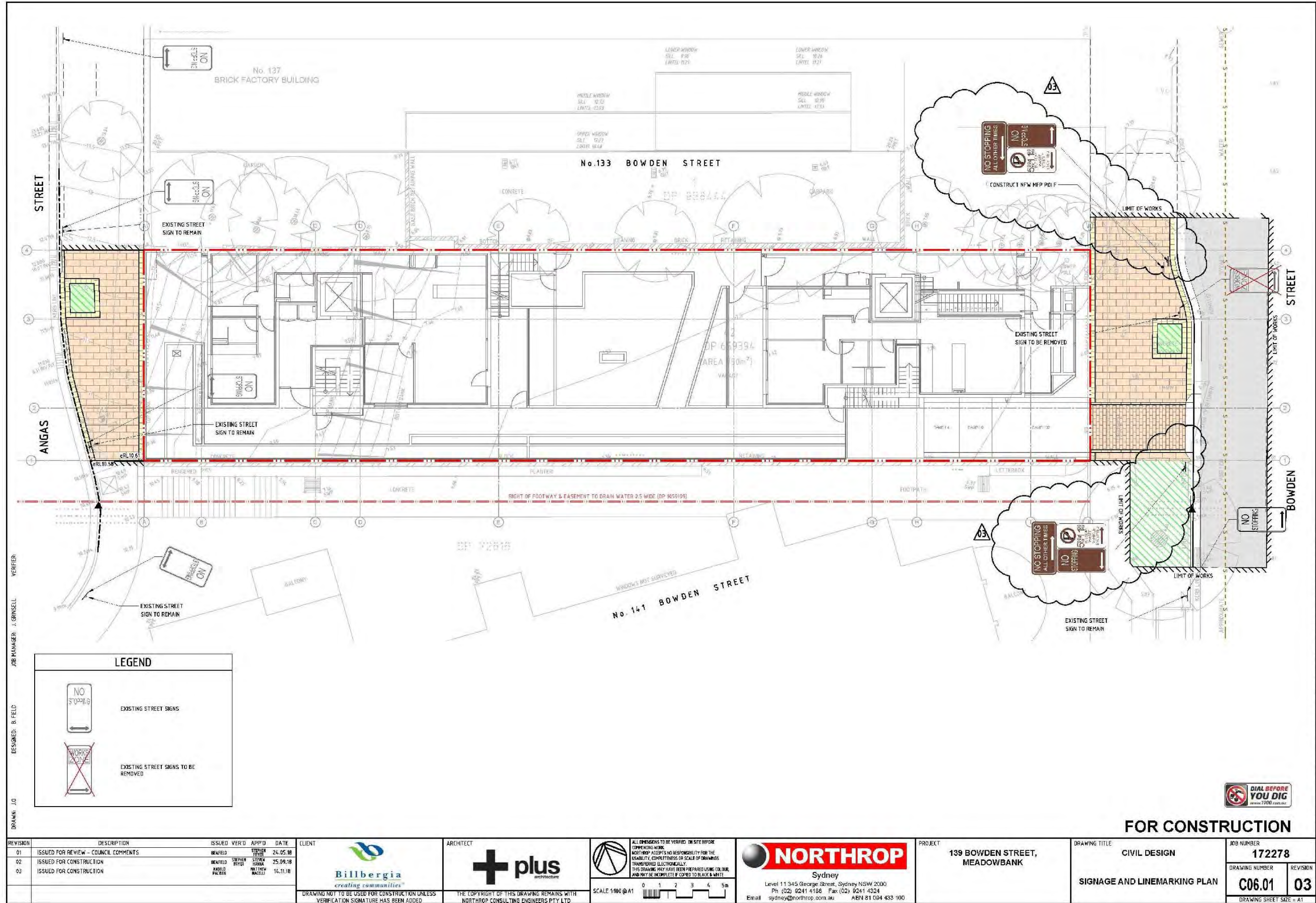


Figure 2 – Signage & Linemarking Plan