

5.2. 34 Grosvenor Street, Neutral Bay - Amended Construction Traffic Management Plan - Truck and Dog Trailers (Excavation Stage Only)

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ATTACHMENTS:

1. 5.4 Attach 30-34 Grosvenor Street, Neutral Bay - CTMP Final G [5.2.1 - 60 pages]
2. 5.4 Attach 34 Grosvenor Street, Neutral Bay – Truck and Dog Trailers - CTMP Conditions [5.2.2 - 4 pages]
3. 5.4 Attach 30-34 Grosvenor Street, Neutral Bay - CTMP Approval Letter & Conditions [5.2.3 - 5 pages]
4. 5.4 Attach TDA - 22 - 068 @ 30-34 Grosvenor St, Neutral Bay - CTMP [5.2.4 - 55 pages]

PURPOSE:

Council has received an amended CTMP for the approved development at 34 Grosvenor Street, Neutral Bay (Development Consent 237/20) prepared by Transport and Traffic Planning Associates dated September 2022 revision G proposing to use truck and dog trailers instead of 12.5m Heavy Rigid Vehicles (HRV).

The use of Truck and Dog is not generally supported by the Traffic Committee which has been a long-standing decision by Traffic committee members.

EXECUTIVE SUMMARY:

The current Construction Traffic Management Plan (CTMP) prepared by Transport and Traffic Planning Associates dated July 2022 revision E, was approved by the Traffic Committee under Delegated Authority (TDA 068/22).

Council has received an amended CTMP proposing to use of truck and dog trailers instead of Heavy Rigid Vehicles.

The use of Truck and Dog is not generally supported by the Traffic Committee due to trucks queuing in no stopping zones, unsafe reversing manoeuvres with inadequate traffic control posing an unsatisfactory risk to pedestrians and the general public. The trucks also have a wider turning path which poses a greater risk to pedestrians if the driver misjudges the turns at intersections or on driveways.

FINANCIAL IMPLICATIONS:

Nil.

RECOMMENDATION:

1. THAT the proposed use of 19m Articulated Vehicles (on regular basis) and Truck and Dog trailers for 34 Grosvenor Street is not approved due to the following concerns:

1. The Truck and Dog and 19m AV pass through high pedestrian activity area in Grosvenor Street on the route to the site. This is a potential pedestrian safety.
2. The development at 34 Grosvenor Street shares the same truck route in Grosvenor Street and Ben Boyd Road with development at 12-14 Waters Road, which may impact on the road network and safety issues amongst the road users.
3. Truck and Dog travels over the existing refuge island when turning left from Grosvenor Street onto Young Street.
4. Truck and Dog straddles over two traffic lanes at the intersection of Young Street and Belgrave Street.
5. Truck and Dog straddles over two traffic lanes at the sharp bend in Belgrave Street.
6. The 19m AV straddles over two traffic lanes in Waters Road when turning left from Grosvenor Street.
7. The 19m AV travels over a parked vehicle in Belgrave Street when turning left from Waters Road.
8. The 19m AV straddles over two traffic lanes at the sharp bend in Belgrave Street.
9. The report does not provide turning paths for:
 - a. Truck and Dog and 19m Av, carrying out left turn from Military Road onto Ben Boyd Road, which may conflict with parked vehicles on the western side of Ben Boyd Road.
 - b. Truck and Dog and 19m Av, carrying out right turn from Ben Boyd Road onto Grosvenor Street, which may straddle over two traffic lanes in Grosvenor Street.
10. Safety concerns over the implementation of new cycleway in Young Street in 2023 when Truck and Dogs turn left on Young Street from Grosvenor Street.

In addition, the proposed truck route map is not consistent with the submitted truck turning paths.

2. THAT should the Traffic Committee approve the use of Truck and Dog trailers:

- a) The approval be subject to the attached conditions.
- b) The applicant is to liaise with developers/site managers at 12-14 Waters Road, to minimise the development's traffic impacts and ensure that construction traffic from both developments is staggered in a way such that it does not create traffic issues.
- c) Approval will be subject to a review period during the excavation phase.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

5. Our Civic Leadership

5.3 Community is engaged in what Council does

5.4 Council services are efficient and easy to access

CONSULTATION REQUIREMENTS

Community engagement is not required.

Standard or Guideline Used: RMS Traffic Control at Work Sites Manual, AS 1742.3

Signs & Lines Priority: N/A

Precinct and Ward: Parks, St Leonards

Impact on Bicycles: Safety concerns over the new cycle way in Young Street when truck and dogs turn left into Young Street from Grosvenor Street.

Impact on Pedestrians: Safety concerns over truck and dogs traveling through a high pedestrian activity area in Grosvenor Street.

Impact on Parking: Potential loss of parking spaces in Belgrave Street and Ben Boyd Road

DETAILS

The current Construction Traffic Management Plan (CTMP) prepared by Transport and Traffic Planning Associates dated July 2022 revision E, for the approved development at 34 Grosvenor Street, Neutral Bay (Development Consent 237/20) was approved by the Traffic Committee under Delegated Authority (TDA 068/22) with the largest Truck size accessing the site of 12.5 Heavy Rigid Vehicle (HRV).

The original CTMP proposed truck movements to the site as follow.

*It should be noted that approval to use 19m AV was only given for installation and dismantle of cranes.

Demolition and Excavation Stage

- 12.5m Length, the frequency is 1-3 Vehicles daily
- 19m Length, the frequency is 5-7 Vehicles daily (The use of 19m Articulated Vehicle (AV) was only approved for installation and dismantle of cranes)

Structure Stage

- 12.5m Length, the frequency is 1-3 Vehicles Daily
- 12.5m Length, the frequency is 30 Vehicles for Concrete pours (7 Times in Project life)
- 19m Length, the frequency is 1-3 Vehicles Per Week (The use of 19m Articulated Vehicle (AV) was only approved for installation and dismantle of cranes)

The restriction on the 19m AV under the approved CTMP, would have increased the frequency of 12.5m HRV trucks during all stages of work.

The amended CTMP proposes truck movements to the site as follow:

Demolition Stage

- 12.5m Length, the frequency is 1-3 Vehicles daily
- 19m Length, the frequency is 5-7 Vehicles daily

Excavation Stage

- 18.1m Length, the frequency is 1-2 Vehicles daily
- 19m Length, the frequency is 14-21 Vehicles daily

Structure Stage

- 12.5m Length, the frequency is 1-3 Vehicles Daily
- 12.5m Length, the frequency is 30 Vehicles for Concrete pours (7 Times in Project life)
- 19m Length ,the frequency is 1-3 Vehicles Per Week

The frequency of trucks between the original CTMP and amended CTMP at different stages of development are shown on the table below:

	Original CTMP Truck size/frequency	Amended CTMP Truck size/frequency
Demolition	<ul style="list-style-type: none"> • HRV (1-3 Trucks) • AV (5-7 Trucks) 	<ul style="list-style-type: none"> • HRV (1-3 Trucks) • AV (5-7 Trucks)
Excavation	<ul style="list-style-type: none"> • HRV (1-3 Trucks) • AV (5-7 Trucks) 	<ul style="list-style-type: none"> • T&D (1-2 Trucks) • AV (14-21 Trucks)
Construction	<ul style="list-style-type: none"> • HRV (1-3 Trucks) • HRV Concrete Pours (30 Trucks, 7 in total) • AV (1-3 Trucks per week) 	<ul style="list-style-type: none"> • HRV (1-3 Trucks) • HRV Concrete Pours (30 Trucks, 7 in total) • AV (1-3 Trucks per week)

It should be noted that the amended CTMP heavily relies on the use of 19m Avs during excavation stage which makes a total of 15-22 combined Truck and Dogs/19m Avs per day, compared to the proposal under the original CTMP with 6-10 combined 12.5m HRV/19m AV.

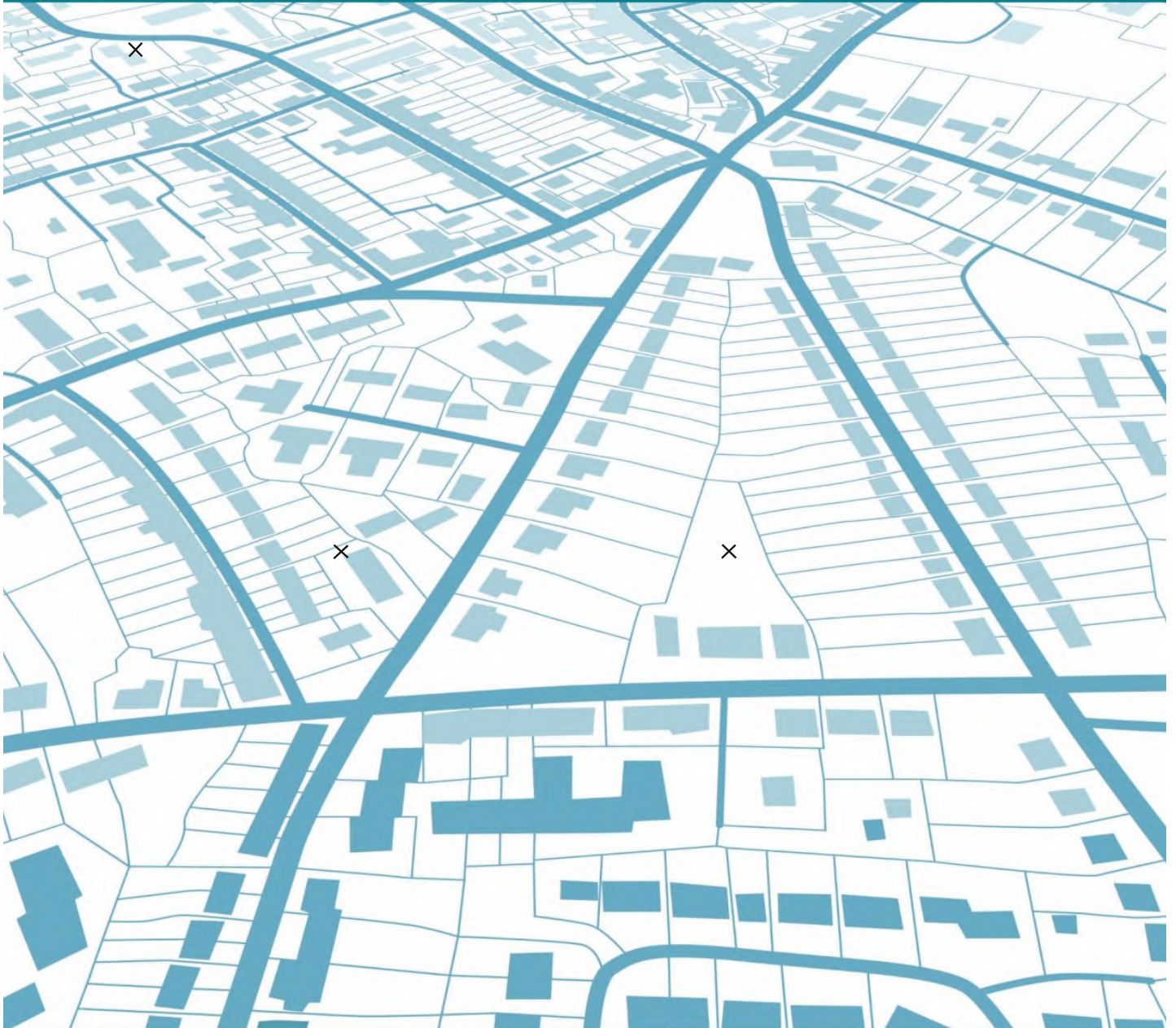
The CTMP has indicated that the use of Truck and Dog (T&D) will reduce the construction period by more than four months. Both original and amended CTMPs rely on the use of 19m Articulated Vehicles (AV) throughout the development, where the amended CTMP is heavily relying on the use of AV during excavation stage.

The routine use of AV was not approved under the current CTMP and will not be supported on the amended CTMP. This is due to the unsafe maneuvering of the AV along the truck route on a regular basis.

In addition, none of the two CTMPs indicate timing of development phase to enable a rational comparison. Therefore, it is unclear as how the use of Truck and Dogs will reduce construction period by four months as stated in the amended CTMP.

Council's Traffic Engineers have concerns over the use of Truck and Dog and the 19m AV for this site mainly due to truck route traveling in high pedestrian activity area, safety concern for the bicycle users that will be using the new cycleway when it is implemented in Young Street, potential loss of parking spaces in Belgrave Street and Ben Boyd Road and trucks straddling 2 lanes of traffic when turning.

Further, various sites that are larger or similar scale to this site are only using 12.5m long Heavy Rigid Vehicle (HRV) as their largest truck.



34 Grosvenor Street, Neutral Bay

Proposed Residential Development

Construction and Traffic Management Plan

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1.0 Introduction

This Construction Traffic Management Plan (CTMP) has been prepared for the approved residential development on 34 Grosvenor Street, Neutral Bay (Figure 1).

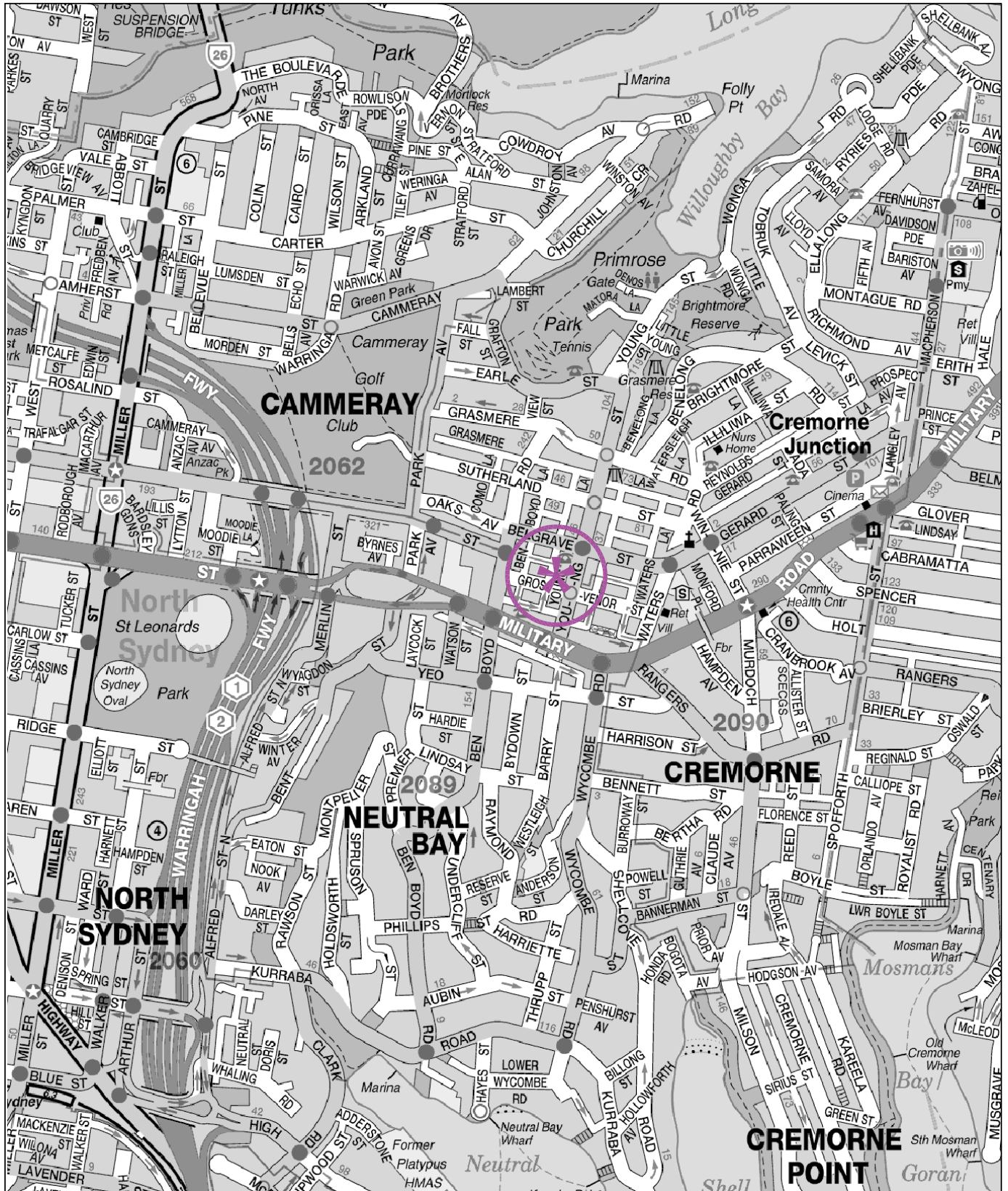
The popular Lower North Shore area is continuing to experience a continuation of the transformation and redevelopment of underutilised buildings in recent years. This process has been heightened as a result of the frequent/high-capacity bus services (including the B-Line service), which provided improved public transport accessibility. Due to its convenient location in the nearby supermarket, restaurant and entertainment facilities within the Neutral Bay Local Centre, the site presents an ideal opportunity to develop a residential apartment complex.

The approved development scheme comprises 9 residential apartments with lower-ground and basement carpark.

The approved July 2022 CTMP proposes the use of up to an 8.8m medium rigid vehicle for excavation stage. The use of truck and dog trailers will reduce the construction period considerably by 4+ months (from 16-month construction program to a 12-month program). This equates to a reduction of the construction duration by 25%.

To address the community concerns of minimising the construction period and disruption to the local area., Australex Group (Australex) would like to seek Council's approval as part of this updated CTMP to:

- utilise truck and dog trailers for excavation stage with additional traffic controllers in the immediate surrounding of the site to ensure safety for pedestrians and other vehicles.
- permit MRV, HRV and semi to arrive/depart during peak hours noting that the construction activities will only generate no more than 4 trucks during the peak hour (1 truck every 15 minutes).



LOCATION

FIG 1

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This CTMP has been prepared by engineers who holds the Roads and Maritime Services/ SafeWork NSW - Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Siew Hwee Kong
Certificate No: SOC 5065905
Lachlan Ellson
Certificate No: 0052125163

The CTMP has also been reviewed and checked by a suitably qualified and experienced civil (traffic) engineer, Siew Hwee Kong (Meg), with 15 years of professional experience. Meg has completed CTMP for more than 200 sites in Sydney, including the North Sydney Council area.

2.0 Approved development Scheme

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of 3 lots (Lots A, B and C of DP 341243) occupying a rectangular-shaped total area of 839.3m² at 34 Grosvenor Street in Neutral Bay. The site, with frontages of 18m to Young Lane and Young Street as well as a 46m frontage to Grosvenor Street, is located just to the north of Grosvenor Street between Young Lane and Young Street. The Neutral Bay Local Centre extends to the south along Military Road.

The surrounding uses comprise:

- ❖ the adjoining low and medium residential developments to the north, east and west
- ❖ the mixed-use extending along the southern side of Grosvenor Street and Military Road.

The site is currently occupied by:

- ❖ 30 Grosvenor Street: a relationship health service provider known as “The Family Systems Institute”
- ❖ 32 and 34 Grosvenor Street: 2 single dwelling houses.

Accesses to these properties are provided as follows:

- ❖ 30 Grosvenor Street: a driveway on Young Lane
- ❖ 32 Grosvenor Street: a driveway on Grosvenor Street
- ❖ 34 Grosvenor Street: a driveway on Grosvenor Street and another driveway on Young Street.

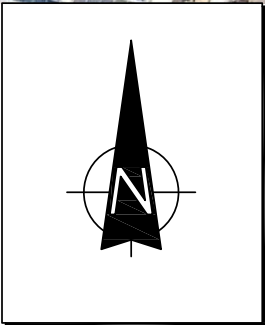


Young Lane

Young Street

SITE

Grosvener Street



SITE

FIG 2

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2.2 Approved Development

The approved development includes the demolition of all existing structures on-site and undertakes an excavation to provide a level-platform for a 4-storey apartment building and lower-ground and basement carpark.

The proposed new building complex comprises:

- 1 x One-Bed apartment
- 1 x Two-Bed apartments
- 7 x Three Bed apartments
- Total of 9 apartments**

The 2-level carpark parking facility which can accommodate up to 15 spaces, will be accessed via a single two-way driveway on Young Street:

Details are provided on the plans prepared by Koichi Takada Architects are reproduced in part in Appendix A.

2.3 Construction Program

A process has been established for completion of the various work processes within 16 months with tentative commencement date of June 2022.

2.4 Construction Process

Demolition

Demolition of existing building elements will be in the initial phase of the construction process, with this activity being preceded by the erection of an A and B-Class perimeter hoarding. The number of workers on the site at any one time will be 5 - 7 persons. The transport of demolition material will generally be undertaken by a single unit type of up to 8.8m medium rigid vehicle (MRV). Up to MRVs will access the site via the existing driveways on Grosvenor Street and stand within the site. When the on-site structures have been demolished and the site is cleared, the trucks will enter via

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Grosvenor Street and exit via Young Street.

There will be no on-site parking for construction workers. All workers will be encouraged to use public transport to access the site given the site's proximity to high-frequency public transport services or carpool wherever possible.

A tool drop-off and storage facility will be provided within the site. This would allow tradespeople to drop-off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis. Workers will also be informed of with appropriate tool/ equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

Excavation

The number of workers on-site will remain at some 5 - 7 persons.

It is proposed to utilise up to 18.1m truck and dog trailers for the transport of excavated material to reduce the duration of the excavation activities. The use of truck and dog trailers (over to an 8.8m medium rigid vehicle (MRV)) is expected to reduce the construction duration by 4 months.

During the excavation stage, construction vehicles associated with the excavation process will rely on a 19m long works zone during the approved construction hours. The works zone will be located on the northern side of Grosvenor Street to the west of the Grosvenor Street driveway and can accommodate up to 19m semi (including truck and dog trailers). A separate application for the works zone would be submitted as required for approval from Council prior to the implementation of the works zone.

3 on-street parking spaces on the northern side of Grosvenor Street would have to be temporarily removed during the construction for the works zone provision. These parking spaces are currently used by the buildings (including Alouette Child Care on 3 Grosvenor Street) which will be demolished.

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As such, the temporary loss of 3 parking spaces would present a negligible impact to the existing on-street parking conditions.

Construction and Fitout

The construction and fitout phase will be the process of longest duration and at peak, activity involved in the order of 15 – 20 persons on the site any one time, with more visitations during concrete pours.

During construction, vehicle access for this process will be via works zone. The provision for loading/unloading for this process will involve up to 19m semi standing within the works zone, with all materials be unloaded and stored within site.

The new parking spaces will be available for workers during the fitout process. This process will only involve small, infrequent deliveries which can occur in the areas adjacent to the new building with access through the new driveway on Young Street.

Crane Installation/Dismantling

It is noted that a 19m semi will only be used for the erection/dismantling of the tower crane. Australex will submit a separate permit to stand plant/road closure application to Council for approval.

3.0 Road Network and Traffic Conditions

3.1 Road Network

The existing road network serving the site (Figure 3) comprises:

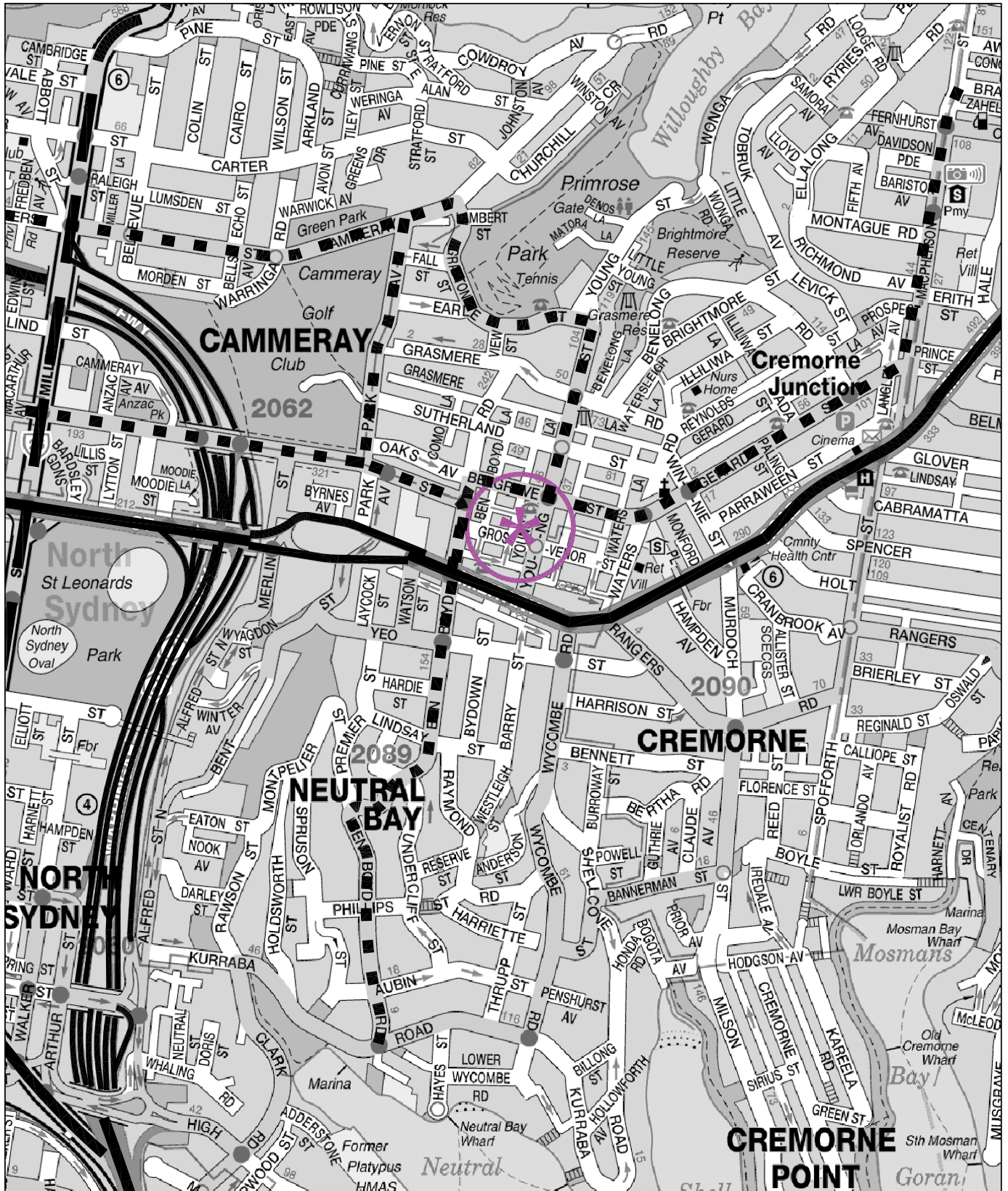
- ❖ *Gore Hill / Warringah Freeway* – a State Road (MR 651) and an arterial route connecting between Gore Hill Freeway in Naremburn in the north and Lavender Street in North Sydney to the south. The road generally runs in a north-south direction and has 3 lanes of traffic in each direction with a line marked divided carriageway.
- ❖ *Military Road* – a State Highway (HW 10) and arterial route linking the Warringah Freeway at North Sydney in the south to Newcastle Freeway at Ourimbah Interchange in the north. The road generally runs in a north-south direction and has three lanes (including 1 T3 lane) of traffic in each direction.
- ❖ *Young Lane* – a local, unclassified laneway that is primarily used to provide rear vehicular and pedestrian access to properties fronting Young Lane.
- ❖ *Grosvenor Street* – a local access road that traverses in an east-west direction connecting Ben Boyd Road and Waters Road.
- ❖ *Young Street* – a minor collector road that traverses in a north-south direction connecting Military Road and Young Street-Earle Street.

Young Street has a straight and level alignment along the site's frontage. It has a carriageway width of 12.5m with a single lane of traffic in each direction and kerbside parking on both sides of the road.




3.2 Traffic Controls

The existing traffic controls in the vicinity of the site (Figure 4) comprise:

- ❖ the traffic signal-controlled intersections along:



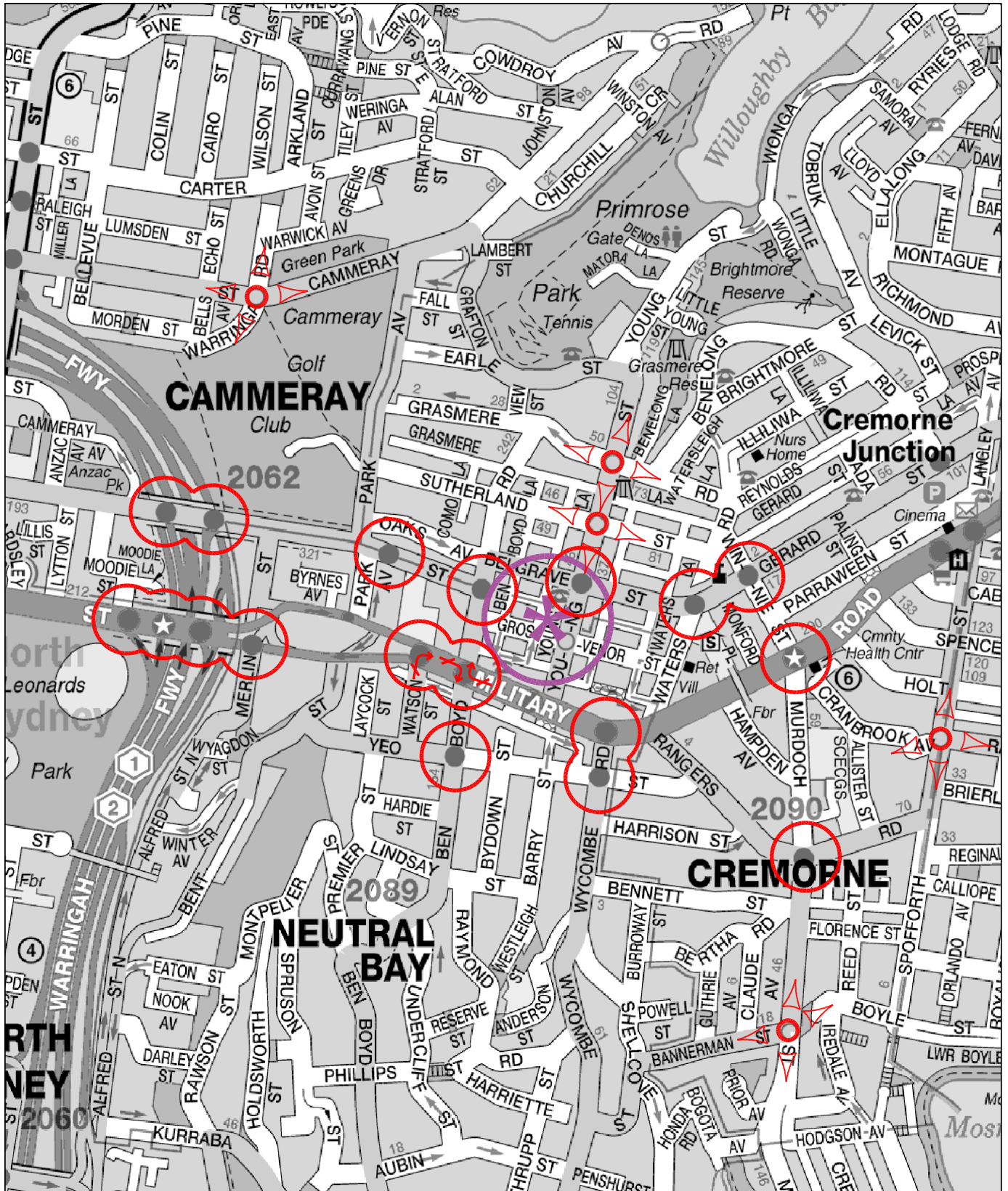
LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR






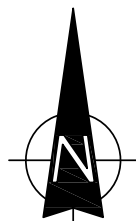
ROAD NETWORK

FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

FIG 4

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- the Military Road including the Ben Boyd Road, Wycombe Road and Waters Road-Rangers Road, Watson Street-Young Street intersections
- the Ben Boyd Road/ Ernest Street, Young Street/Belgrave Street and Belgrave Street-Gerard Street/Waters Road intersections
- ❖ a signalised pedestrian crossing in Military Road, just west of Young Street
- ❖ the numerous NO RIGHT TURN restrictions along Military Road including the No right-turn eastbound and westbound restrictions in Military Road turning onto Ben Boyd Road
- ❖ a central median island in Military Road, which restricts right-turn movements into and out of Young Street.
- ❖ the roundabout at the Young Street/Grosvenor Street intersection
- ❖ ½P restrictions along both sides of Military Road. Clearway restrictions operate between 6:00 am and 10:00 am and 3:00 pm and 7:00 pm, Monday to Friday.
- ❖ No Parking restrictions along both sides of Young Lane
- ❖ ½P restrictions along the northern side of Grosvenor Street along the site's frontage between 8:30 am and 6:00 pm (Monday through Friday) and between 8:30 am and 4:00 pm, Saturday. These restrictions do not apply to permit holders of Area 27.
- ❖ 2P restrictions along both sides of Young Street along the site's frontage between 8:30 am and 6:00 pm (Monday through Friday) and between 8:30 am and 12:30 pm, Saturday. These restrictions do not apply to permit holders of Area 27.
- ❖ No Stopping zone on the western side of Young Street between 4:30 pm and 6:30 pm (Monday through Friday)
- ❖ a posted speed limit of 80kph on Gore Hill / Warringah Freeway
- ❖ a posted speed limit of 60kph on Military Road

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- ❖ a posted speed limit of 50kph on all local roads including Grosvenor Street, Young Street and Young Lane

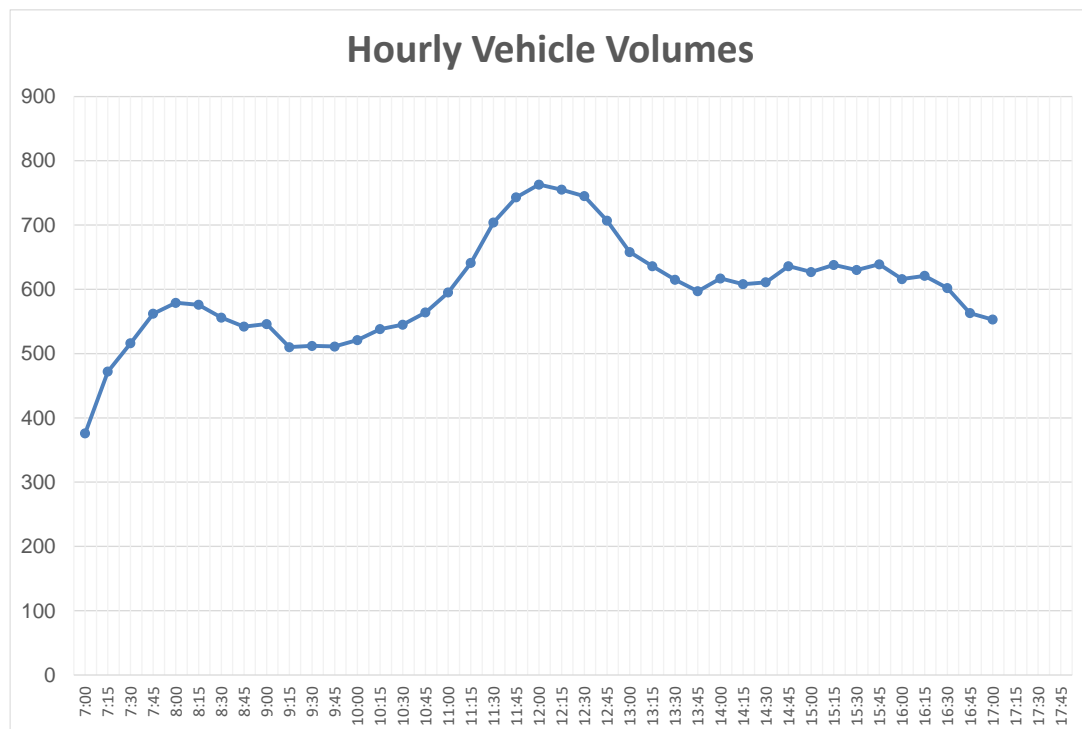
3.3 Traffic Conditions

An indication of the existing traffic and pedestrian conditions at the intersection of Grosvenor Street/Young Street in the vicinity of the site is provided by the surveys undertaken as part of this study. The surveys were completed to support the use of truck and dog trailers for the site. The surveys were completed on Thursday, 1 September 2022, between 7:00 am and 6:00 pm. The survey periods coincide with the peak commuting and late-night shopping periods. The results of traffic surveys indicate the peak traffic and pedestrian movements occur during:

- ❖ AM Peak: 11:00 am - 12:00 pm
- ❖ PM Peak: 12:00 pm - 1:00 pm

Details of the survey is provided overleaf with the peak hour data summarised in the following figures.

Hourly Intersection Vehicle Volumes



TRANS TRAFFIC SURVEY
TURNING MOVEMENT SURVEY

Intersection of Grosvenor St and Young St, Neutral Bay

GPS: -33.529063, 151.227624	North: Young St	Survey Period AM: 7:00 AM-12:00 PM
Date: Thu 01/09/22	East: Grosvenor St	PM: 12:00 PM-4:00 PM
Weather: Fine	South: Young St	Peak AM: 11:45 AM-12:45 PM
Suburban: Neutral Bay	West: Grosvenor St	PM: 12:00 PM-1:00 PM
Customer: N/A		

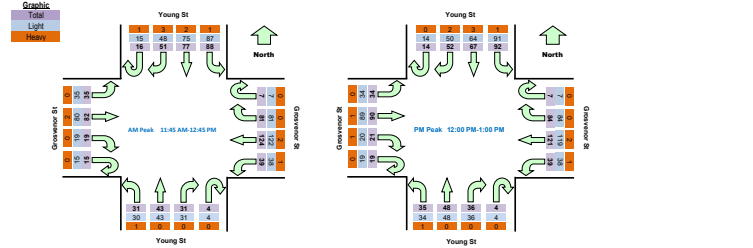
Time		North Approach Young St				East Approach Grosvenor St				South Approach Young St				West Approach Grosvenor St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	6	11	8	0	5	11	4	0	1	0	4	0	2	8	8	376	
7:15	7:30	0	8	17	8	4	11	18	4	0	1	4	3	3	2	5	10	472	
7:30	7:45	2	13	7	5	0	13	19	7	0	0	3	6	1	5	7	7	516	
7:45	8:00	1	7	14	13	1	15	24	2	0	0	2	8	0	6	16	6	562	
8:00	8:15	1	13	11	25	3	29	35	1	0	2	4	4	2	5	20	9	579	
8:15	8:30	1	11	10	7	2	22	37	4	0	1	6	11	2	1	13	14	576	
8:30	8:45	2	11	17	11	0	16	31	5	1	3	5	7	1	5	17	9	566	
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9:00	9:15	2	10	19	14	2	19	30	9	0	4	4	10	4	8	22	4	546	
9:15	9:30	1	13	6	18	0	15	27	5	1	2	4	4	3	2	17	4	510	
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14:00	14:15	1	11	17	12	3	24	34	9	2	4	7	7	1	9	16	1	617	
14:15	14:30	2	10	9	23	4	16	40	8	0	1	9	12	2	6	16	5	608	
14:30	14:45	0	7	12	14	2	17	24	3	1	2	7	4	7	14	7	611		
14:45	15:00	0	11	11	14	4	17	39	4	0	7	11	7	4	8	21	10	636	
15:00	15:15	0	17	13	17	0	17	23	5	1	2	7	17	0	5	18	7	627	
15:15	15:30	0	8	8	22	3	28	31	3	0	2	12	10	2	3	27	7	638	
15:30	15:45	1	7	17	16	2	16	29	4	0	4	12	5	1	2	31	6	630	
15:45	16:00	0	7	15	20	1	20	31	6	0	7	4	13	0	4	21	10	639	
16:00	16:15	3	14	12	13	2	22	34	5	2	5	7	9	5	5	13	9	616	
16:15	16:30	2	18	19	9	0	17	33	7	0	5	9	9	1	9	15	5	621	
16:30	16:45	3	9	13	20	0	15	38	3	1	0	11	11	3	8	21	6	602	
16:45	17:00	4	10	12	12	4	19	25	4	0	0	4	9	3	4	18	8	563	
17:00	17:15	1	13	11	25	3	29	34	1	0	2	4	4	2	7	21	8	553	
17:15	17:30	1	11	10	7	2	22	38	4	0	1	6	11	2	1	13	10		
17:30	17:45	1	4	16	21	2	15	16	5	1	3	9	6	1	10	7	6		
17:45	18:00	0	10	12	23	1	13	29	2	0	3	3	5	1	4	14	6		

Time		North Approach Young St		East Approach Grosvenor St		South Approach Young St		West Approach Grosvenor St		Hourly Total	Hourly West Approach Total	Hourly North Approach Total	
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Hourly Total	Hourly West Approach Total	Hourly North Approach Total	
7:00	7:15	3	2	3	3	4	3	6	2	129	35	9	
7:15	7:30	0	1	7	5	3	4	8	5	145	34	13	
7:30	7:45	1	1	15	4	3	5	8	0	164	30	17	
7:45	8:00	0	1	12	4	7	3	3	3	186	31	20	
8:00	8:15	2	7	7	9	6	4	6	1	213	42	26	
8:15	8:30	3	2	11	14	9	4	7	2	210	43	21	
8:30	8:45	1	4	27	7	5	6	8	1	207	50	19	
8:45	9:00	5	2	16	10	5	5	11	6	193	51	21	
9:00	9:15	2	2	12	3	7	5	5	3	188	47	16	
9:15	9:30	1	2	8	8	4	10	10	6	182	49	15	
9:30	9:45	4	3	7	9	6	6	7	3	167	44	15	
9:45	10:00	1	1	7	7	17	9	7	6	173	44	17	
10:00	10:15	1	2	11	4	3	2	5	5	168	39	19	
10:15	10:30	2	1	7	4	5	4	4	4	176	36	18	
10:30	10:45	6	3	8	11	6	7	6	4	184	35	19	
10:45	11:00	0	4	9	11	11	7	6	2	184	33	17	
11:00	11:15	1	1	10	8	3	11	2	5	173	33	17	
11:15	11:30	1	3	4	6	9	6	4	6	190	36	17	
11:30	11:45	6	1	14	5	13	4	7	1	215	41	23	
11:45	12:00	1	3	1	4	13	9	6	2	240	45	22	
12:00	12:15	2	0	14	6	21	5	5	5	262	47	27	
12:15	12:30	6	4	10	10	10	12	10	5	266	52	29	
12:30	12:45	3	3	17	10	24	7	8	4	264	46	26	
12:45	13:00	7	2	6	8	19	9	5	5	254	45	26	
13:00	13:15	1	3	4	14	12	13	7	8	261	47	25	
13:15	13:30	5	2	9	16	12	12	6	3	250	45	27	
13:30	13:45	3	3	9	16	7	17	7	6	235	47	24	
13:45	14:00	5	3	5	7	4	32	9	3	222	42	29	
14:00	14:15	6	0	3	10	12	7	8	5	200	38	26	
14:15	14:30	2	2	6	14	7	8	4	7	196	39	22	
14:30	14:45	1	10	10	9	7	10	2	4	188	38	22	
14:45	15:00	5	0	1	12	5	15	5	3	182	46	16	
15:00	15:15	2	0	6	12	8	5	4	10	189	52	13	
15:15	15:30	1	3	6	6	8	8	4	6	187	49	17	
15:30	15:45	5	0	5	5	11	7	5	3	111	188	52	16
15:45	16:00	2	0	9	13	9	6	5	9	179	47	15	
16:00	16:15	3	3	6	9	10	6	3	2	9	180	45	22
16:15	16:30	3	0	8	12	2	5	10	3	177	41	26	
16:30	16:45	3	1	6	8	3	8	2	7	186	37	27	
16:45	17:00	6	3	4	14	7	8	6	6	207	37	28	
17:00	17:15	2	7	7	9	6	4	6	1	213	42	26	
17:15	17:30	3	2	11	14	9	4	7	2				
17:30	17:45	1	4	27	7	5	6	8	1				
17:45	18:00	5	2	16	10	5	5	11	6				

Peak Time	North Approach Young St	East Approach Grosvenor St	South Approach Young St	West Approach Grosvenor St	Peak total													
Period Start	Period End	U	R	SB	L	U	R	NB	L	U	R	EB	L	Peak total				
11:45	12:45	16	51	77	88	7	81	124	39	4	31	43	31	15	19	82	35	743
12:00	13:00	14	52	67	92	7	84	121	39	4	36	48	35	19	21	90	34	763

Peak Time	North Approach Young St	East Approach Grosvenor St	South Approach Young St	West Approach Grosvenor St	Peak hour total	Peak hour total	Peak hour total					
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Peak hour total	Peak hour total	Peak hour total
11:45	12:45	15	10	42	30	66	33	29	16	240	468	926
12:00	13:00	18	9	47	34	74	33	28	19	262	506	1003

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Time		North Approach Young St				East Approach Grosvenor St				South Approach Young St				West Approach Grosvenor St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:00	7:15	0	6	11	8	0	5	10	4	0	1	0	4	0	1	7	8
7:15	7:30	0	8	17	8	4	11	15	4	0	1	4	3	3	1	5	10
7:30	7:45	2	13	7	5	0	13	19	5	0	0	3	6	0	3	7	7
7:45	8:00	1	7	14	13	1	15	24	2	0	0	2	8	0	4	15	6
8:00	8:15	1	13	11	25	3	29	34	1	0	2	4	4	2	5	20	9
8:15	8:30	1	11	10	7	2	22	37	4	0	1	6	11	2	1	13	14
8:30	8:45	2	11	17	10	0	16	30	5	1	3	5	6	1	3	17	9
8:45	9:00	4	5	13	19	2	18	16	5	0	1	7	6	0	2	16	10
9:00	9:15	2	9	19	14	2	19	29	9	0	4	4	10	4	8	22	4
9:15	9:30	1	12	6	18	0	14	25	5	1	2	4	3	2	17	4	
9:30	9:45	2	6	13	17	3	15	10	7	0	5	9	5	2	5	13	7
9:45	10:00	2	10	12	18	4	14	28	0	0	3	10	7	1	1	13	8
10:00	10:15	1	4	16	21	2	15	16	5	1	3	9	6	1	10	7	6
10:15	10:30	0	10	12	22	1	13	28	2	0	3	3	4	1	2	14	6
10:30	10:45	1	8	12	14	2	16	18	9	1	4	6	5	2	7	15	5
10:45	11:00	0	11	11	24	1	14	30	5	0	2	2	10	1	5	22	4
11:00	11:15	1	5	14	10	3	20	37	5	0	3	5	6	3	3	14	10
11:15	11:30	0	4	11	20	2	20	24	6	0	8	4	8	4	6	5	8
11:30	11:45	1	2	11	15	2	16	32	7	0	3	10	10	2	9	15	6
11:45	12:00	2	8	23	19	1	23	35	10	0	3	6	10	3	6	14	9
12:00	12:15	2	10	19	23	2	20	26	12	2	13	17	4	4	5	21	5
12:15	12:30	6	16	20	28	2	18	17	9	0	8	14	11	3	5	23	12
12:30	12:45	5	14	13	17	2	20	44	7	2	7	6	5	5	3	22	9
12:45	13:00	1	10	12	23	1	26	32	10	0	8	11	14	7	7	23	8
13:00	13:15	2	7	22	15	3	12	44	13	0	2	9	9	3	2	26	5
13:15	13:30	1	11	23	20	1	27	45	9	0	1	6	6	2	4	17	10
13:30	13:45	2	4	10	20	1	23	33	4	0	5	8	5	2	1	21	6
13:45	14:00	2	3	14	25	1	21	34	7	0	1	6	5	4	2	19	4
14:00	14:15	1	11	17	12	3	24	33	8	2	4	7	6	1	8	16	1
14:15	14:30	2	10	9	23	4	16	39	8	0	1	9	11	2	6	16	5
14:30	14:45	0	7	12	14	2	17	23	3	1	2	7	7	4	7	13	7
14:45	15:00	0	11	9	14	4	17	39	3	0	7	10	5	4	8	21	10
15:00	15:15	0	17	13	17	0	17	23	5	1	2	7	17	0	4	18	7
15:15	15:30	0	8	8	22	3	28	31	2	0	2	12	10	2	3	27	7
15:30	15:45	1	7	17	16	2	16	29	4	0	4	12	5	1	2	31	6
15:45	16:00	0	7	15	20	1	20	31	6	0	7	4	13	0	4	21	10
16:00	16:15	3	14	12	13	2	22	33	5	2	5	7	9	5	5	13	9
16:15	16:30	2	18	19	9	0	17	33	7	0	5	9	9	1	9	14	5
16:30	16:45	3	8	13	20	0	15	38	3	1	0	11	11	3	8	21	6
16:45	17:00	4	9	12	12	4	19	25	4	0	0	4	9	3	4	18	8
17:00	17:15	1	13	11	25	3	29	34	1	0	2	4	4	2	5	20	8
17:15	17:30	1	11	10	7	2	22	37	4	0	1	6	11	2	1	13	10
17:30	17:45	1	4	16	21	2	15	16	5	1	3	9	6	1	10	7	6
17:45	18:00	0	10	12	22	1	13	28	2	0	3	3	4	1	2	14	6

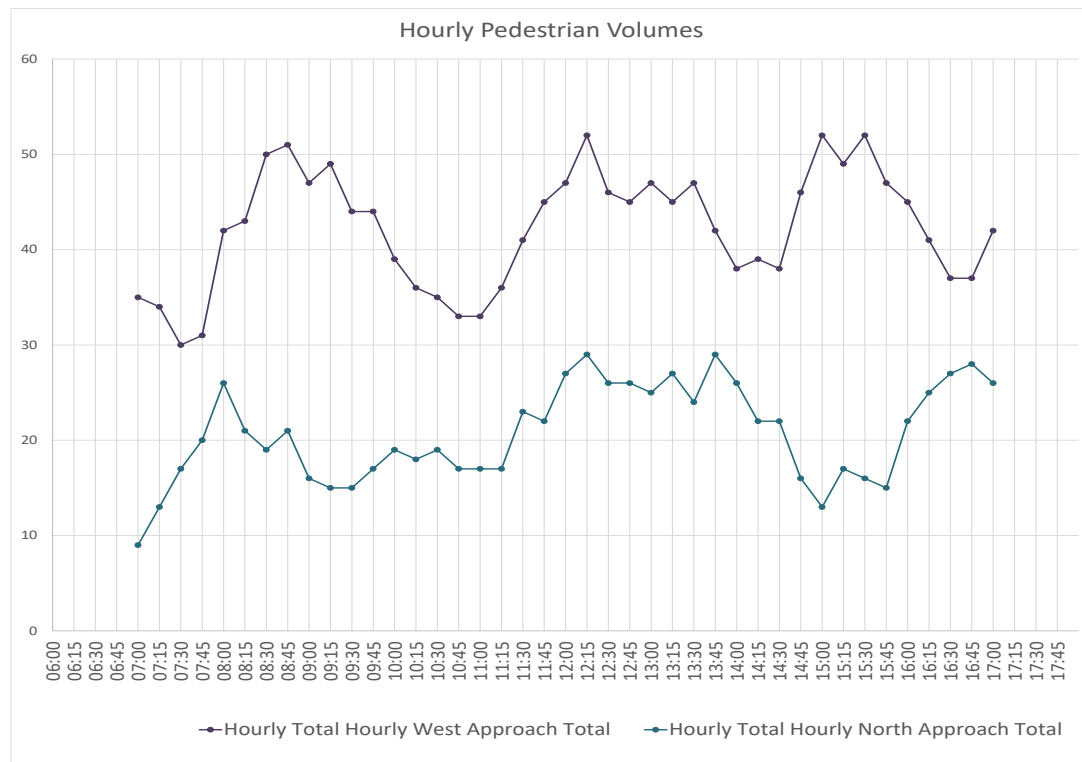
Peak Time		North Approach Young St				East Approach Grosvenor St				South Approach Young St				West Approach Grosvenor St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
11:45	12:45	15	48	75	87	7	81	122	38	4	31	43	30	15	19	80	35	730
12:00	13:00	14	50	84	91	7	84	119	38	4	36	48	34	19	20	89	34	751

Time		North Approach Young St				East Approach Grosvenor St				South Approach Young St				West Approach Grosvenor St				
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
7:00	7:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
7:15	7:30	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	
7:30	7:45	0	0	0	0	0	0	2	0	0	0	0	0	0	1	2	0	
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	
8:00	8:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30	8:45	0	0	0	1	0	0	1	0	0	0	0	1	0	2	0	0	
8:45	9:00	0	1	2	1	0	0	2	0	0	0	0	0	0	1	1	0	
9:00	9:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
9:15	9:30	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	
9:30	9:45	0	0	1	0	0	0	2	1	0	0	0	2	0	1	1	0	
9:45	10:00	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	
10:00	10:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
10:15	10:30	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
10:45	11:00	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	
11:00	11:15	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	
11:15	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
11:30	11:45	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	
11:45	12:00	1	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	
12:00	12:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	12:30	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
12:30	12:45	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	
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13:00	13:15	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	
13:15	13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
13:45	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	14:15	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	
14:15	14:30	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	
14:30	14:45	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	
14:45	15:00	0	0	2	0	0	0	0	1	0	0	1	2	0	0	0	0	
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15:30	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
16:30	16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	18:00	0	0	0	1	0	0	1	0	0	0	0	1	0	2	0	0	

Peak Time		North Approach Young St				East Approach Grosvenor St				South Approach Young St				West Approach Grosvenor St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
11:45	12:45	1	3	2	1	0	0	2	1	0	0	0	1					

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Hourly Pedestrian Volumes



As shown on the above data:

- ❖ the vehicle volumes at the Grosvenor Street/Young Street intersection peaks outside the standard commuting peak hours between 11am and 1pm.
- ❖ the vehicle volumes at the Grosvenor Street/Young Street intersection during:
 - the AM commuting peak hour is 576 veh/hour
 - the PM commuting peak hour is 621 veh/hour
- ❖ the above AM and PM commuting peak hour vehicle volumes of 11 veh/minute and are distributed among the 4 intersection legs
- ❖ the affected north-south pedestrian crossing (west approach) has a peak hourly volume of 51 pedestrians per hour (no more than 1 pedestrian per minute)
- ❖ the affected east-west pedestrian crossing (north approach) has a peak hourly volume of 29 pedestrians per hour (no more than 1 pedestrian per 2 minutes)

Based on the minor pedestrian movements and to minimise the traffic impact on

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vehicular traffic, it is proposed to permit the use of truck and dog trailers prior to 11am.

The roundabout creates ample and safe gaps are available in the Young Street traffic flow for vehicles to ingress and egress the site.

3.4 Existing Transport Services

The site is highly accessible by public transport.

Bus Services

Access to the Metropolitan Transport Network for the site is currently provided by the more than 40 bus services which run along the Military Road (with the nearest bus stop 150m walking distance southeast of the site).

These services provide express bus services to the Central Sydney CBD and connections to North Sydney and St Leonards Railway Stations, Chatswood Interchange, allow access to the wider public transport network with this railway/Metro station providing services on the T1 – North Shore Line and the CCN – Central Coast - Newcastle Line and Sydney Metro, providing a connection to the City and the wider rail network.

These services also provide connections to the Ferry Services on Sydney Harbour at Neutral Bay and Cremorne Point wharves, Northern Beaches area, including Manly Vale, Brookvale, Dee Why, Narrabeen, Newport, Mona Vale and Palm Beach, Kirribilli, Cammeray and Crows Nest.

Bus services into and out of the City via the Warringah Freeway have the benefit of dedicated bus lanes for the majority of the journey, resulting in reduced travel times between Neutral Bay and Wynyard. The site is therefore considered to be very well served by public transport services. These bus routes provide frequent services during the weekday peak hour periods. Details of the bus services available are provided in Appendix B

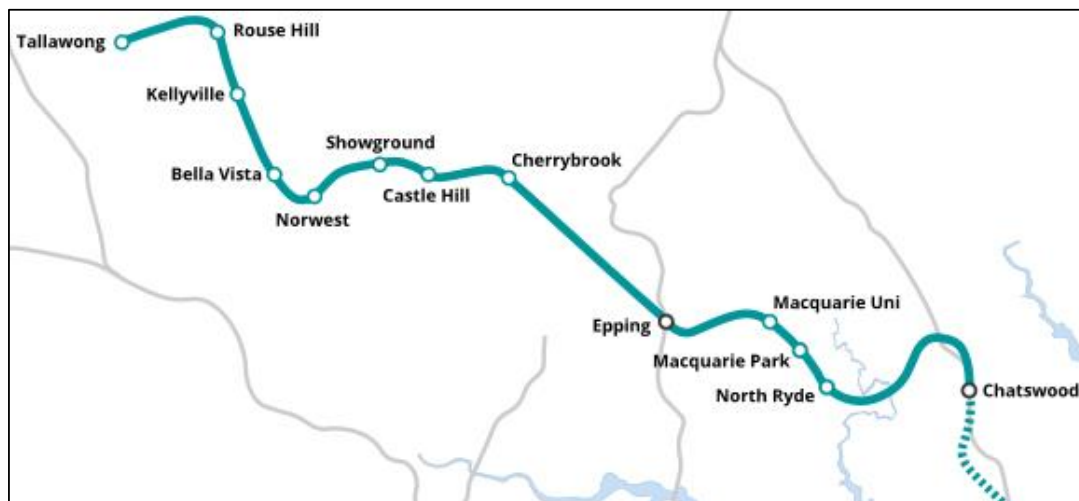
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Railway Services

North Sydney Railway Station is located approximately 1.8km southwest of the site and is accessible by bus routes 229 and 230. The station is a major hub in the Sydney Trains network, with frequent services on four rail lines, namely T1 – North Shore Line and the CCN – Central Coast and Newcastle Line. Details of the train services available at the North Sydney Station are provided in Appendix B

Metro Services

The Sydney Metro Northwest project is one of Australia's largest public transport infrastructure projects and currently delivers faster, safer and more reliable service to the northwest region of Sydney. The Sydney Metro Northwest provides a rail connection from the existing Chatswood Interchange through to Cudgegong Railway Station. As part of this connection, the train line passes through Chatswood Station, which provides an additional train every four minutes during the weekday AM and PM peak periods. The station locations and rail alignment of the Sydney Metro are shown below. Details of the Metro services available at the Chatswood Station are provided in Appendix B.



Pedestrian Infrastructure


Pedestrian footpaths are located on both sides of all streets surrounding the site. Marked foot crossings are provided at all signalised intersections within the area, including along Young Street, West Street and Miller Street.

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Cycle Infrastructure

The site is well situated within Sydney's cycle network with cycle routes surrounding the site with the nearest route along Military Road to the south of the site. The bicycle network surrounding the site is shown in the figure below, with details provided in figure overleaf.


Legend




Separated Bicycle Path



Shared User Path










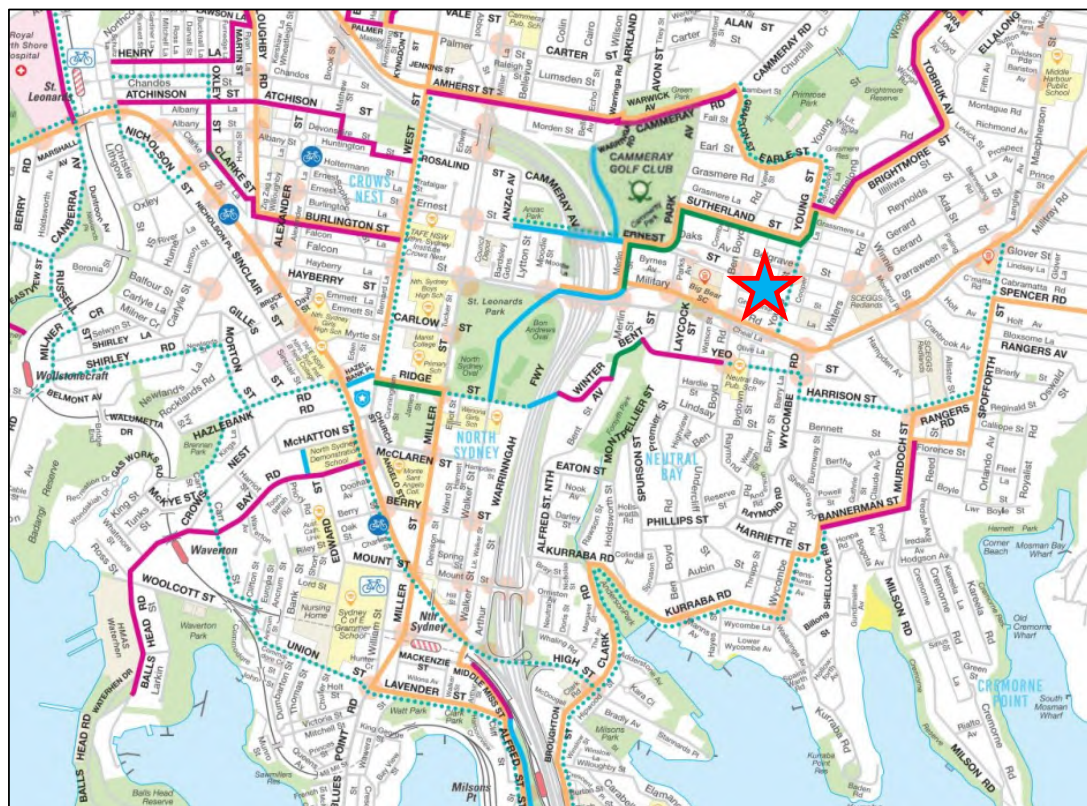
Marked On-road Bicycle Route



High Current Bicycle Use
(may include difficult conditions if separated paths are not provided)

Potential Future Bicycle Routes are subject to change pending further investigation. Current conditions will vary in difficulty.

 Bike Shop
  Bike Locker
  AIR
  Bike Pump
  Parking
  Hospital
  Police



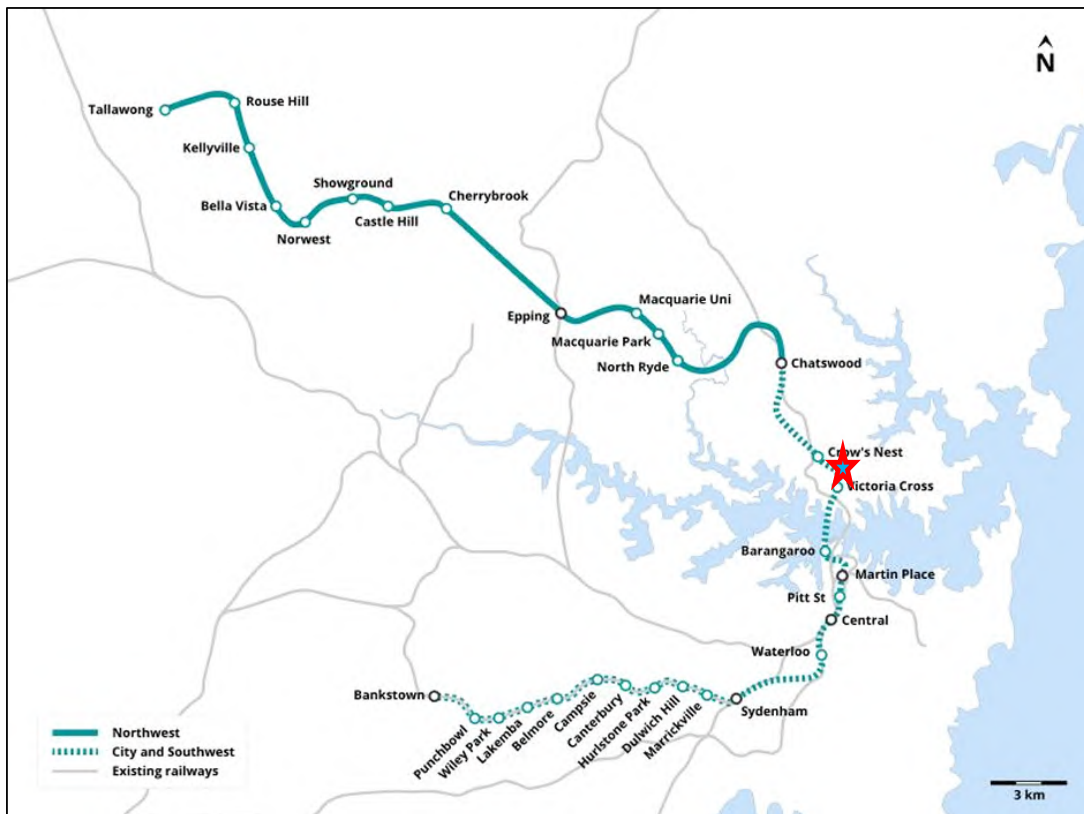
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3.5 Proposed Transport Services

The site is located within 2km of Crows Nest Metro Station, which is currently under construction as part of the Metro City and Southwest Line. After completion in 2024, this station will provide metro trains every four minutes during peak hours and connect the area to Sydney Central Business District, Northwest Sydney and Southwest Sydney.

The site is expected to benefit greatly from the Sydney Metro project, given the increased incentives to travel by train on the regular fast service with the Neutral Bay town centre planning, largely reflecting this inherent change.

The station locations and rail alignment of the Sydney Metro are shown below.



4.0 Proposed Construction Traffic Management Plan

4.1 Construction Vehicle Route

Truck movements associated with the construction processes will access the site via Grosvenor Street, as illustrated in Figure 5. Details of critical vehicles swept paths in and out of the site are provided in Appendix C.

It is noted that on departure:

- ❖ 6.4m small rigid vehicle (SRV) will use Ernest Street towards Warringah Freeway/Pacific Highway given that Ernest Street has 10t load limit
- ❖ All vehicles longer than SRV, i.e., MRV, HRV and semi will use Ben Boyd Road towards Military Road

4.2 Truck Movements

The envisaged truck arrivals will be:

Demolition Stage

12.5m Length

The frequency is 1-3 Vehicles daily

The total load is 23 ton

19m Length

The frequency is 5-7 Vehicles daily

The total load is 48 ton

Excavation Stage

18.1m Length

The frequency is 1-2 Vehicles daily

The total load is 23 ton

19m Length

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The frequency is 14-21 Vehicles daily

The total load is 48 ton

For Structure Stage

12.5m Length

The frequency is 1-3 Vehicles Daily

The total load is 23 ton

12.5m Length

The frequency is 30 Vehicles for Concrete pours (7 Times in Project life)

The total load is 27 ton

19m Length

The frequency is 1-3 Vehicles Per Week

The total load is 48 ton

Given the low truck movements, a truck holding area will not be required. Truck drivers will be advised of the designated truck routes to/ from the site. No queuing or marshalling of trucks will be permitted on public roads in the vicinity of the site. Accredited traffic controller/ site personnel will ensure they are in radio contact with truck drivers, ensuring each vehicle arrival is anticipated and planned.

4.3 Construction Hours

The hours of construction activity will be:

7.00am – 5.00pm	Monday to Friday
8.00am – 1.00pm	Saturday
No work	Sunday and public holidays

4.4 Pedestrian Management

The following protections would be provided for pedestrians in the perimeter of the site:

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- ❖ Grosvenor Street and Young Street: Class B hoarding will be provided on the footpath along the northern side of Grosvenor Street and the western side of Young Street, to ensure safe pedestrian passage past the site.
- ❖ Young Lane: Pedestrians walking along the pedestrian link along Markham Avenue will be protected by A-Class hoarding

RMS accredited traffic controllers will supervise all vehicle and materials movements into and out of the site, loading area and works zone, as well as loading/unloading activities at all times.

4.5 Contact Details

The contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is as follows:

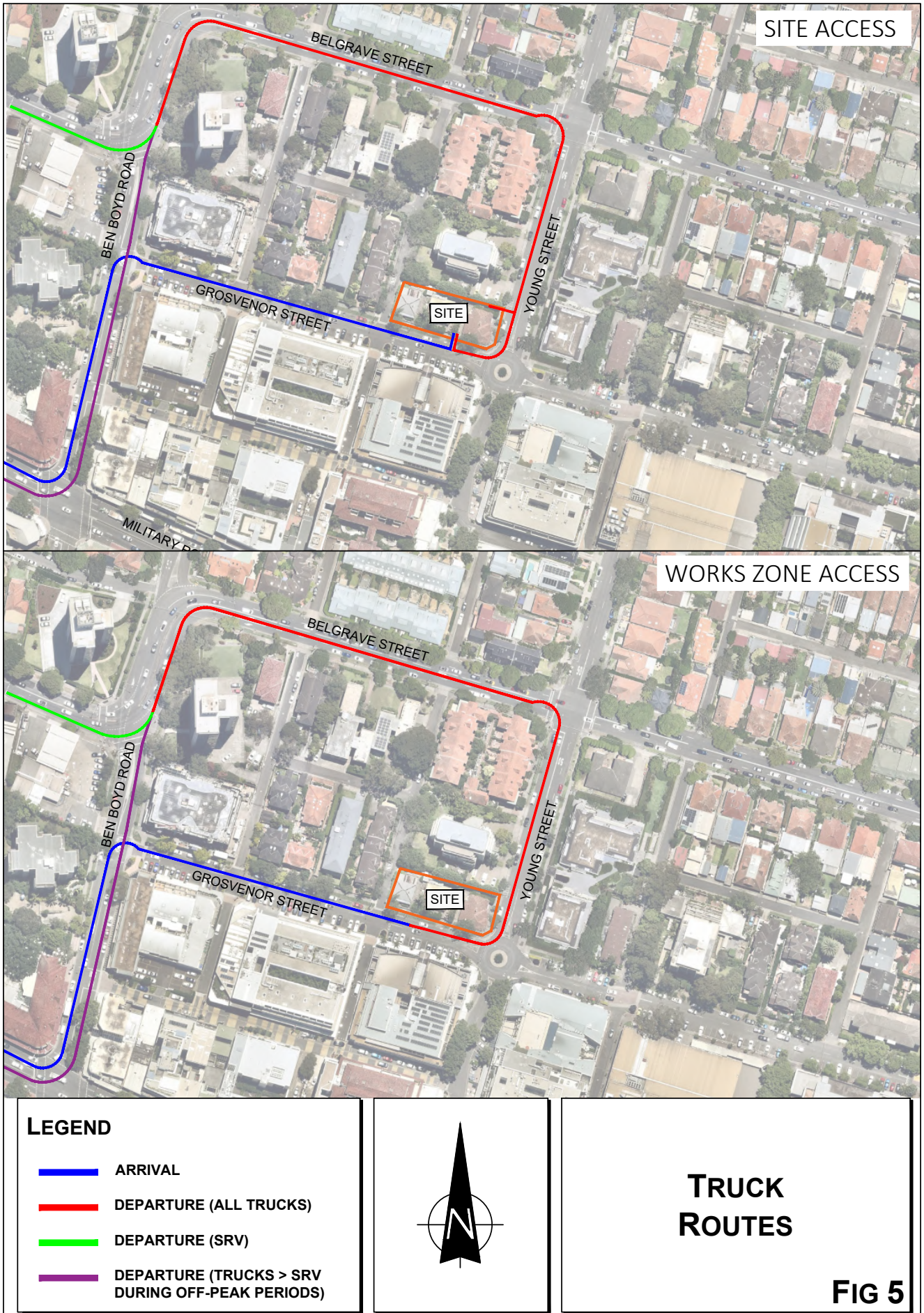
Rohail Iyaz
General Manager
Australex Group Pty Ltd
rohail@australex.net.au

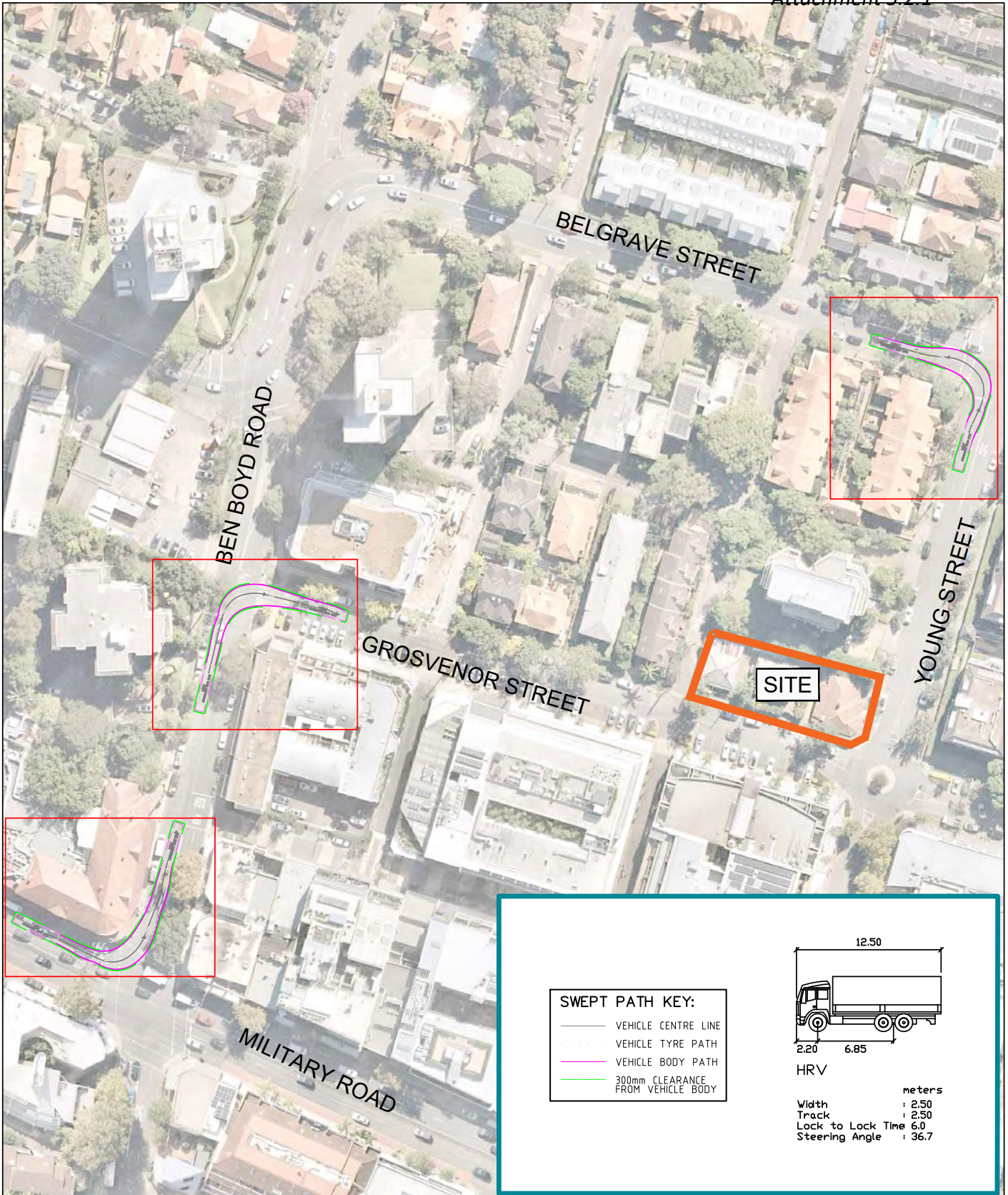
4.6 Works Zone

A 19m long Works Zone will be required on the 30, 32 and 34 Grosvenor Street frontage during the latter construction and fitout processes to facilitate delivery vehicles stoppages.

The Works Zone will require the temporary removal of 2-3 on-street parking spaces on the northern side of Grosvenor Street.

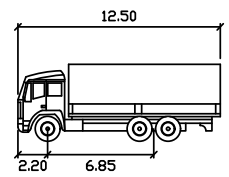
A separate application for the works zone would be submitted separately as required for approval from the North Sydney Traffic Committee prior to the operation of the works zone. The applicant will pay all appropriate Council advertised fees and charges, including the cost of the signage and loss of parking fee. It is noted that there



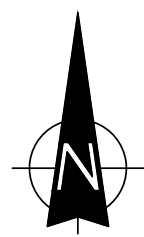


SWEPT PATH KEY:

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

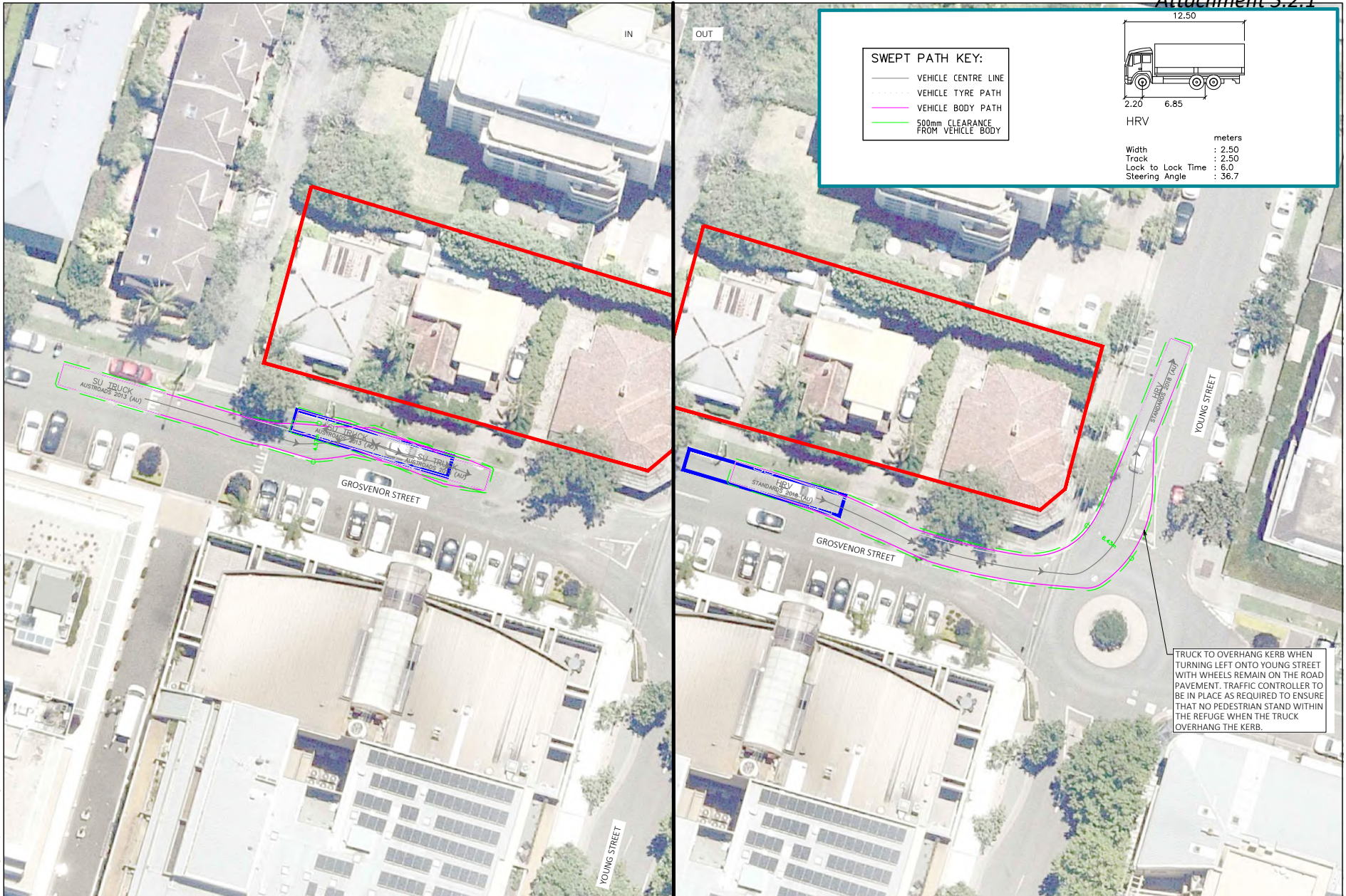


HRV
 Width : 2.50 meters
 Track : 2.50
 Lock to Lock Time : 6.0
 Steering Angle : 36.7



TRUCK TURNING PATHS

FIG 6



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34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 12.5M HRV ENTERING AND EXITING THE WORKS ZONE

DRAWING REF NO. 20136-V1.4-SP

SHEET NO. 01 OF 02

ISSUE DATE 16 July 2022

DESIGNED BY
LELSSON

REVIEWED BY
B.L.O

SCALE
A3 0 4.0 8.0 1:400



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
 THE DISPLAY OF A WARNING SIGN
 DOES NOT EXEMPT YOU FROM
 YOUR DUTY TO DRIVE CAREFULLY
 AND TO OBEY ALL ROAD SIGNS

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 Established 1984

Address: Level 5, Suite 502 / 282 Victoria Ave., Cheshwood NSW 2067
 P: (02) 9411 5640 E: info@tpa.com.au W: www.tpa.com.au



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34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 12.5M HRV EXITING FROM YOUNG STREET TO BELGRAVE STREET

DRAWING REF NO. 20136-V1.4-SP SHEET NO. 02 OF 02 ISSUE DATE 16 July 2022

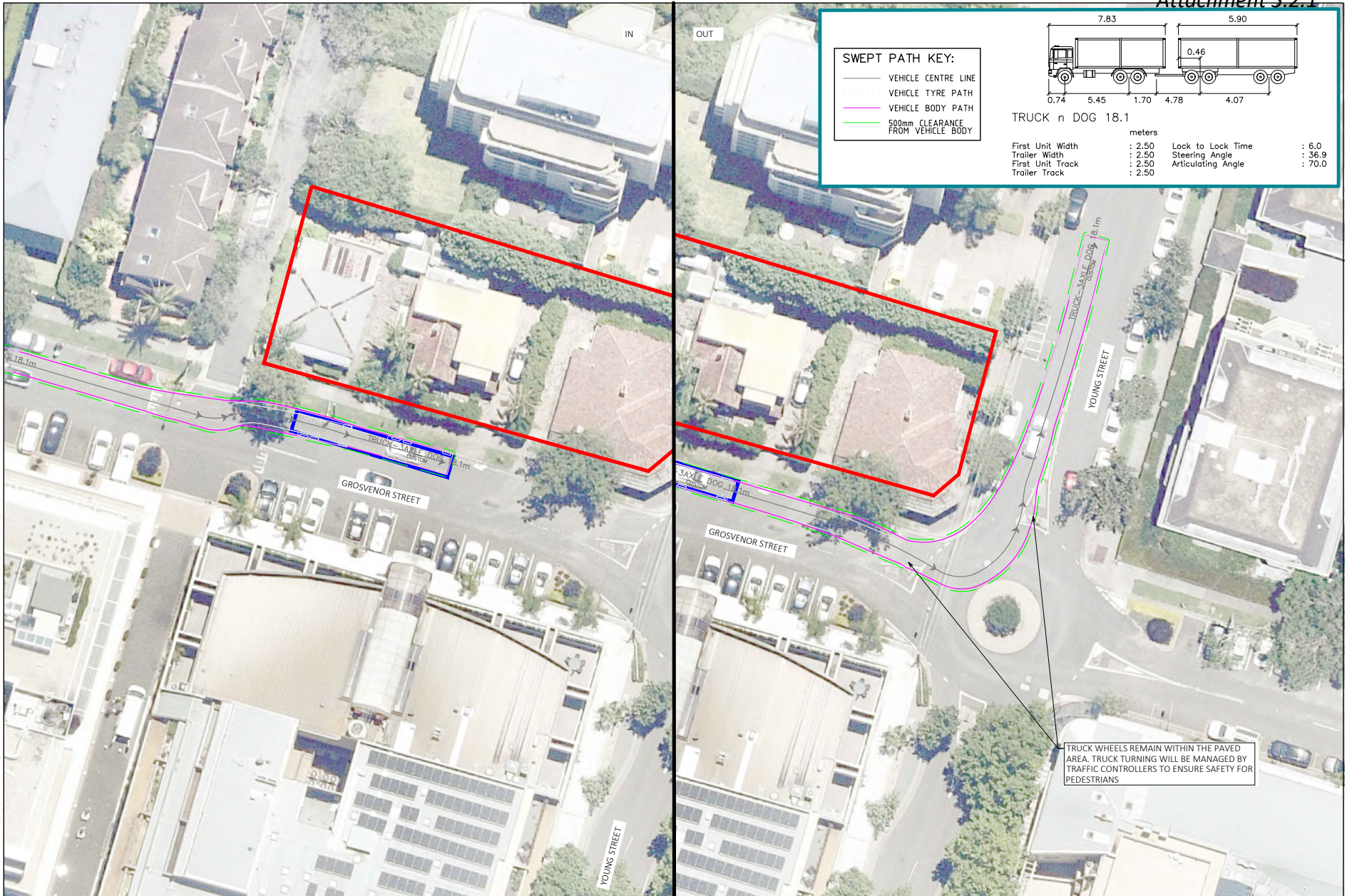
DESIGNED BY LELLSON REVIEWED BY B.LO
 SCALE A3 0 4.1 8.2 1:412



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
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 AND TO OBEY ALL TRAFFIC LAWS

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34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 18.1M TRUCK & DOG TRAILERS ENTERING & EXITING THE WORKS ZONE

DRAWING REF NO. 20136-V1.3.5-SP SHEET NO. 01 OF 02 ISSUE DATE 11 September 2022

DESIGNED BY LLELSON REVIEWED BY B.LO
 SCALE A3 0 4.0 8.0 1:400



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34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 18.1M TRUCK & DOG TRAILERS EXITING THE WORKS ZONE

DRAWING REF NO. 20136-V1.3.5-SP SHEET NO. 02 OF 02 ISSUE DATE 11 September 2022

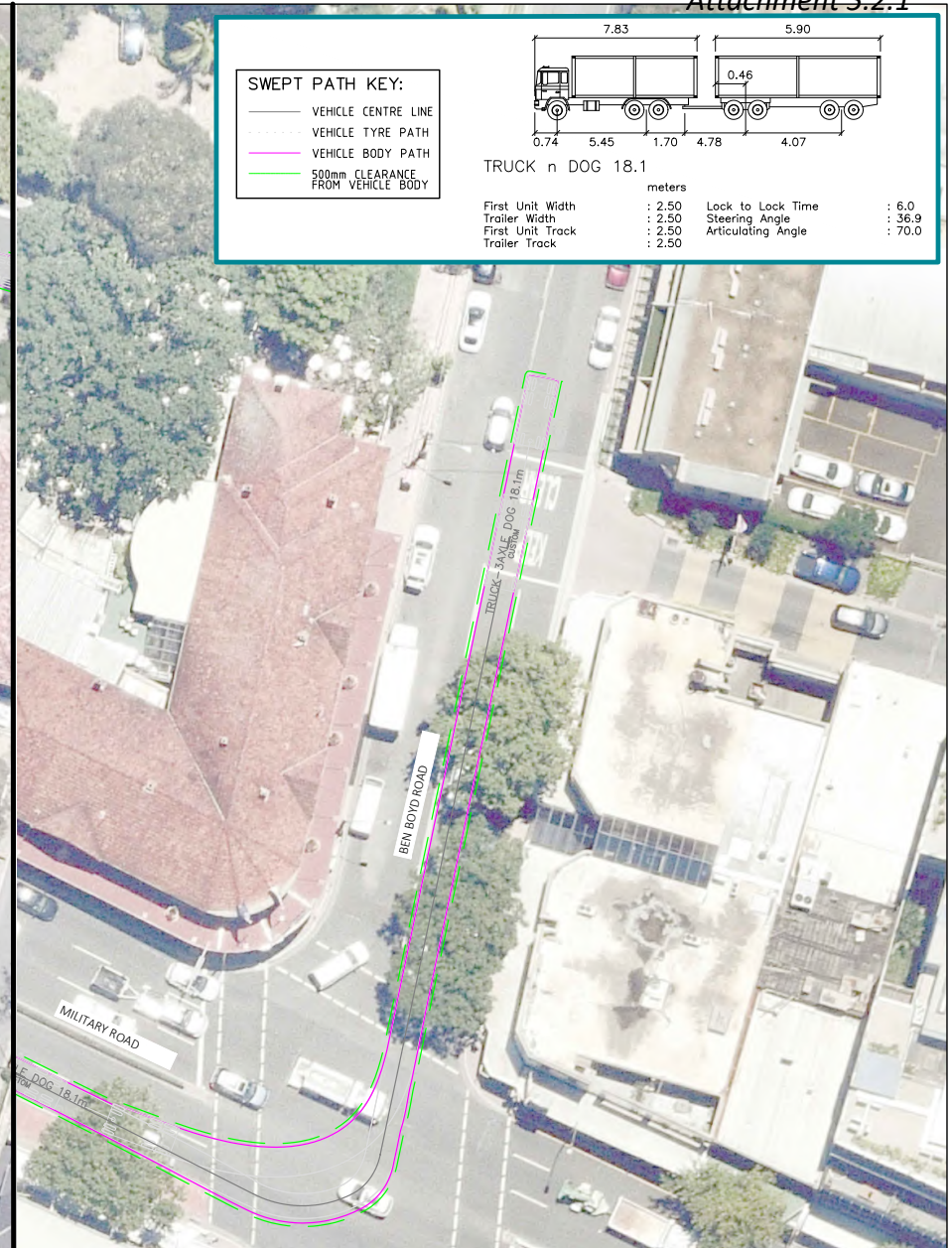
DESIGNED BY LELSSON REVIEWED BY B.L.O.
 SCALE A3 0 4.0 8.0 1:400



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

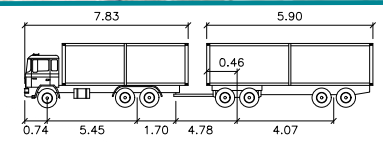


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SWEPT PATH KEY:

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



TRUCK n DOG 18.1

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

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34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 19M SEMI ENTERING AND EXITING THE WORKS ZONE

DRAWING REF NO. 20136-V1.3.5-SP SHEET NO. 03 OF 02 ISSUE DATE 11 September 2022

DESIGNED BY L. LELSON REVIEWED BY B. LO

SCALE A3 1:##

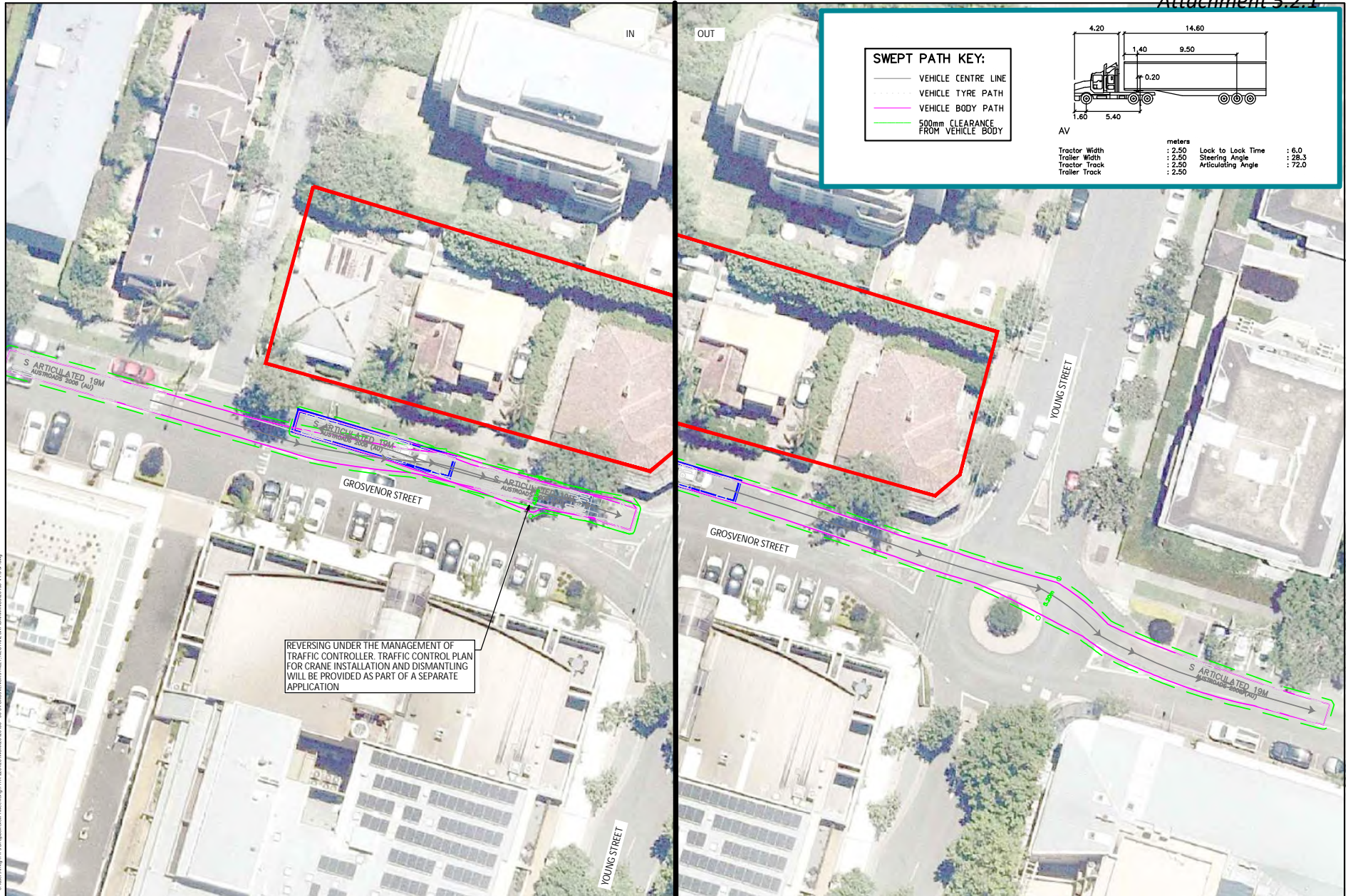


PRELIMINARY PLAN
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REVERSING UNDER THE MANAGEMENT OF TRAFFIC CONTROLLER. TRAFFIC CONTROL PLAN FOR CRANE INSTALLATION AND DISMANTLING WILL BE PROVIDED AS PART OF A SEPARATE APPLICATION

34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 19M HRV ENTERING AND EXITING THE WORKS ZONE (FOR CRANE WORKS)

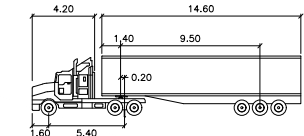
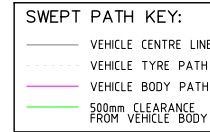
DESIGNED BY LELLSON
 REVIEWED BY B.L.O.
 SCALE A3 0 40 80 1:400



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AV		meters	
Tractor Width	: 4.20	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 1.60	Articulating Angle	: 72.0
Trailer Track	: 2.50		

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34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 19M SEMI ENTERING AND EXITING THE WORKS ZONE

DESIGNED BY LLELSON REVIEWED BY B.L.O

SCALE A3 1:##

DRAWING REF NO. 20136-V1.3.4-SP SHEET NO. 03 OF 02 ISSUE DATE 27 July 2022



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will be no meter removal required as part of the Works Zone application. The works zone will not be used for private kerbside parking by contractors, tradesman or visitors to the site.

4.7 Cranage and Materials Handling

1 tower crane will be erected within the site, and specific areas will be available for loading/unloading, materials handling and storage, and worker sheds, etc. The tower crane will be utilised for materials handling within the works zone and the on-site material handling zone.

A separate application for temporary road closure and crane use from the public property will be submitted to Council for approval as required prior to the installation of the on-site tower crane.

Light materials will be loaded/unloaded between the works zone using either forklifts or trolleys.

4.8 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo a formal 'site induction' process and all the inductions will be performed specifically to each trade according to Workcover OH & S requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

4.9 Construction Worker Parking

There will be no on-site car parking available for workers during the earlier construction stage. Once the internal driveway and basement carpark are built (and when construction activity is most intensive), additional worker parking may be available.

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Some unrestricted on-street parking will be available along the surrounding local streets for the workers. Given the proximity of the site to high-frequency public transport services, all workers will be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site or to carpool wherever possible.

A tool drop-off and storage facility will be provided within the site. This would allow tradespeople to drop-off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis.

Workers will also be informed of appropriate tool/ equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

4.10 Traffic Guidance Schemes

The TGS presents the principles of traffic management, with the detailed information for worksite operations is contained in the Roads and Maritime Services Traffic Control at Work Sites Technical Manual Version 5.0 dated 27 July 2018. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and Australex's Constructions Workplace Health and Safety Manuals.

The TGSs prepared by the Traffic Control contractor (a Certified Traffic Controller under RMS regulations) as required throughout the process and in accordance with Australian Standards 1742.3, for all construction processes are provided in Appendix D.

4.11 Tree Protection Management Measures

Australex will complete the construction works without encroaching the tree protection zones (TPZs). Protective fencing and ground protection will be installed in accordance with the tree management plan provided overleaf. Australex will ensure that the

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existing trees within the TPZs are protected in accordance with the Australian Standards, based on the following guidelines:

- * no works will be undertaken without the supervision of a qualified arborist
- * no people, vehicles or machinery can enter the zone
- * no stockpiling of building materials, debris or soil within the zone
- * no fuel, oil dumps or chemicals allowed within or around the zone
- * no altering of soil levels within the zone
- * no open trenching within the zone
- * no attachment of wires, nails, screws or any other fixing device or as a winch support or anchorage
- * supplementary watering is provided to trees through dry periods, during and after the construction process.

4.12 Construction related Vehicle Movements

A maximum of 30 trucks per day during peak construction. The heavy vehicle movements are likely to be spread throughout the day. However, in the worst-case assessment, it has been assumed that 12.5%, or 4 vehicles (8 two-way vehicle movements), would occur during the peak hour. Queuing or marshalling of construction vehicles will not be permitted on the road network and call-up procedures must be put in place to manage arrivals.

Workers typically begin and end their workday outside of network peak periods (i.e., 6.30 am – 3.30 pm) and as such is unlikely to adversely impact the surrounding road network.

4.13 Impact on Public Transport Services

The heavy vehicle haulage routes will largely be limited on arterial and sub-arterial roads which are designed to accommodate heavy vehicle movements. As such, the impacts on public transport services will be minimal on the approach/departure routes. While the

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truck route will overlap with this bus route during the construction period, it is not expected that traffic generation of no more than 6 vehicle visitations per day would be adverse to the efficiency of the existing bus service.

4.14 Impact on Pedestrian Movements

Pedestrian movements will remain on Grosvenor Street, Young Street and Young Lane, separated from the site through the provision of hoarding along the perimeter of the site where applicable.

Where the frontage footpath along Grosvenor Street will be affected by the Works Zone operation, accredited traffic controllers who will be present at the works zone and access points will ensure pedestrians are given right of way by construction vehicles to heighten their safety.

The above measures will be incorporated into the site induction program. Workers/subcontractors will be inducted to drive with extra caution and according to the posted speed limit at all times.

4.15 Temporary Road Closure

It is not anticipated that the proposed works would require a road closure. If required:

- The costs and application processes for the required permits are to be borne by Australex.
- Temporary road closures shall be confined to weekends and off-peak hour times and are subject to the approval of the Council.
- Before implementation of any road closure during construction, Council shall be advised of these changes and a TGS shall be submitted to Council for approval.
- This TGS shall include times and dates of changes, measures, signage, road markings and any temporary traffic control measures.

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4.16 Impact on Emergency Vehicle Access

Emergency protocols on the site would include a requirement for an accredited traffic controller to assist with emergency access, and as such, access to the site by emergency vehicles will not be affected. The liaison will be maintained with the police and emergency services agencies throughout the construction period and a site contact will be made available for out-of-hours emergencies and access.

4.17 Spoil Management

To ensure that soil/excavated material is not transported on wheels or tracks of vehicles and deposited on surrounding roadways, a wheel wash station will be positioned at the entry/exit point.

4.18 Road Serviceability

Australex will be responsible for ensuring that the road pavement, kerb and gutter along Grosvenor Street, Young Street and Young Lane, remain in clean and serviceable states during the course of the construction.

4.19 Public Notification

Australex would prepare notification letters, under the approval of Council, that would be delivered to adjoining property owners, to advise of the construction works and timeframes for completion of each phase of the process.

4.20 Impact on Neighboring Properties

Access to neighbouring properties will be maintained at all times. Workers/subcontractors will be directed not to park their vehicles at the driveways of the neighbouring properties. This will be incorporated into the site induction program. Australex would take appropriate action if informed of this activity occurring.

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4.21 Dilapidation Report

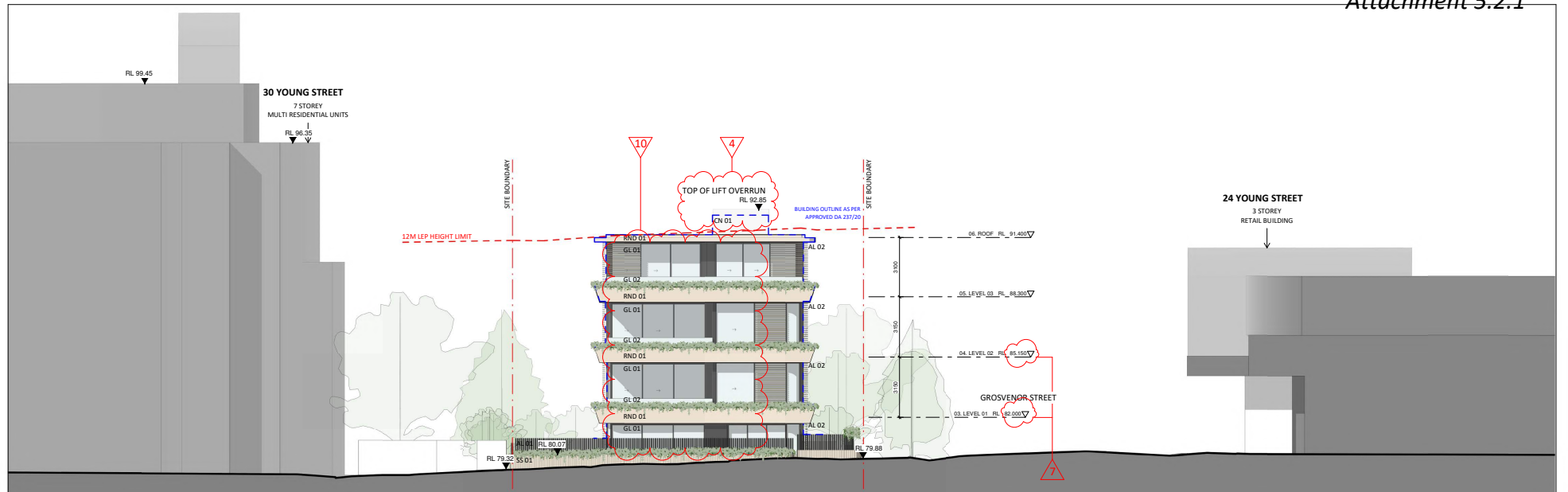
A dilapidation report will be provided before and after the construction activities as required by Council.

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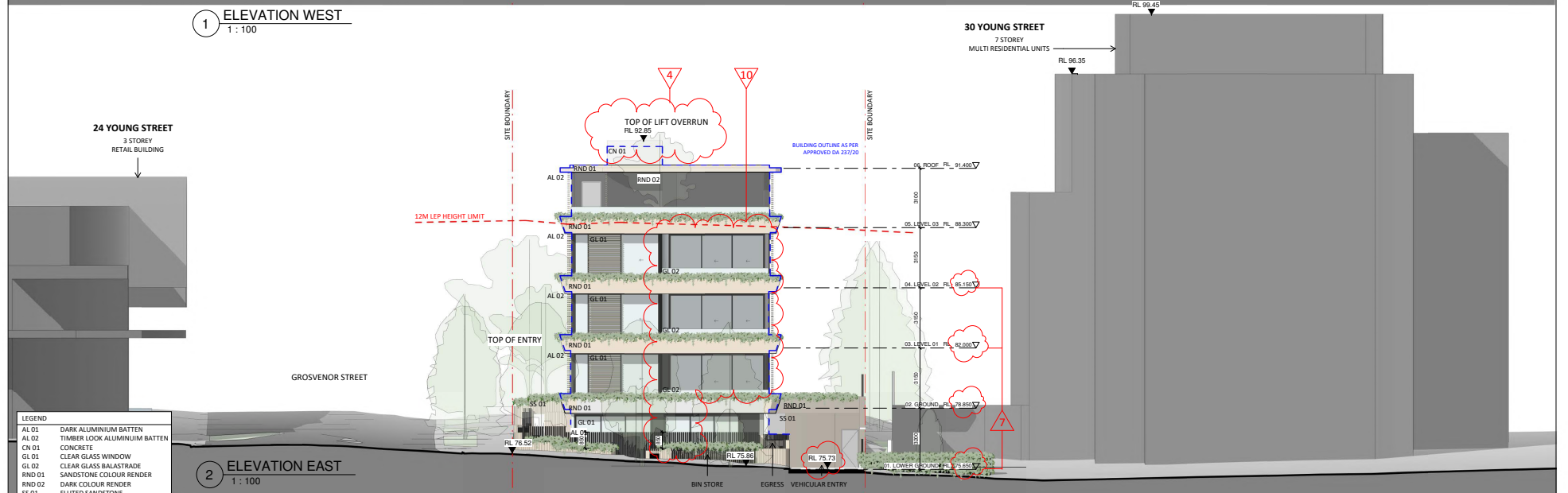
Appendix A

Architectural Plans





1 ELEVATION WEST
1 : 100



2 ELEVATION EAST
1 : 100

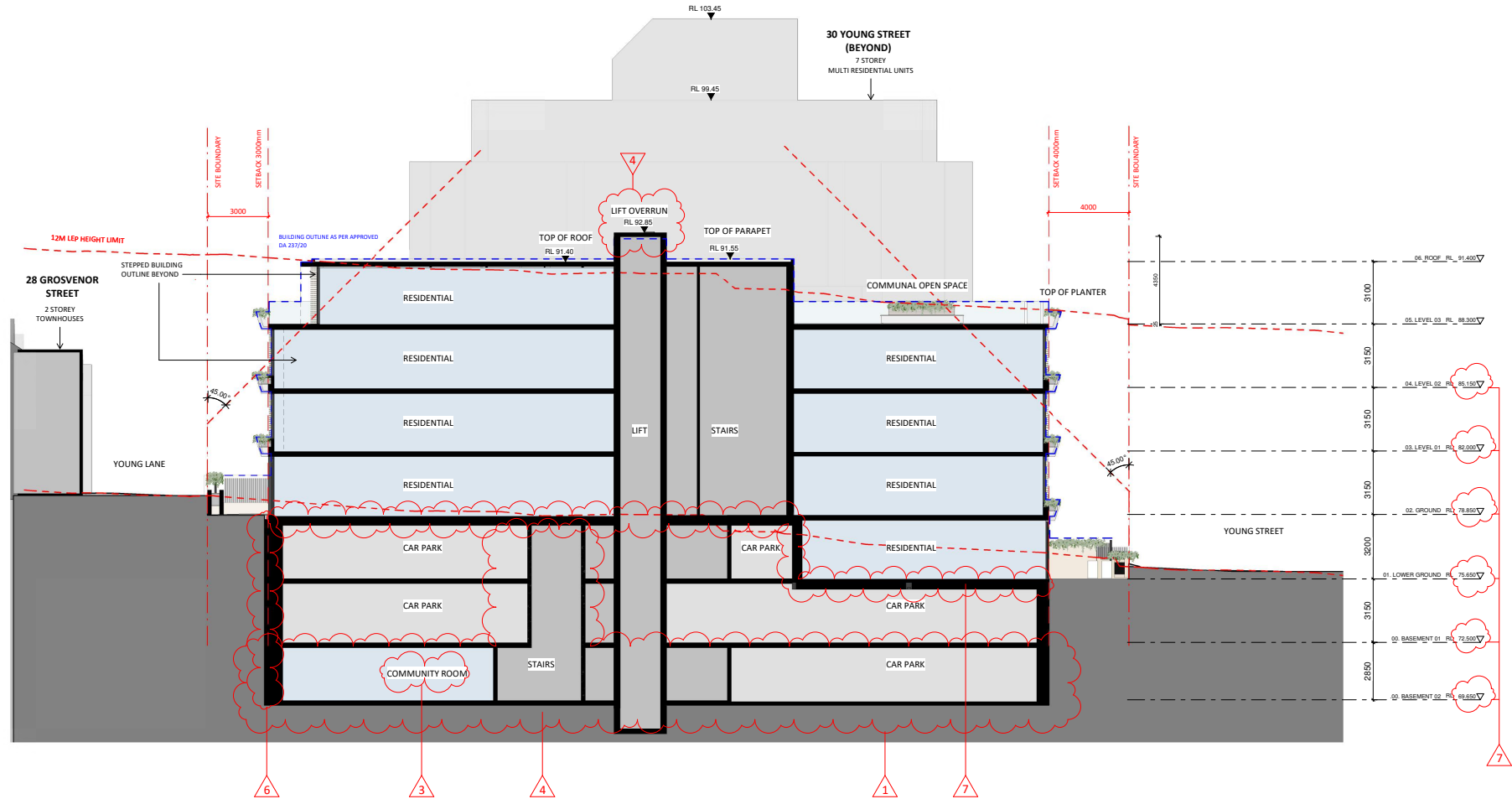
LEGEND

AL 01	DARK ALUMINIUM BATTEN
AL 02	TIMBER LOOK ALUMINIUM BATTEN
CN 01	CONCRETE
GL 01	CLEAR GLASS WINDOW
GL 02	CLEAR GLASS BALAUSTRADE
RND 01	SANDSTONE COLOUR RENDER
RND 02	DARK COLOUR RENDER
SS 01	FLUTED SANDSTONE

NO.	REVISION	DATE	BY	CHKD	NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	22/09/22							
2	REVISED PER PERMIT	22/09/22							
3	REVISED PER PERMIT	22/09/22							
4	REVISED PER PERMIT	22/09/22							
5	REVISED PER PERMIT	22/09/22							
6	REVISED PER PERMIT	22/09/22							
7	REVISED PER PERMIT	22/09/22							
8	REVISED PER PERMIT	22/09/22							
9	REVISED PER PERMIT	22/09/22							
10	REVISED PER PERMIT	22/09/22							
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16	REVISED PER PERMIT	22/09/22							
17	REVISED PER PERMIT	22/09/22							
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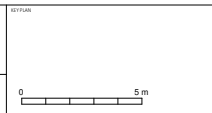


<p>CLIENT</p> <p>MOSMAN FINANCE No.13 PTY LTD 3,01,95 PITT STREET, SYDNEY NSW 2000 ABN: 95 619 934 146</p>	<p>ARCHITECT</p> <p>TEAM ARCHITECTS</p> <p>70/71 Chandos Street 85 Leopards NSW 2085 T: +61 2 9427 3188 E: info@teamd.com.au REG NSW: 19640</p> <p>MELBOURNE 313/37 Burnwood Road Highpoint East VIC ABN: 72 104 833 507 REG VIC: 19360</p>	<p>PROJECT</p> <p>30-34 GROSVENOR STREET NEUTRAL BAY, NSW 2089</p> <p>STATUS</p> <p>DEVELOPMENT APPLICATION</p> <p>NO. ELEVATIONS 02</p>	<p>DATE</p> <p>03.09.21</p> <p>SCALE</p> <p>1:100@A1, 1:200@A3</p> <p>PROJ NO</p> <p>1031</p> <p>DWG NO</p> <p>A0201</p>	<p>DRAWN</p> <p>SO</p> <p>CHECKED</p> <p>KD</p> <p>APPROVED</p> <p></p> <p>REVISION</p> <p>D</p>



NO.	REVISION	DATE	BY	CHKD.	NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	02/09/22	...	...	...	...	...	...	...
2	...	...	...	...	...	...	...	...	...
3	...	...	...	...	...	...	...	...	...
4	...	...	...	...	...	...	...	...	...

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	02/09/22	...	...
2	...	...	...	...
3	...	...	...	...
4	...	...	...	...



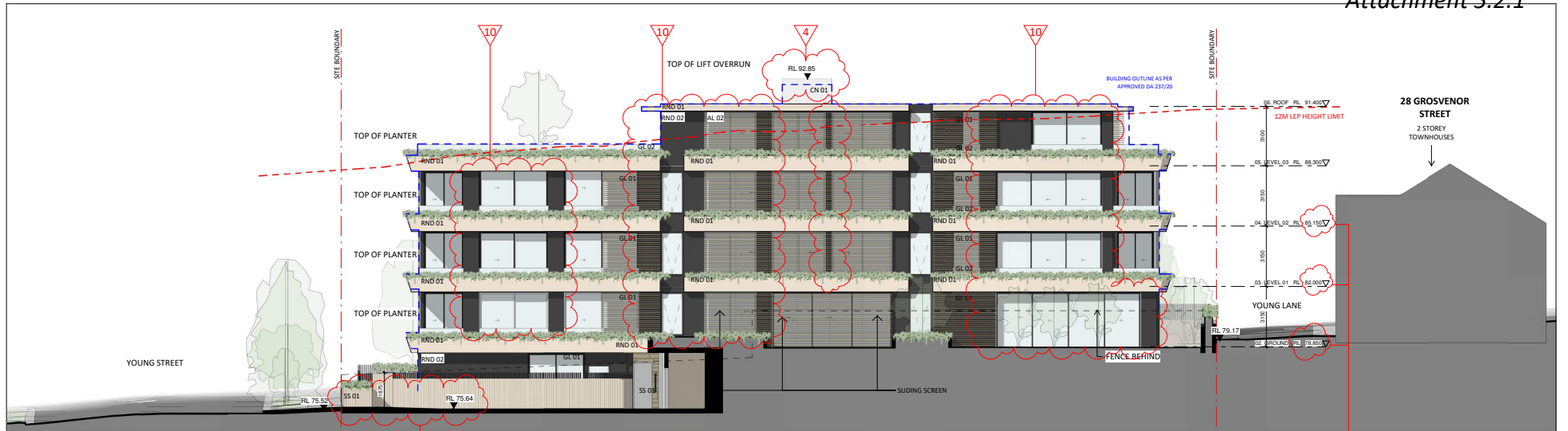
CLIENT
 MOSMAN FINANCE No.13 PTY LTD
 3.01.95 PITT STREET, SYDNEY NSW 2000
 ABN: 95 619 934 146

ARCHITECT
TEAM ARCHITECTS
 70/71 Chardon Street
 St Leonards NSW 2085
 T: +61 2 9427 3188
 E: info@team2.com.au
 REG NO: 19640

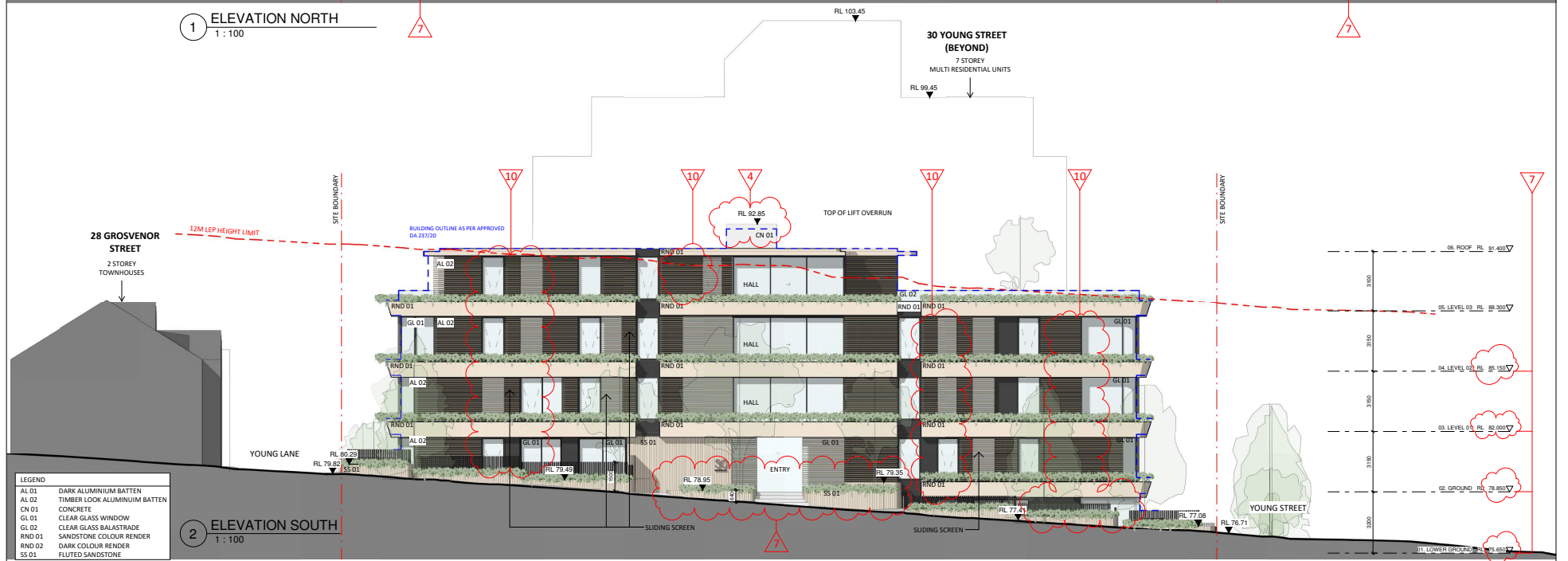
MELBOURNE
 313/37 Burnwood Road
 Heidelberg East VIC
 3102
 ABN: 72 104 833 507
 REG VIC: 19360

TEAM ARCHITECTS

PROJECT	30-34 GROSVENOR STREET NEUTRAL BAY, NSW 2089
DATE	03.09.21
SCALE	1:100@A1, 1:200@A3
PROJ NO	1031
STATUS	DEVELOPMENT APPLICATION
DWG NO	A0300
REV	SECTION 01
DRWN	SO
CHKD	KD
APPROV	
REVISION	D



1 ELEVATION NORTH
1 : 100

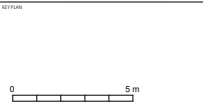


2 ELEVATION SOUTH
1 : 100

LEGEND

AL 01	DARK ALUMINIUM BATTEN
AL 02	TIMBER LOOK ALUMINIUM BATTEN
CN 01	CONCRETE
GL 01	CLEAR GLASS WINDOW
GL 02	CLEAR GLASS BALASTRADE
RND 01	SANDSTONE COLOUR RENDER
RND 02	DARK COLOUR RENDER
SS 01	FLUTED SANDSTONE

NO.	REVISION	DATE	BY	CHKD	APPD	REMARKS
1	ISSUED FOR PERMIT	03/09/21				
2	REVISED PERMIT CONDITIONS	03/09/21				
3	REVISED PERMIT CONDITIONS	03/09/21				
4	REVISED PERMIT CONDITIONS	03/09/21				
5	REVISED PERMIT CONDITIONS	03/09/21				
6	REVISED PERMIT CONDITIONS	03/09/21				
7	REVISED PERMIT CONDITIONS	03/09/21				
8	REVISED PERMIT CONDITIONS	03/09/21				
9	REVISED PERMIT CONDITIONS	03/09/21				
10	REVISED PERMIT CONDITIONS	03/09/21				
11	REVISED PERMIT CONDITIONS	03/09/21				
12	REVISED PERMIT CONDITIONS	03/09/21				
13	REVISED PERMIT CONDITIONS	03/09/21				
14	REVISED PERMIT CONDITIONS	03/09/21				
15	REVISED PERMIT CONDITIONS	03/09/21				
16	REVISED PERMIT CONDITIONS	03/09/21				
17	REVISED PERMIT CONDITIONS	03/09/21				
18	REVISED PERMIT CONDITIONS	03/09/21				
19	REVISED PERMIT CONDITIONS	03/09/21				
20	REVISED PERMIT CONDITIONS	03/09/21				



CLIENT
MOSMAN FINANCE No.13 PTY LTD
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ABN: 95 619 934 146

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E: info@team2 architects.com.au
REG NO: 1940

MELBOURNE
313/37 Burwood Road
Haglemore East VIC
318
ABN: 72 104 833 507
REG VIC: 19360



PROJECT
30-34 GROSVENOR STREET
NEUTRAL BAY, NSW 2089

DATE
03/09/21

SCALE
1:100@A1, 1:200@A3

PROJ NO
1031

STATUS
DEVELOPMENT APPLICATION

NO. SHEETS
ELEVATIONS 01

DATE	03/09/21	STATUS	SO
SCALE	1:100@A1, 1:200@A3	CHECKED	KD
PROJ NO	1031	APPROVED	
STATUS	DEVELOPMENT APPLICATION	REVISION	D
NO. SHEETS	A0200		

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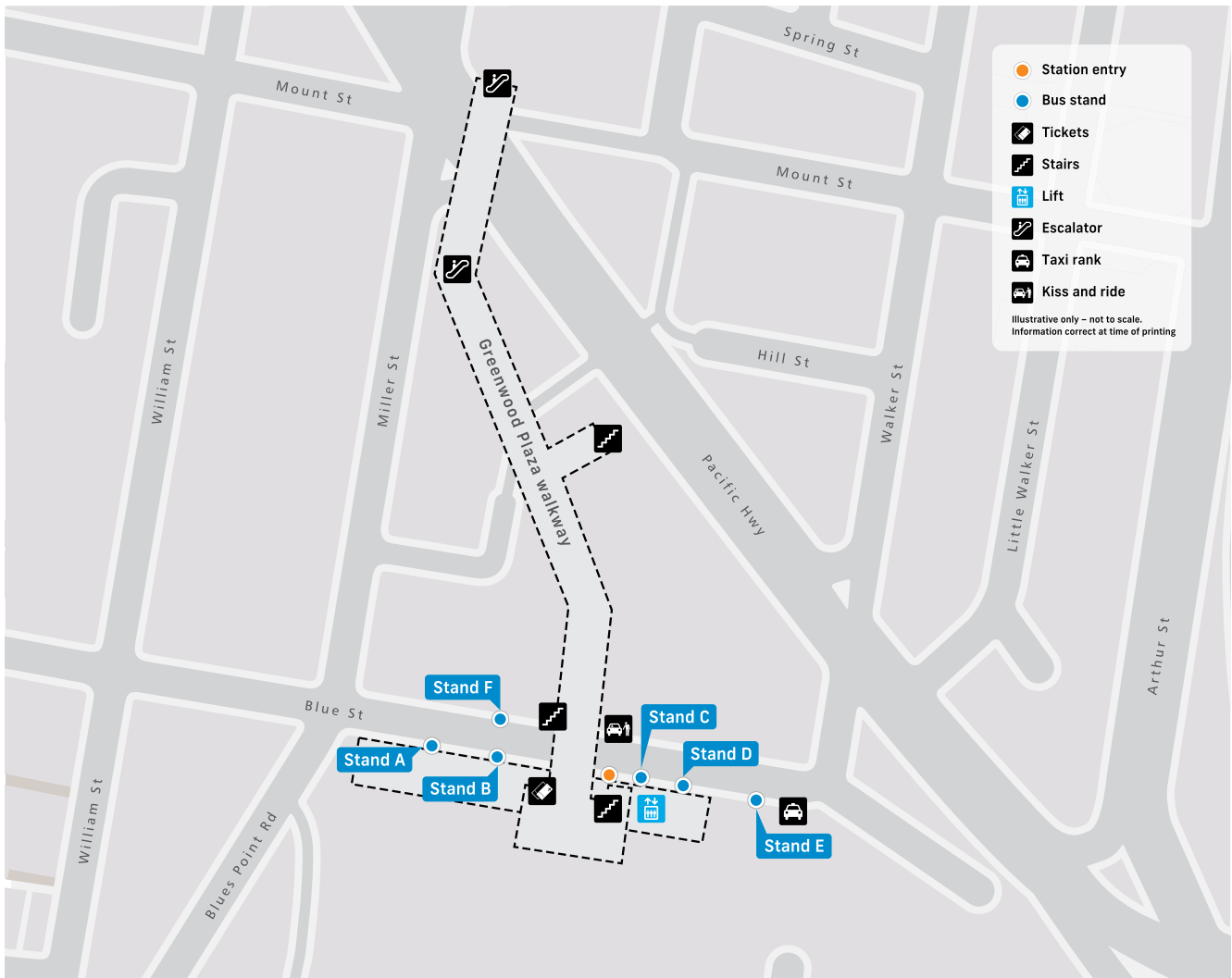
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Appendix B

Public Transport Provision



North Sydney Station Public Transport Map



- Station entry
- Bus stand
- Tickets
- Stairs
- Lift
- Escalator
- Taxi rank
- Kiss and ride

Illustrative only – not to scale.
Information correct at time of printing

T **T1** North Shore & Western Line
North Shore
Western
Richmond

T9 Northern Line
Northern
Gordon

Central Coast

B Stand A
Stop no. 206011
261 Lane Cove
263 Crows Nest
343 Chatswood

Stand B
Stop no. 206012
252 Gladesville
286 Denistone East
287 Ryde
290 Epping
622 Dural
653 West Pennant Hills
M20 Gore Hill

Stand C
Stop no. 206092
202 Northbridge
203 Castlecrag
207 East Lindfield
208 East Lindfield
209 East Lindfield

Stand D
Stop no. 206014
151 Mona Vale
168 North Balgowlah
173 Narraweena
188 Avalon
227 Mosman Junction
228 Clifton Gardens

229 Beauty Point
230 Mosman Wharf
245 Balmoral Beach
246 Balmoral Heights
247 Taronga Zoo
E50 Manly
E54 Mona Vale
N90 Hornsby via Chatswood
N91 Macquarie Park

Stand E
Stop no. 206084
Arrivals only

Stand F
Stop no. 206015
254 McMahons Point
260 Terrey Hills
265 Lane Cove
269 Kirribilli

For more information transportnsw.info

Sydney rail network



Sydney rail network

M Metro **T** Trains



Sydney metro and train lines

- M** Metro North West Line
Chatswood
Tallawong
- T1** North Shore & Western Line
North Shore
Western
Richmond
- T2** Inner West & Leppington Line
Inner West
Leppington
City
- T3** Bankstown Line
Liverpool
Lidcombe
City
- T4** Eastern Suburbs & Illawarra Line
Eastern Suburbs
Illawarra
Cronulla
- T5** Cumberland Line
Leppington
Richmond
- T7** Olympic Park Line
Olympic Park
Lidcombe
- T8** Airport & South Line
Airport
South
City
- T9** Northern Line
Northern
Gordon

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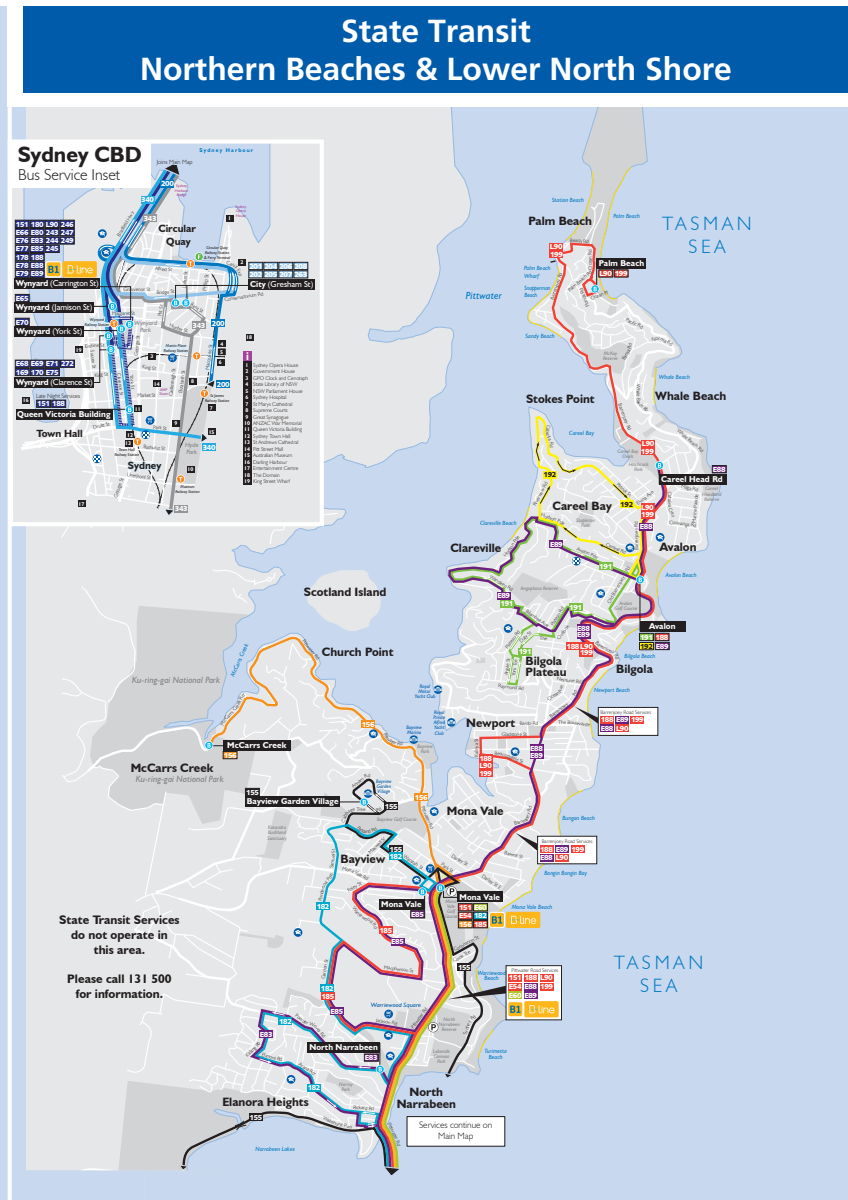
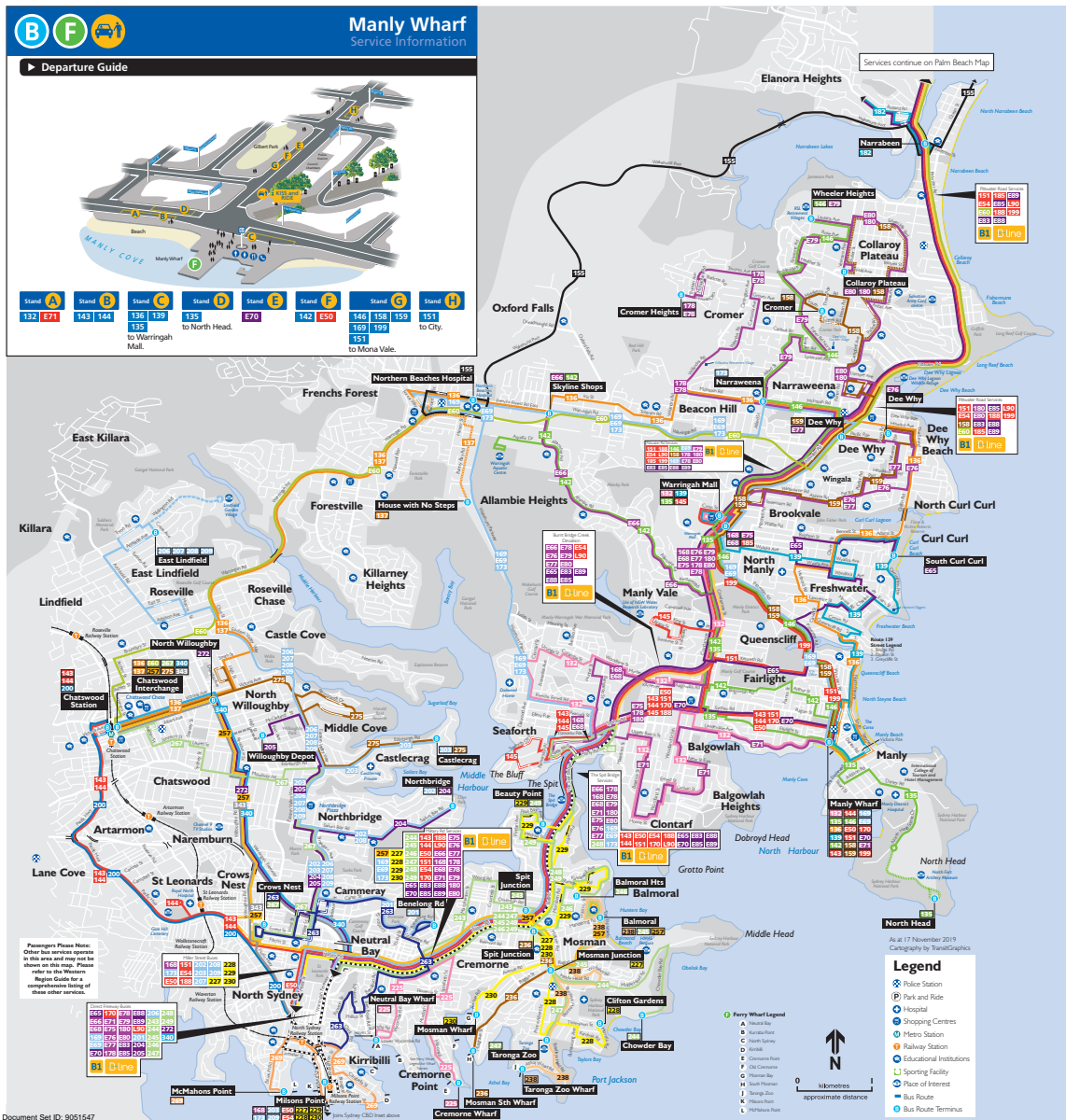
Check timetables and trip planners for train services and connections

Visit transportnsw.info

1509TMS-E-MWT-180-205-WCAG



transportnsw.info



Buses around the Northern Beaches



City
 B Catch a B1 B-Line bus from Warringah Mall, Pittwater Rd, Stand B to City Wynyard.
 F Catch an F1 ferry from Manly Wharf to Circular Quay.

Manly
 B Catch a bus from Warringah Mall, Pittwater Rd, Stand A to Manly.

Palm Beach
 B Catch a B1 B-Line bus from Warringah Mall, Pittwater Rd, Stand C to Mona Vale.
 Change at Mona Vale for connecting bus services to Palm Beach.

Chatswood
 B Catch a B1 B-Line bus to Neutral Bay Junction.
 Change at Neutral Bay Junction for a 143, 144 or 257 bus to Chatswood.

*Images from Destination NSW



NORTH
 B-Line stop
 Bus route terminus
 Bus route number
 Train station
 Ferry wharf

For real time service and connection information plan your trip at transportnsw.info



1809BMR-E-BLR-A3P-WC-AG

Information correct as at September 2018
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 Document Set ID: 9051547
 Version: 1, Version Date: 23/09/2022

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Appendix C

Turning Path Assessments





T:\WORK\2022\16 - 34 GROSVENOR STREET, NEUTRAL BAY\DRAWINGS\2022\34-11-SP.PAK

34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 6.4M SRV ENTERING AND EXITING THE SITE

DRAWING REF NO. 20136-V1.1-SP SHEET NO. 01 OF 02
 Version: 1, Version Date: 23/09/2022

ISSUE DATE 20 June 2022

DESIGNED BY L. ELLSON
 REVIEWED BY B. LO
 SCALE AS 1:400



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
 No liability is accepted for any loss or damage arising from the use of this information without the prior written consent of the provider.

tpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
 Established 1984
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T:\WORK\20216 - 34 GROSVENOR STREET, NEUTRAL BAY\DWG\20216\34V11P.PAK

34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 8.8M SRV ENTERING AND EXITING THE SITE

DESIGNED BY
L. ELLSON

REVIEWED BY
B. LO

SCALE
AS 1:400



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION



tpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
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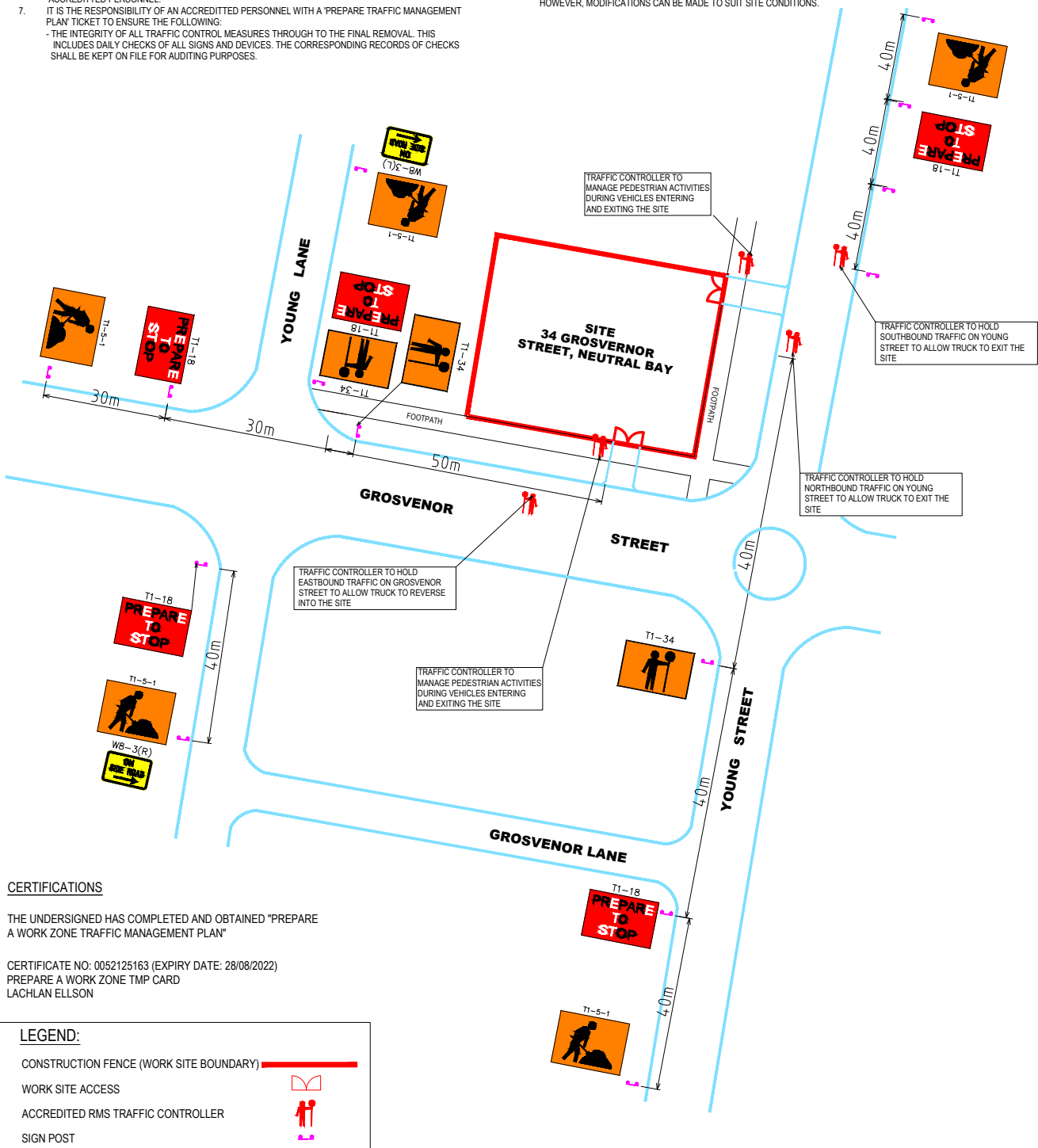
Appendix D

Traffic Guidance Schemes



NOTES

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE ROADS AND MARITIME SERVICES TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL VERSION 5.0 DATED 27 JULY 2018 AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC CONTROL PLANS" (YELLOW) TICKET AND THE RMS TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
- THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
9. - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
10. - AT ALL TIMES AN UP-TO-DATE COPY OF 'TRAFFIC CONTROL AT WORK SITES' SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
11. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
12. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS. TRAFFIC CONTROLLERS ARE TO BE REQUIRED AT THE ACCESS FULL TIME AND THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND RMS ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND RMS REQUIREMENTS.
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14. ALL SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
15. ALL NIGHT WORK OR DAY/NIGHT MUST USE RMS STANDARD NIGHT SIGNS AND DEVICES UNLESS OTHERWISE STATED.
16. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
17. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



CERTIFICATIONS

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"

CERTIFICATE NO: 0052125163 (EXPIRY DATE: 28/08/2022)
 PREPARE A WORK ZONE TMP CARD
 LACHLAN ELLSON

LEGEND:

CONSTRUCTION FENCE (WORK SITE BOUNDARY)	
WORK SITE ACCESS	
ACCREDITED RMS TRAFFIC CONTROLLER	
SIGN POST	

34 GROSVENOR STREET, NEUTRAL BAY TRAFFIC GUIDANCE SCHEME

SITE ACCESSES (EXISTING DRIVEWAY) ON GROSVENOR STREET AND YOUNG STREET

DRAWING REF NO. 20069-01-01 ISSUE A ISSUE DATE 04/07/2022

DESIGNED BY L. ELLSON APPROVED BY M. KONG

SCALE A3 0 4 8 12 16 20 NOT TO SCALE

FINAL PLAN

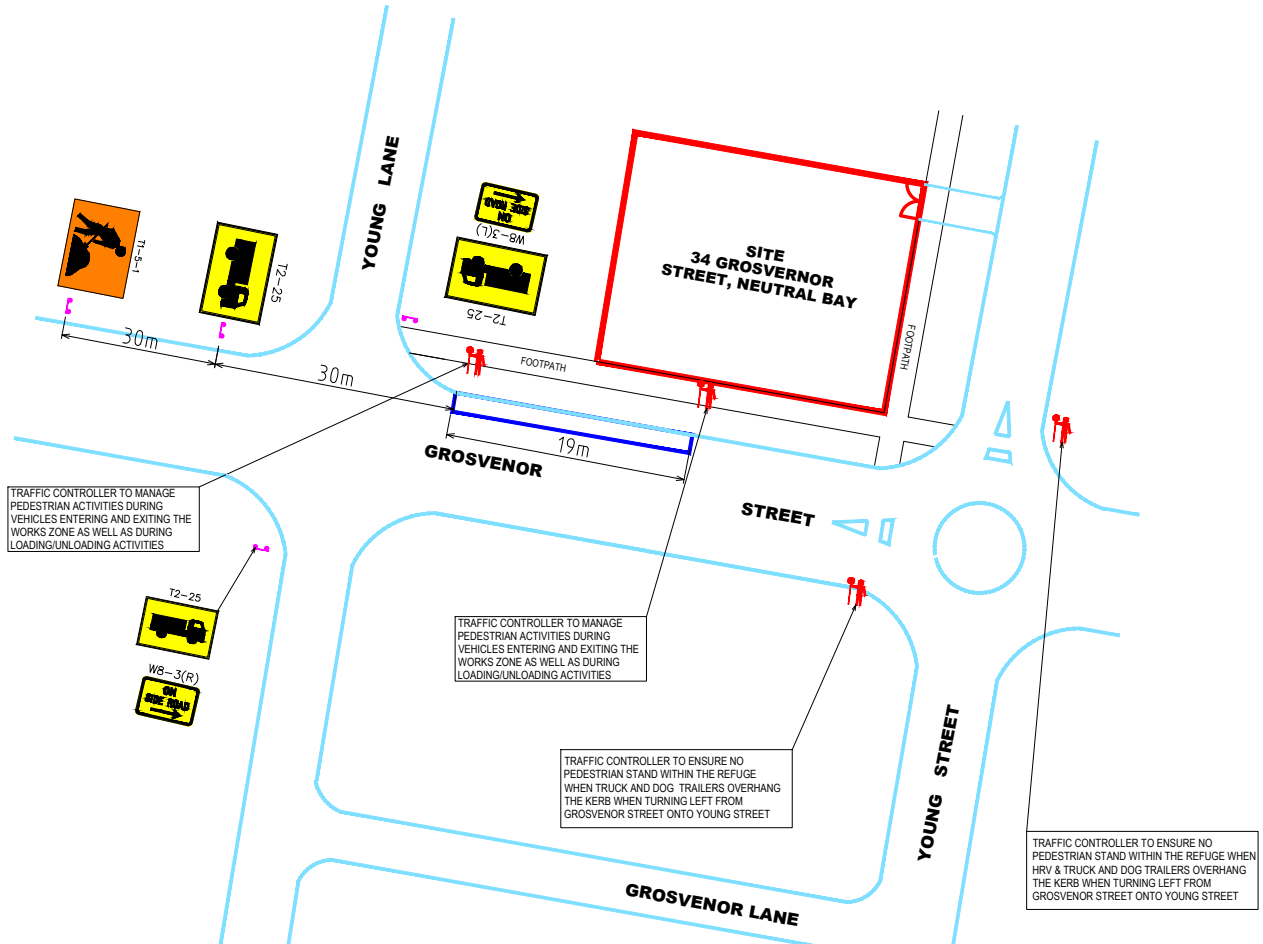
ANY CHANGES TO THE PLAN SHALL BE DONE WITHIN THE ALLOWANCE PROVIDED IN THE ROADS AND MARITIME SERVICES TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL, VERSION 5.0 DATED 27 JULY 2018

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
 Established 1994

Address: Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067
 P: (02) 9411 5660 F: (02) 9904 6622 W: www.ttpa.com.au

NOTES

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LACHLAN ELLSON

LEGEND:

- CONSTRUCTION FENCE (WORK SITE BOUNDARY)
- WORK SITE ACCESS
- ACCREDITED RMS TRAFFIC CONTROLLER
- SIGN POST
- WORKS ZONE

34 GROSVENOR STREET, NEUTRAL BAY
TRAFFIC GUIDANCE SCHEME

WORKS ZONE ACCESS AND OPERATION ON THE NORTHERN SIDE OF GROSVENOR STREET

DRAWING REF NO. 20069-01-01 ISSUE A ISSUE DATE 04/07/2022

DESIGNED BY L. ELLSON APPROVED BY M.KONG

SCALE A3 NOT TO SCALE

FINAL PLAN
ANY CHANGES TO THE PLAN SHALL BE DONE WITHIN ALLOWANCE PROVIDED IN THE ROADS AND MARITIME SERVICES TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL, VERSION 5.0 DATED 27 JULY 2018



ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067
P: (02) 9411 5660 F: (02) 9904 6622 W: www.ttpa.com.au

*** REPRINT ***

TAX INVOICE/RECEIPT
 ABN #:32353260317
 North Sydney Council
 200 Miller Street
 NORTH SYDNEY NSW 2060
 Ph 9936 8100 Fax *9936 8177
 Email: council@northsydney.nsw.gov.au
 Web:

Date 23/09/2022 13:06
 Receipt 02799658:0001 Terminal 5:4327
 Grosvenor Development Co Pty Ltd

Details	Amount
Const Traffic Manage	1500.00
023.2022.00000086.001	
Merchant Service Fee	11.25
(GST 1.02)	
Invoice/Receipt Total:	1511.25
Total Non-Taxable:	1500.00
Total Taxable:	10.23
Total GST Payable:	1.02

Total Value	1511.25
Tendered	
Credit	1511.25
Change	0.00

ÿP¿

34 Grosvenor Street, Neutral Bay – Truck and Dog Trailers - CTMP Conditions

CONDITIONS OF APPROVAL

Works on Road Reserve

1. All works on any public road are to be undertaken in accordance with AS 1742.3.
2. All Traffic Management Plans and Traffic Control Plans must be endorsed with the name of the person preparing the plan along with their level of certified qualification and certificate number. Only persons with current “Select/Modify Traffic Control Plans” or “Design Audit Traffic Control Plans” tickets are qualified to develop and endorse Traffic Management Plans and Traffic Control Plans.
3. Any Traffic Control Plans (TCP) prepared are to comply with AS1742.3 and Transport for NSW "Traffic Control at Worksites" manual V6 (2020) and be signed by a person with RMS certification to prepare TCP's. A copy of the TCP is to be held on site at all times by the responsible traffic controllers.
4. Provision of RMS accredited traffic controllers is required to assist truck and pedestrian movements.
5. A minimum of two RMS accredited traffic controllers are to be provided to direct entering and exiting vehicles in Grosvenor Street and Young Street at the entry/exit to the works zone whilst ensuring no pedestrians or vehicles enter the zone of heavy vehicle movement.
6. At no time shall Grosvenor Street or any other road be blocked by any vehicle or works associated with the construction of the proposed development. Through traffic is to be maintained at all times.
7. Grosvenor Street, Young Street or any other road are not to be used as a waiting/queuing area for trucks delivering to or awaiting pick up of materials etc. from the proposed development.
8. Materials are to be stored on-site. At no time, are materials to be stored on any public road or any Council property.
9. Tower cranes shall be located wholly on-site.
10. Parking Bays and any other on-street parking areas are not to be barricaded.
11. As far as possible, the provision of an on-site parking area for employees, tradesperson and construction vehicles be provided.
12. Provide an onsite tool drop-off area for the workers to encourage the use of the public transport when travelling to the site.
13. The applicant/builder is responsible for covering the full cost of any damages caused to Council signs, parking meters and any other infrastructure within the road reserve as a result of building works.

Construction Vehicles

14. The maximum size of delivery and construction vehicles must not exceed 18.1m long Truck and Dog and unless demonstrated by adequate swept path analysis and authorised by Council’s Traffic Engineer.
15. The maximum size of construction vehicles (just for tower crane installation/dismantling) to be used for the subject site must not exceed 19m in length.
16. The proposed 19m (crane installation/dismantling) truck route passes through the “School Zone” in Waters Road, no construction vehicle movements are to occur during school drop-off (8.00am to 9.30am) and pick up (2.30pm to 4.00pm) times on school days.

34 Grosvenor Street, Neutral Bay – Truck and Dog Trailers - CTMP Conditions

17. Any oversize and over-mass vehicles other than the approved 12.5m HRV and 19m truck stated in conditions 14 and 15 are not allowed to travel on Local Road unless approval for a one-off occasion is obtained from North Sydney Council's traffic section.
18. The applicant/builder shall liaise with 12-14 Waters Road, Neutral Bay site regarding the vehicle movement for the proposed 19m truck and the future road closure.
19. Any oversize and over-mass vehicles are not allowed to travel on Local Road unless approval for a one-off occasion is obtained from North Sydney Council's traffic section.
20. Reverse movement out of the site is not permitted under any circumstances.
21. A traffic route map and conditions are to be made available to truck drivers engaged for this development.
22. A list of truck drivers' names with their licences and vehicle plate numbers and conditions are to be kept on-site by the undersigned at all times, and be made available for inspection by Council Officers, Police Officers, and Council Rangers.
23. No construction vehicle movements are to occur during school drop-off (8.00am to 9.30am) and pick up (2.30pm to 4.00pm) times on school days, if the trucks pass through "School Zone" in both approach to the site and/or departure from the site.

Vehicular Access

24. Approval must be obtained from Council for all temporary construction vehicular crossings.
25. Construction vehicular crossings must be adequate to accommodate all vehicle ingress and egress. The proposed construction vehicle access via the existing driveway must be widened to accommodate the approved truck size.
26. Barricades and signs are to be provided in accordance with Australian Standards.
27. Appropriate advanced signage to warn drivers about changes in road conditions is required.
28. Access must be maintained for emergency vehicles at all times.

Work Zone

29. Prior to the installation of the Works Zone signs, the applicant/builder must pay the appropriate fees and acknowledge acceptance of these conditions of approval, in writing.
30. The applicant/builder must notify NSC if the Works Zone is required to be extended with at least 2 weeks written notice prior to the expiry date. It's the undersigned's responsibility to pay for the Works Zone lease fee if the Works Zone signs remain.
31. The minimum Works Zone extension period is 4 weeks unless otherwise approved by Council's Traffic Section.
32. The applicant/builder must give North Sydney Council (NSC) at least 2 weeks written notice if they wish to suspend the Works Zone. NSC may, at its sole discretion, allow for the suspension of the Works Zone subject to certain conditions. (Note: Generally, a Works Zone suspension will not be allowed if the suspension period is less than 4 weeks). The undersigned will not be required to pay the lease fees for any period of Works Zone suspension.
33. The applicant/builder must give NSC at least 2 weeks written notice if the Works Zone is no longer required. The applicant/builder must notify NSC's Traffic Operations Officer at Engineering@northsydney.nsw.gov.au for the Works Zone to be removed.
34. Council will not assess or issue any further permits for the site if any fees associated with the Works Zone are outstanding.

34 Grosvenor Street, Neutral Bay – Truck and Dog Trailers - CTMP Conditions

- 35. Repeated failure to comply with any of these conditions will result in removal of any Work Zone under notice.
- 36. Any approved Work Zone is to be used only to pick up and drop off materials and equipment. Construction vehicles are not to wait or park in the Works Zone, Truck Zone and Loading Zone.

Community

- 37. Access to adjoining residents and businesses are to be maintained at all times.
- 38. The residents/occupiers of Grosvenor Street and Young Street are to be notified by letter that if a Work Zone 7am to 5pm Monday to Friday, 8am to 1pm Saturday is to be installed. The letter should indicate the length of the Work Zone, the existing parking restrictions the Work Zone will replace and the duration of the Work Zone. A copy of the notification is to be provided to Council before the signs are installed. The notification is to include the name and number of the site manager in case of complaints.
- 39. The adjoining residents and businesses are to be updated monthly and at key construction stages, particularly in relation to construction vehicle movements, and be provided with a phone number to contact the site manager.

Permits

- 40. If a Permit to Stand Plant is required, application must be made to Council in accordance with Council's Stand Plant Permit Form and Conditions.
- 41. If a Permit to Stand Plant or Temporary Road Closure is required, application must be made to NSW Police, North Shore Local Area command.
- 42. If a Temporary Road Closure is required, application must be made to Council in accordance with Council's Temporary Road Closure Form and Conditions.
- 43. Mobile cranes shall be located wholly on-site or with an approved Stand Plant Permit.
- 44. Concrete pumps shall be located wholly on-site or with an approved Stand Plant Permit, unless the pump and trucks can stand wholly within the signposted Work Zone and do not protrude further than 2.5 metres from the face of kerb.
- 45. Installation of any Hoarding is subject to the applicant paying all appropriate Council advertised fees and charges, including the cost of the signage, and is subject to separate approval from the North Sydney Council.

Pedestrian Safety

- 46. Pedestrian access on Grosvenor Street or any other roads must be maintained at all times.
- 47. Pedestrian access and the diversion of pedestrians shall be carried out in accordance with Australian Standard 1742.3 and 1742.10.
- 48. If pedestrians are diverted, pram ramps must be provided in accordance with Australian Standard 1428.1.
- 49. All pump lines crossing Council footpaths must be ramped over to allow safe pedestrian/ wheelchair traffic at all times.

Other

- 50. A "pre-construction commencement" meeting with Council's Permit and Work Zone officers can be organised, in order to establish the initial communication, review of the WZ and Permit processes and the chance to ask questions. The applicant must give NSC

34 Grosvenor Street, Neutral Bay – Truck and Dog Trailers - CTMP Conditions

traffic section at least 2 weeks' written notice if the applicant wishes to proceed to a pre-construction meeting with Council's traffic section.

Please note the construction management program is a condition that forms part of the development application for the site. Therefore, any non-compliance with these construction management program conditions of approval constitutes a breach of the conditions of approval for the development application.

NB: Please note that additional changes cannot be added once the matter is approved by the Traffic Committee. Any such requests for changes, an updated CTMP is required to be submitted to NSC for review and this request, submitted to the Traffic Committee for approval.



**NORTH SYDNEY
COUNCIL**

200 Miller Street, North Sydney, NSW 2060 | **ABN** 32 353 260 317
All correspondence PO Box 12, North Sydney, NSW 2059
P (02) 9936 8100 | **E** council@northsydney.nsw.gov.au
W www.northsydney.nsw.gov.au

Mr Adam Arias
 Plaza Building Australia Square
 Level 5, 95 Pitt Street
 SYDNEY NSW 2000

adam@platformpps.com.au

31 August 2022

Dear Mr Arias,

RE: 34 GROSVENOR STREET (30-34 GROSVENOR STREET) - CONSTRUCTION TRAFFIC MANAGEMENT PLAN

I refer to the Construction Traffic Management Plan dated July 2022 prepared by TTPA for the approved development (237/20) at 34 Grosvenor Street.

This matter was considered by Council's Traffic and Transport Engineer and the following recommendation was made:

THAT the traffic aspects of the Construction Traffic Management Plan (Issue E) dated July 2022 prepared by TTPA of the approved development (Development Consent 237/20) at 30-34 Grosvenor Street, Neutral Bay be approved subject to the conditions of approval.

This recommendation was forwarded to Transport for NSW (TfNSW), the NSW Police and the local State Member as members of the North Sydney Traffic Committee and subsequently received no objection subject to applicant meeting conditions of approval.

Additionally, Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP and endorse the proposed temporary construction arrangements, subject to the following comments:

"Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP and endorse the proposed temporary construction arrangements.

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

34 Grosvenor Street (30-34 Grosvenor Street), Neutral Bay – CONSTRUCTION TRAFFIC MANAGEMENT PLAN - CONDITIONS OF APPROVAL – 31 Aug 2022

The proponent is to address any issues raised by Council, STA, Taxi Council, residents/businesses or Emergency Services in the TMP approval process; and address the requirements arising as an outcome of the Local Traffic Committee meeting.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.”

Please find attached the conditions of approval from Council. Please note the construction management program is a condition that forms part of the development application for the site. Therefore, any non-compliance with these construction management program conditions of approval constitutes a breach of the conditions of approval for the development application.

Should you have any enquiries regarding this matter, please contact me on 9936 8266.

Yours Sincerely,



Lizzie Cheng
TRAFFIC & TRANSPORT ENGINEER

34 Grosvenor Street (30-34 Grosvenor Street), Neutral Bay – CONSTRUCTION TRAFFIC MANAGEMENT PLAN - CONDITIONS OF APPROVAL – 31 Aug 2022

CONDITIONS OF APPROVAL FOR

34 Grosvenor Street (30-34 Grosvenor Street), Neutral Bay

Works on Road Reserve

1. All works on any public road are to be undertaken in accordance with AS 1742.3.
2. All Traffic Management Plans and Traffic Control Plans must be endorsed with the name of the person preparing the plan along with their level of certified qualification and certificate number. Only persons with current "Select/Modify Traffic Control Plans" or "Design Audit Traffic Control Plans" tickets are qualified to develop and endorse Traffic Management Plans and Traffic Control Plans.
3. Any Traffic Control Plans (TCP) prepared are to comply with AS1742.3 and Transport for NSW "Traffic Control at Worksites" manual V6 (2020) and be signed by a person with RMS certification to prepare TCP's. A copy of the TCP is to be held on site at all times by the responsible traffic controllers.
4. Provision of RMS accredited traffic controllers is required to assist truck and pedestrian movements.
5. A minimum of two RMS accredited traffic controllers are to be provided at each vehicular crossing point to direct entering and exiting vehicles in Grosvenor Street and Young Street at the entry/exit to the works zone/vehicular crossing whilst ensuring no pedestrians or vehicles enter the zone of heavy vehicle movement.
6. At no time shall Grosvenor Street and Young Street or any other road be blocked by any vehicle or works associated with the construction of the proposed development. Through traffic is to be maintained at all times.
7. Grosvenor Street and Young Street or any other road are not to be used as a waiting/queuing area for trucks delivering to or awaiting pick up of materials etc. from the proposed development.
8. Materials are to be stored on-site. At no time, are materials to be stored on any public road or any Council property.
9. Tower cranes shall be located wholly on-site.
10. Parking Bays and any other on-street parking areas are not to be barricaded.
11. As far as possible, the provision of an on-site parking area for employees, tradesperson and construction vehicles be provided.
12. The applicant/ builder is responsible for covering the full cost of any damages caused to Council signs, parking meters and any other infrastructure within the road reserve as a result of building works.

Construction Vehicles

13. No truck and dog trailers are to be used for the site.
14. The **maximum size** of construction vehicles to be used for the subject site must not exceed a **heavy rigid vehicle (HRV) of 12.5m in length**, unless demonstrated by adequate swept path analysis and authorised by Council's Traffic Engineer.
15. The **maximum size** of construction vehicles (just for tower crane installation/dismantling) to be used for the subject site must not exceed **19m** in length.
16. Any oversize and over-mass vehicles other than the approved 12.5m HRV and 19m truck stated in conditions 14 and 15 are not allowed to travel on Local Road unless approval for a one-off occasion is obtained from North Sydney Council's traffic section.
17. Reverse movement out of the site is not permitted under any circumstances.

34 Grosvenor Street (30-34 Grosvenor Street), Neutral Bay – CONSTRUCTION TRAFFIC MANAGEMENT PLAN - CONDITIONS OF APPROVAL – 31 Aug 2022

18. A traffic route map and conditions are to be made available to truck drivers engaged for this development.
19. A list of truck drivers' names with their licences and vehicle plate numbers and conditions are to be kept on-site by the undersigned at all times, and be made available for inspection by Council Officers, Police Officers, and Council Rangers.
20. The proposed 19m (crane installation/dismantling) truck route passes through the "School Zone" in Waters Road, no construction vehicle movements are to occur during school drop-off (8.00am to 9.30am) and pick up (2.30pm to 4.00pm) times on school days.
21. The proposed 8.8m (SRV) trucks must exit the site via Ernest Street at all times.
22. The proposed trucks that are greater than 8.8m (SRV) **must not** exit the site via Ben Boyd Road/Military Road intersection during peak traffic hours 7.30am to 9.30am, 2.30pm to 5.00pm Mon – Fri; and 10am – 1pm Sat, but can use Ernest Street to exit.
23. The proposed haulage route is going through a section of Ernest Street with a 10t load limit, therefore, a **pavement dilapidation** survey/report before and after construction is required to be submitted.
24. A **dilapidation report** before/ after construction for the roundabout and associated refuge islands and signs at the intersection of Grosvenor Street and Young Street is required to be submitted.
25. The applicant/builder shall liaise with 12-14 Waters Road, Neutral Bay site regarding the vehicle movement for the proposed 19m truck and the future road closure.

Vehicular Access

26. Approval must be obtained from Council for all temporary construction vehicular crossings.
27. Construction vehicular crossings must be adequate to accommodate all vehicle ingress and egress. The proposed construction vehicle access via the existing driveway must be widened to accommodate the approved truck size.
28. Barricades and signs are to be provided in accordance with Australian Standards.
29. Appropriate advanced signage to warn drivers about changes in road conditions is required.
30. Access must be maintained for emergency vehicles at all times.

Community

31. Access to adjoining residents and businesses are to be maintained at all times.
32. The adjoining residents and businesses are to be updated monthly and at key construction stages, particularly in relation to construction vehicle movements, and be provided with a phone number to contact the site manager.

Permits

33. If a Permit to Stand Plant is required, application must be made to Council in accordance with Council's Stand Plant Permit Form and Conditions.
34. If a Permit to Stand Plant or Temporary Road Closure is required, application must be made to NSW Police, North Shore Local Area command.
35. If a Temporary Road Closure is required, application must be made to Council in accordance with Council's Temporary Road Closure Form and Conditions.
36. Mobile cranes shall be located wholly on-site or with an approved Stand Plant Permit.

34 Grosvenor Street (30-34 Grosvenor Street), Neutral Bay – CONSTRUCTION TRAFFIC MANAGEMENT PLAN - CONDITIONS OF APPROVAL – 31 Aug 2022

37. Concrete pumps shall be located wholly on-site or with an approved Stand Plant Permit, unless the pump and trucks can stand wholly within the signposted Work Zone and do not protrude further than 2.5 metres from the face of kerb.
38. Installation of any Hoarding is subject to the applicant paying all appropriate Council advertised fees and charges, including the cost of the signage, and is subject to separate approval from the North Sydney Council.

Pedestrian Safety

39. Pedestrian access on Grosvenor Street and Young Street or any other roads must be maintained at all times.
40. Pedestrian access and the diversion of pedestrians shall be carried out in accordance with Australian Standard 1742.3 and 1742.10.
41. If pedestrians are diverted, pram ramps must be provided in accordance with Australian Standard 1428.1.
42. All pump lines crossing Council footpaths must be ramped over to allow safe pedestrian/ wheelchair traffic at all times.

Others

43. A meeting with the Council's permit and work zone officers before the construction activity starts can be arranged in order to establish the initial communication and the chance to ask questions. The applicant must give NSC traffic section at least 2 weeks' written notice if the applicant wishes to proceed to a pre-construction meeting with Council's traffic section.

Please note the construction management program is a condition that forms part of the development application for the site. Therefore, any non-compliance with these construction management program conditions of approval constitutes a breach of the conditions of approval for the development application.

TRAFFIC DELEGATION REQUEST – TDA 22/068

To: Mr D Osborne, Transport fNSW
David.Osborne@transport.nsw.gov.au

Sgt R Edwards, NSW Police
nspactraf@police.nsw.gov.au

Cc: Willoughby Electorate Office
willoughby@parliament.nsw.gov.au

Date: 28.7.22

Pages: 55

Sender: Lizzie Cheng, Traffic & Transport Engineer
engineering@northsydney.nsw.gov.au

Telephone: 02 9936 8266



ABN 32353260317

200 Miller Street
 North Sydney NSW 2060
 DX 10587 North Sydney
 Telephone : 9936 8100
 Facsimile: 9936 8177

Email: council@northsydney.nsw.gov.au

All correspondence to:

General Manager

North Sydney Council

PO Box 12, North Sydney NSW 2059

Request: 30-34 Grosvenor St, Neutral Bay – Construction Traffic Management Plan

Request From: Adam Arias, Platform Project Services (ECM 8981081)

Traffic Engineer’s Recommendation:

THAT the traffic aspects of the Construction Traffic Management Plan (Issue E) dated July 2022 prepared by TTPA of the approved development (Development Consent 237/20) at 30-34 Grosvenor Street, Neutral Bay be approved subject to the conditions of approval.

THAT the 19m long Works Zone on Grosvenor Street as described in this CTMP is approved under delegated authority of Council’s Traffic Engineer, with the same conditions pending lodgement of a Work Zone application and payment of all applicable fees.

Subject to no objection being received, I intend to approve this recommendation under Delegated Authority. It would be appreciated if you could respond within 10 days.

Lizzie Cheng
Traffic & Transport Engineer

- Object
- Do Not Object
- Transport for NSW
- Police Local Area (North Shore Area Command)
- Local Member

Authorised Officer: (Signature) (Print Name)
 (Position) (Date)

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CONDITIONS OF APPROVAL FOR

30-34 Grosvenor Street, Neutral Bay

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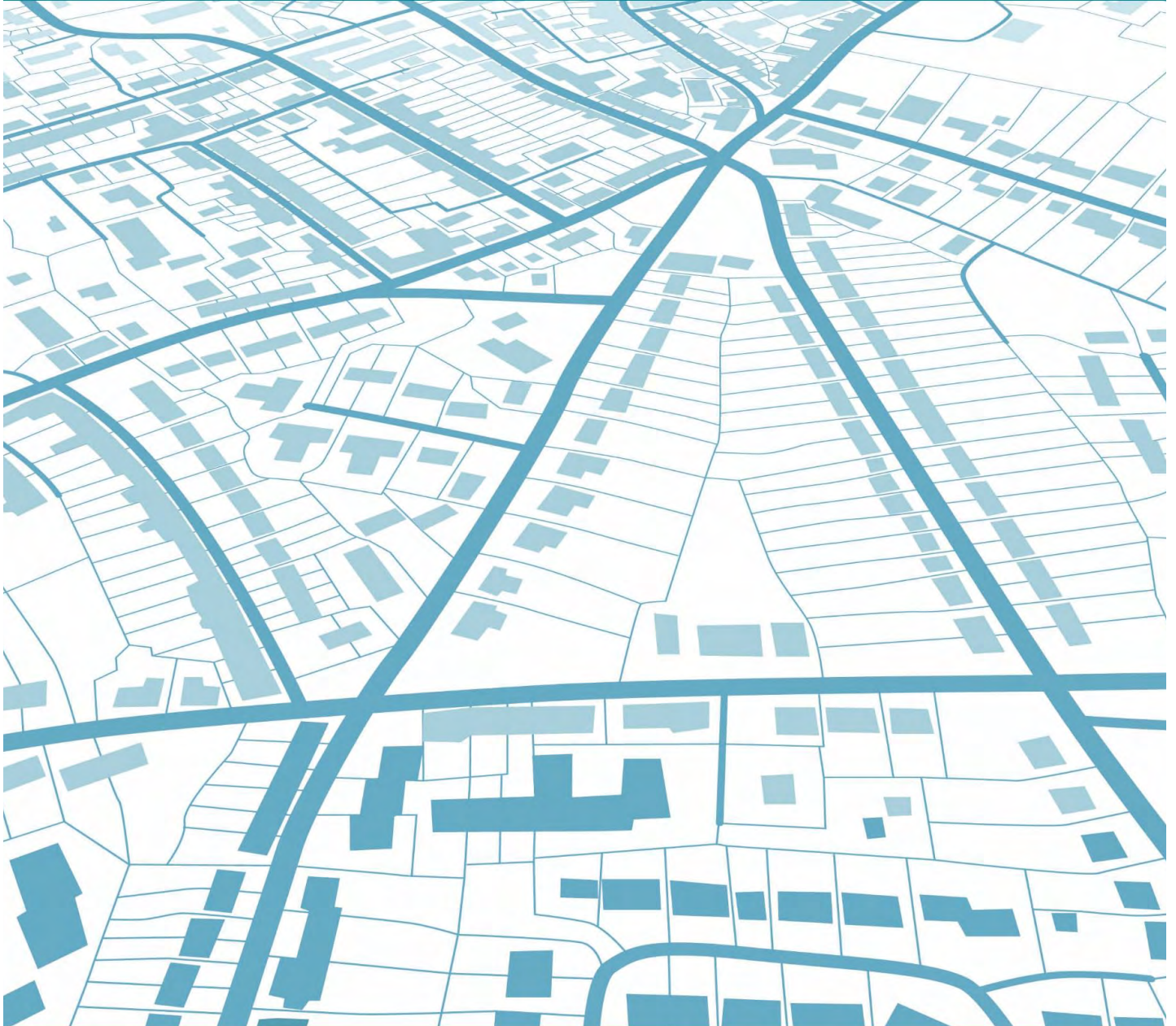
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34 Grosvenor Street, Neutral Bay

Proposed Residential Development

Construction and Traffic Management Plan

Ref: 20136
Date: July 2022
Issue: E

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Appendix B	Public Transport Provision
Appendix C	Turning Path Assessment
Appendix D	Traffic Guidance Schemes

1.0 Introduction

This Construction Traffic Management Plan (CTMP) has been prepared for the approved residential development on 34 Grosvenor Street, Neutral Bay (Figure 1).

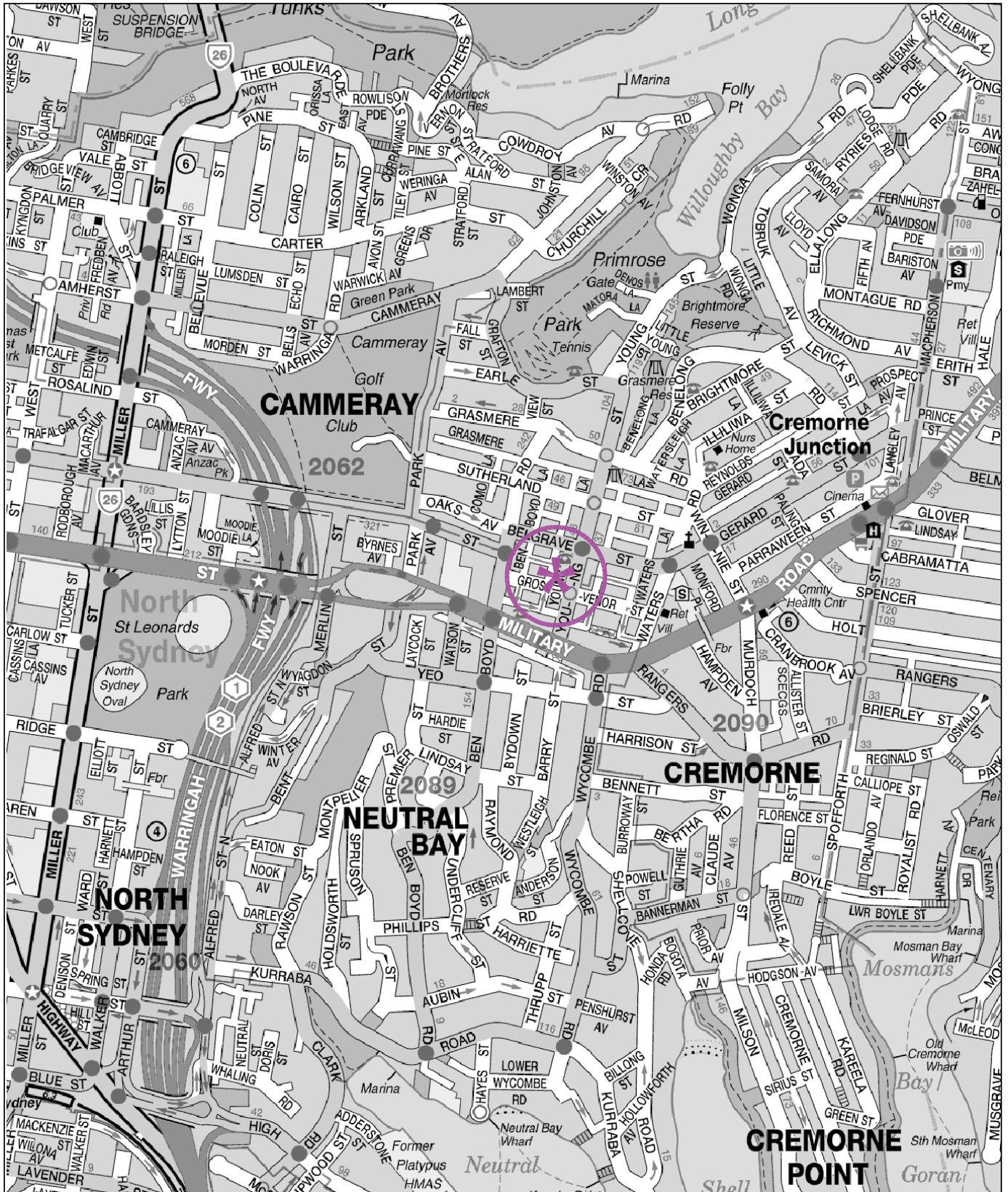
The popular Lower North Shore area is continuing to experience a continuation of the transformation and redevelopment of underutilised buildings in recent years. This process has been heightened as a result of the frequent/high-capacity bus services (including the B-Line service), which provided improved public transport accessibility. Due to its convenient location in the nearby supermarket, restaurant and entertainment facilities within the Neutral Bay Local Centre, the site presents an ideal opportunity to develop a residential apartment complex.

The approved development scheme comprises 9 residential apartments with lower-ground and basement carpark.

This CTMP has been prepared by an engineer who holds the Roads and Maritime Services Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Lachlan Ellson
Certificate No: 0052125163
Expiry Date: 28/08/2022

The CTMP has also been reviewed and checked by a suitably qualified and experienced civil (traffic) engineer, Meg Kong, with 15 years of professional experience. Meg has completed CTMP for more than 200 sites in Sydney, including the North Sydney Council area.



LOCATION

FIG 1

2.0 Approved development Scheme

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of 3 lots (Lots A, B and C of DP 341243) occupying a rectangular-shaped total area of 839.3m² at 34 Grosvenor Street in Neutral Bay. The site, with frontages of 18m to Young Lane and Young Street as well as a 46m frontage to Grosvenor Street, is located just to the north of Grosvenor Street between Young Lane and Young Street. The Neutral Bay Local Centre extends to the south along Military Road.

The surrounding uses comprise:

- ❖ the adjoining low and medium residential developments to the north, east and west
- ❖ the mixed-use extending along the southern side of Grosvenor Street and Military Road.

The site is currently occupied by:

- ❖ 30 Grosvenor Street: a relationship health service provider known as “The Family Systems Institute”
- ❖ 32 and 34 Grosvenor Street: 2 single dwelling houses.

Accesses to these properties are provided as follows:

- ❖ 30 Grosvenor Street: a driveway on Young Lane
- ❖ 32 Grosvenor Street: a driveway on Grosvenor Street
- ❖ 34 Grosvenor Street: a driveway on Grosvenor Street and another driveway on Young Street.

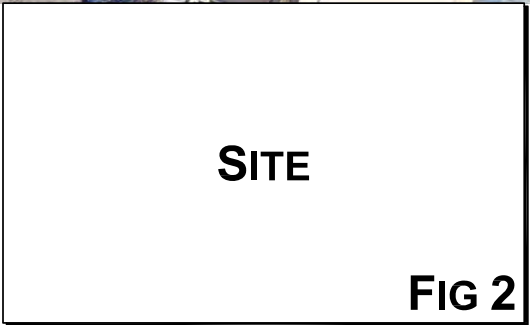
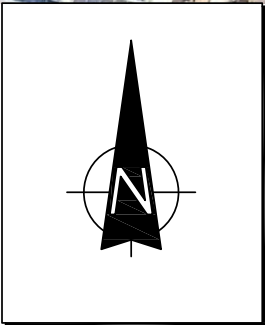
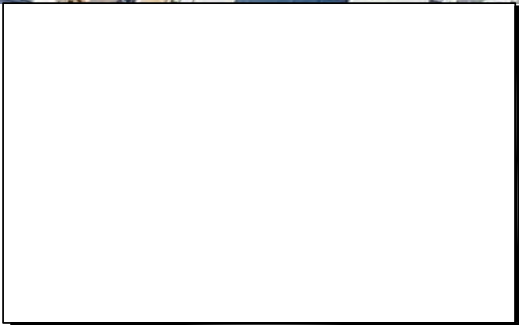


Young Lane

Young Street

SITE

Grosvener Street



SITE

FIG 2

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2.2 Approved Development

The approved development includes the demolition of all existing structures on-site and undertakes an excavation to provide a level-platform for a 4-storey apartment building and lower-ground and basement carpark.

The proposed new building complex comprises:

- 1 x One-Bed apartment
- 1 x Two-Bed apartments
- 7 x Three Bed apartments
- Total of 9 apartments**

The 2-level carpark parking facility which can accommodate up to 15 spaces, will be accessed via a single two-way driveway on Young Street:

Details are provided on the plans prepared by Koichi Takada Architects are reproduced in part in Appendix A.

2.3 Construction Program

A process has been established for completion of the various work processes within 16 months with tentative commencement date of June 2022.

2.4 Construction Process

Demolition

Demolition of existing building elements will be in the initial phase of the construction process, with this activity being preceded by the erection of an A and B-Class perimeter hoarding. The number of workers on the site at any one time will be 5 - 7 persons. The transport of demolition material will generally be undertaken by a single unit type of up to 8.8m medium rigid vehicle (MRV). Up to MRVs will access the site via the existing driveways on Grosvenor Street and stand within the site. When the on-site structures have been demolished and the site is cleared, the trucks will enter via

Transport and Traffic Planning Associates

Grosvenor Street and exit via Young Street.

There will be no on-site parking for construction workers. All workers will be encouraged to use public transport to access the site given the site's proximity to high-frequency public transport services or carpool wherever possible.

A tool drop-off and storage facility will be provided within the site. This would allow tradespeople to drop-off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis. Workers will also be informed of with appropriate tool/ equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

Excavation

The number of workers on-site will remain at some 5 - 7 persons. The transport of excavated material during this process will be undertaken by up to an 8.8m medium rigid vehicle (MRV).

During the early excavation stage, construction vehicles associated with the excavation process will continue to enter via the existing driveway on Grosvenor Street and exit via Young Street. All trucks will stand wholly within the site.

At a latter excavation stage, the construction vehicles will rely on a 19m long works zone during the approved construction hours. The works zone will be located on the northern side of Grosvenor Street to the west of the Grosvenor Street driveway and can accommodate up to 19m semi. A separate application for the works zone would be submitted as required for approval from Council prior to the implementation of the works zone.

3 on-street parking spaces on the northern side of Grosvenor Street would have to be temporarily removed during the construction for the works zone provision. These parking spaces are currently used by the buildings (including Alouette Child Care on 3 Grosvenor Street) which will be demolished.

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As such, the temporary loss of 3 parking spaces would present a negligible impact to the existing on-street parking conditions.

Construction and Fitout

The construction and fitout phase will be the process of longest duration and at peak, activity involved in the order of 15 – 20 persons on the site any one time, with more visitations during concrete pours.

During construction, vehicle access for this process will be via works zone. The provision for loading/unloading for this process will involve up to 19m semi standing within the works zone, with all materials be unloaded and stored within site.

The new parking spaces will be available for workers during the fitout process. This process will only involve small, infrequent deliveries which can occur in the areas adjacent to the new building with access through the new driveway on Young Street.

Crane Installation/Dismantling

It is noted that a 19m semi will only be used for the erection/dismantling of the tower crane. The contractor will submit a separate permit to stand plant/road closure application to Council for approval.

3.0 Road Network and Traffic Conditions

3.1 Road Network

The existing road network serving the site (Figure 3) comprises:

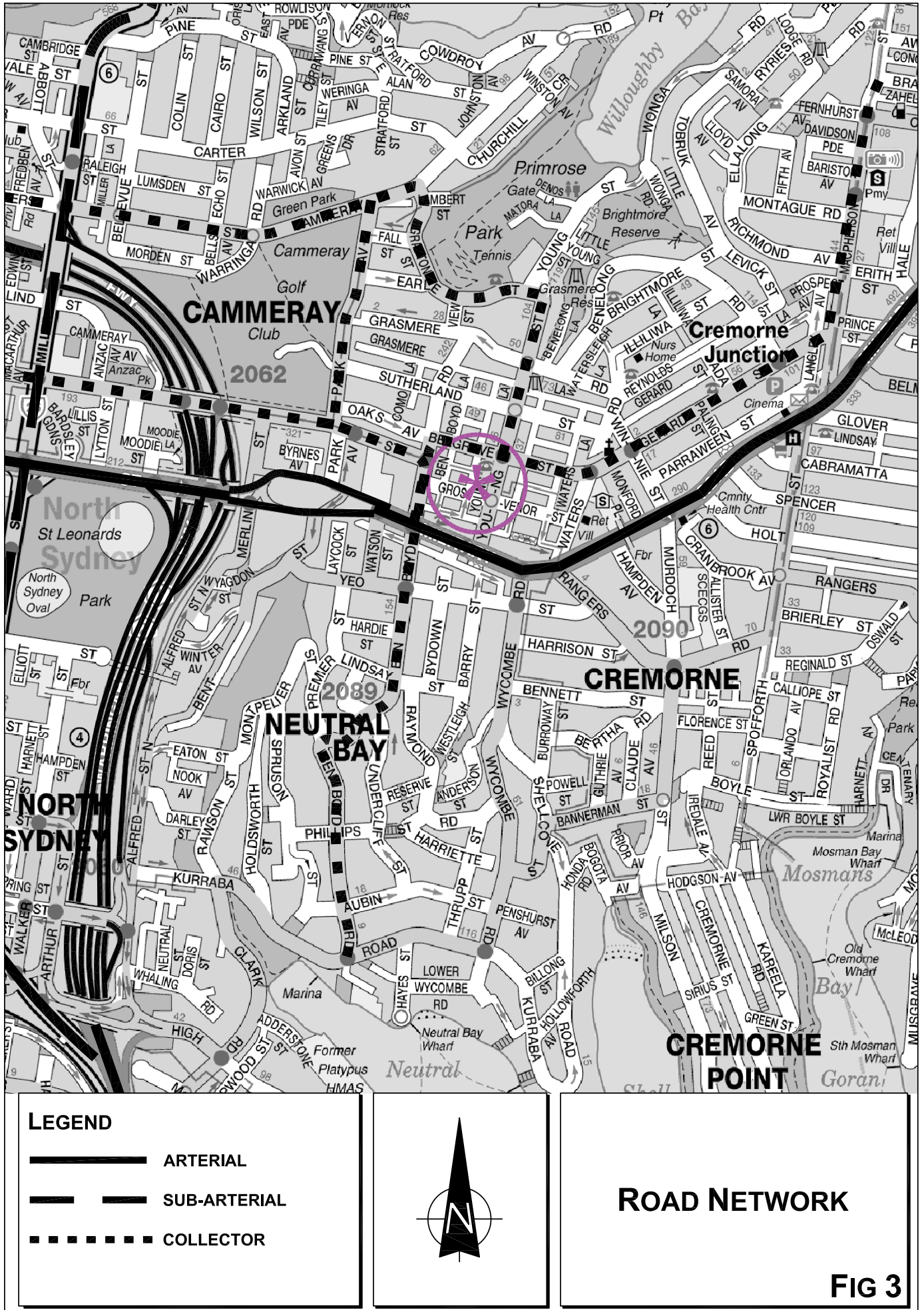
- ❖ *Gore Hill / Warringah Freeway* – a State Road (MR 651) and an arterial route connecting between Gore Hill Freeway in Naremburn in the north and Lavender Street in North Sydney to the south. The road generally runs in a north-south direction and has 3 lanes of traffic in each direction with a line marked divided carriageway.
- ❖ *Military Road* – a State Highway (HW 10) and arterial route linking the Warringah Freeway at North Sydney in the south to Newcastle Freeway at Ourimbah Interchange in the north. The road generally runs in a north-south direction and has three lanes (including 1 T3 lane) of traffic in each direction.
- ❖ *Young Lane* – a local, unclassified laneway that is primarily used to provide rear vehicular and pedestrian access to properties fronting Young Lane.
- ❖ *Grosvenor Street* – a local access road that traverses in an east-west direction connecting Ben Boyd Road and Waters Road.
- ❖ *Young Street* – a minor collector road that traverses in a north-south direction connecting Military Road and Young Street-Earle Street.

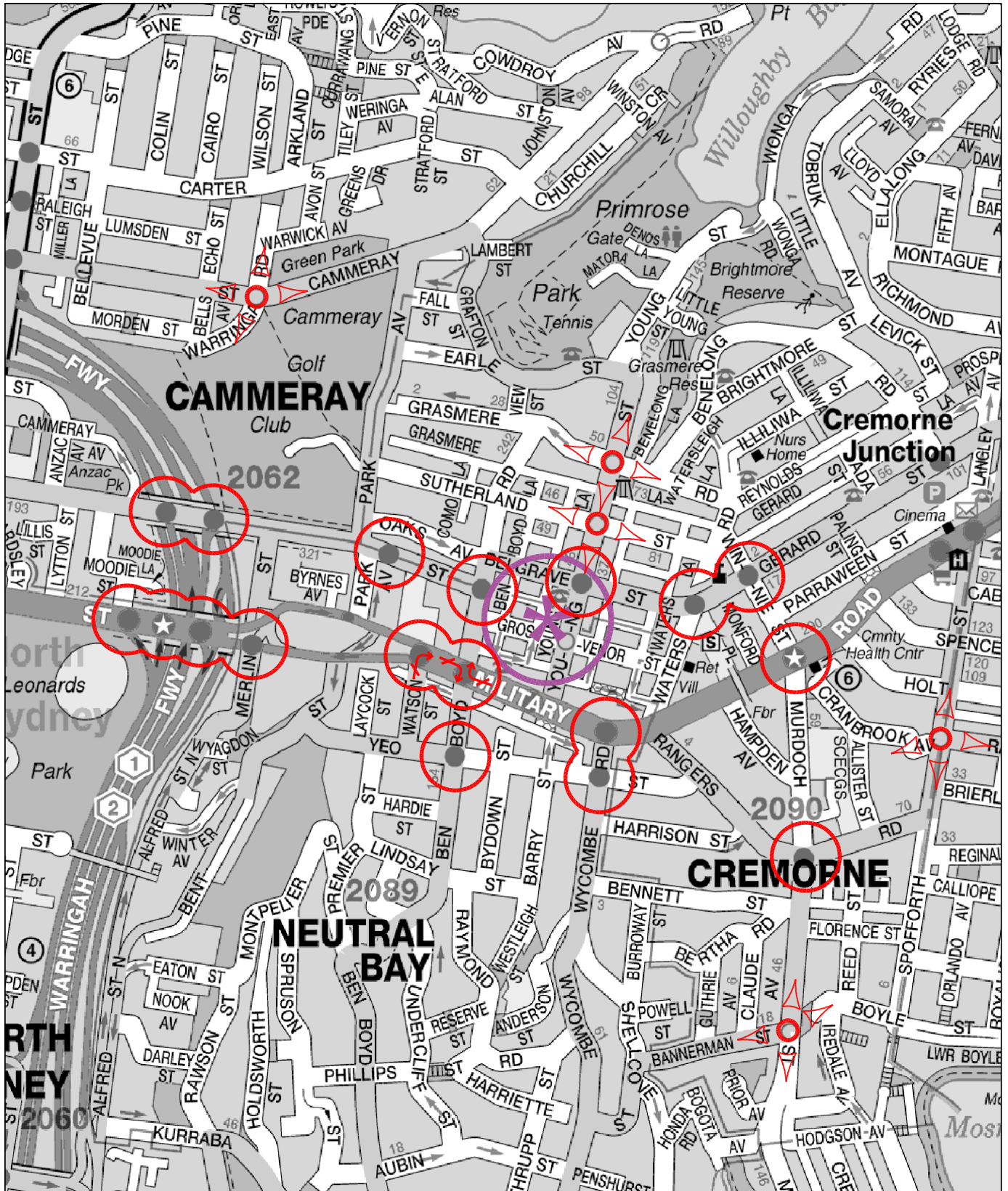
Young Street has a straight and level alignment along the site's frontage. It has a carriageway width of 12.5m with a single lane of traffic in each direction and kerbside parking on both sides of the road.

3.2 Traffic Controls




The existing traffic controls in the vicinity of the site (Figure 4) comprise:

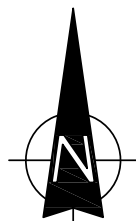
- ❖ the traffic signal-controlled intersections along:





LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

FIG 4

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- the Military Road including the Ben Boyd Road, Wycombe Road and Waters Road-Rangers Road, Watson Street-Falcon Street intersections
- the Ben Boyd Road/ Ernest Street, Young Street/Belgrave Street and Belgrave Street-Gerard Street/Waters Road intersections
- ❖ a signalised pedestrian crossing in Military Road, just west of Young Street
- ❖ the numerous NO RIGHT TURN restrictions along Military Road including the No right-turn eastbound and westbound restrictions in Military Road turning onto Ben Boyd Road
- ❖ a central median island in Military Road, which restricts right-turn movements into and out of Young Street.
- ❖ the roundabout at the Young Street/Grosvenor Street intersection
- ❖ ½P restrictions along both sides of Military Road. Clearway restrictions operate between 6:00 am and 10:00 am and 3:00 pm and 7:00 pm, Monday to Friday.
- ❖ No Parking restrictions along both sides of Young Lane
- ❖ ½P restrictions along the northern side of Grosvenor Street along the site's frontage between 8:30 am and 6:00 pm (Monday through Friday) and between 8:30 am and 4:00 pm, Saturday. These restrictions do not apply to permit holders of Area 27.
- ❖ 2P restrictions along both sides of Young Street along the site's frontage between 8:30 am and 6:00 pm (Monday through Friday) and between 8:30 am and 12:30 pm, Saturday. These restrictions do not apply to permit holders of Area 27.
- ❖ No Stopping zone on the western side of Young Street between 4:30 pm and 6:30 pm (Monday through Friday)
- ❖ a posted speed limit of 80kph on Gore Hill / Warringah Freeway
- ❖ a posted speed limit of 60kph on Military Road

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- ❖ a posted speed limit of 50kph on all local roads including Grosvenor Street, Young Street and Young Lane

3.3 Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by the data published by the Roads and Maritime Services (RMS), which is expressed in terms of Annual Average Daily Traffic (AADT). The most recently published data is as follows:

	AADT
Military Road, West of Melrose Street, Mosman	46,497

Observations of traffic activity in the vicinity of the development site during the morning peak period reveal some queuing occurs at times along Young Street and Grosvenor Street due to the traffic congestion through the Neutral Bay Local Centre. Much of the congestion at the intersections along these roads are influenced by the major signalised intersections along Military Road at the Ben Boyd Road, Wycombe Road and Waters Road-Rangers Road, Watson Street-Falcon Street intersections

Access/circulation on the road system is facilitated by the various priority-controlled, roundabout and signal-controlled facilities.

Ample gaps are available in the Young Street traffic flow for vehicles to ingress and egress the site.

3.4 Existing Transport Services

The site is highly accessible by public transport.

Bus Services

Access to the Metropolitan Transport Network for the site is currently provided by the more than 40 bus services which run along the Military Road (with the nearest bus stop 150m walking distance southeast of the site).

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These services provide express bus services to the Central Sydney CBD and connections to North Sydney and St Leonards Railway Stations, Chatswood Interchange, allow access to the wider public transport network with this railway/Metro station providing services on the T1 – North Shore Line and the CCN – Central Coast - Newcastle Line and Sydney Metro, providing a connection to the City and the wider rail network.

These services also provide connections to the Ferry Services on Sydney Harbour at Neutral Bay and Cremorne Point wharves, Northern Beaches area, including Manly Vale, Brookvale, Dee Why, Narrabeen, Newport, Mona Vale and Palm Beach, Kirribilli, Cammeray and Crows Nest.

Bus services into and out of the City via the Warringah Freeway have the benefit of dedicated bus lanes for the majority of the journey, resulting in reduced travel times between Neutral Bay and Wynyard. The site is therefore considered to be very well served by public transport services. These bus routes provide frequent services during the weekday peak hour periods. Details of the bus services available are provided in Appendix B

Railway Services

North Sydney Railway Station is located approximately 1.8km southwest of the site and is accessible by bus routes 229 and 230. The station is a major hub in the Sydney Trains network, with frequent services on four rail lines, namely T1 – North Shore Line and the CCN – Central Coast and Newcastle Line. Details of the train services available at the North Sydney Station are provided in Appendix B

Metro Services

The Sydney Metro Northwest project is one of Australia's largest public transport infrastructure projects and currently delivers faster, safer and more reliable service to the northwest region of Sydney. The Sydney Metro Northwest provides a rail connection from the existing Chatswood Interchange through to Cudgegong Railway Station. As part of this connection, the train line passes through Chatswood Station, which provides an additional train every four minutes during the weekday AM and PM peak periods. The

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station locations and rail alignment of the Sydney Metro are shown below. Details of the Metro services available at the Chatswood Station are provided in Appendix B.







Pedestrian Infrastructure







Pedestrian footpaths are located on both sides of all streets surrounding the site. Marked foot crossings are provided at all signalised intersections within the area, including along Falcon Street, West Street and Miller Street.

Cycle Infrastructure

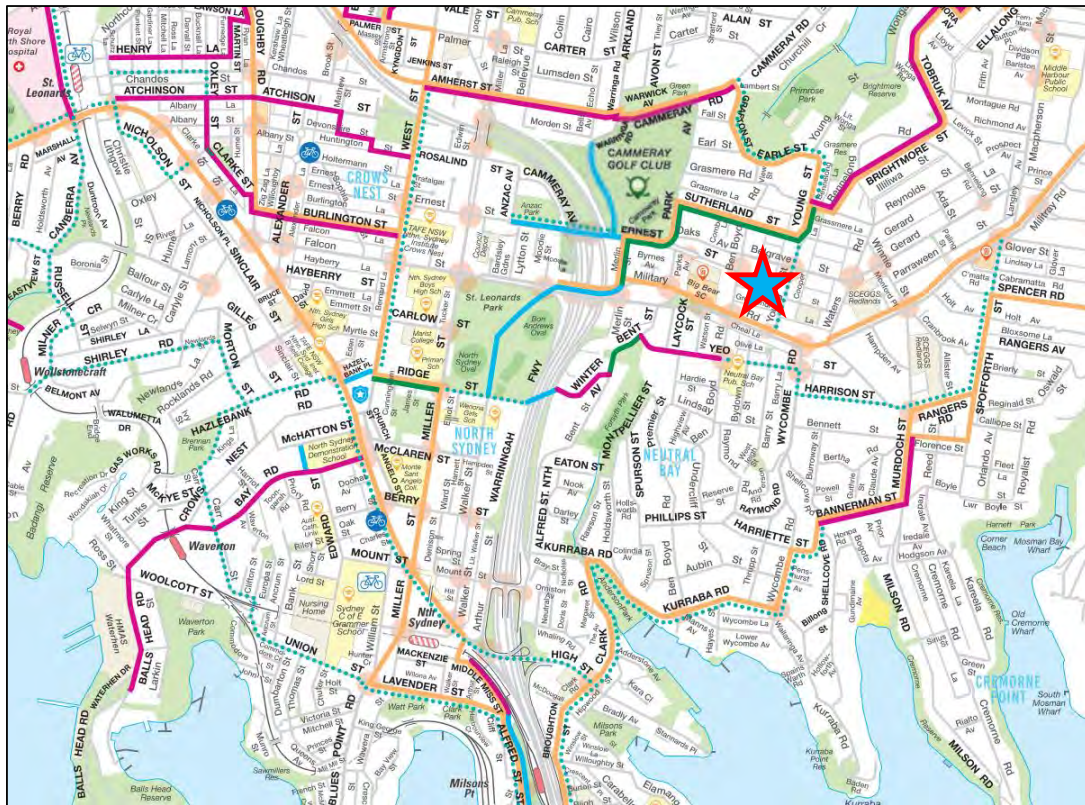
The site is well situated within Sydney’s cycle network with cycle routes surrounding the site with the nearest route along Military Road to the south of the site. The bicycle network surrounding the site is shown in the figure below, with details provided in figure overleaf.

Legend

				<p>Potential Future Bicycle Routes Potential Future Bicycle Routes are subject to change pending further investigation. Current conditions will vary in difficulty.</p>
Separated Bicycle Path	Shared User Path	Marked On-road Bicycle Route	High Current Bicycle Use (may include difficult conditions if separated paths are not provided)	

 Bike Shop
  Bike Locker
  AIR Bike Pump
  Parking
  Hospital
  Police

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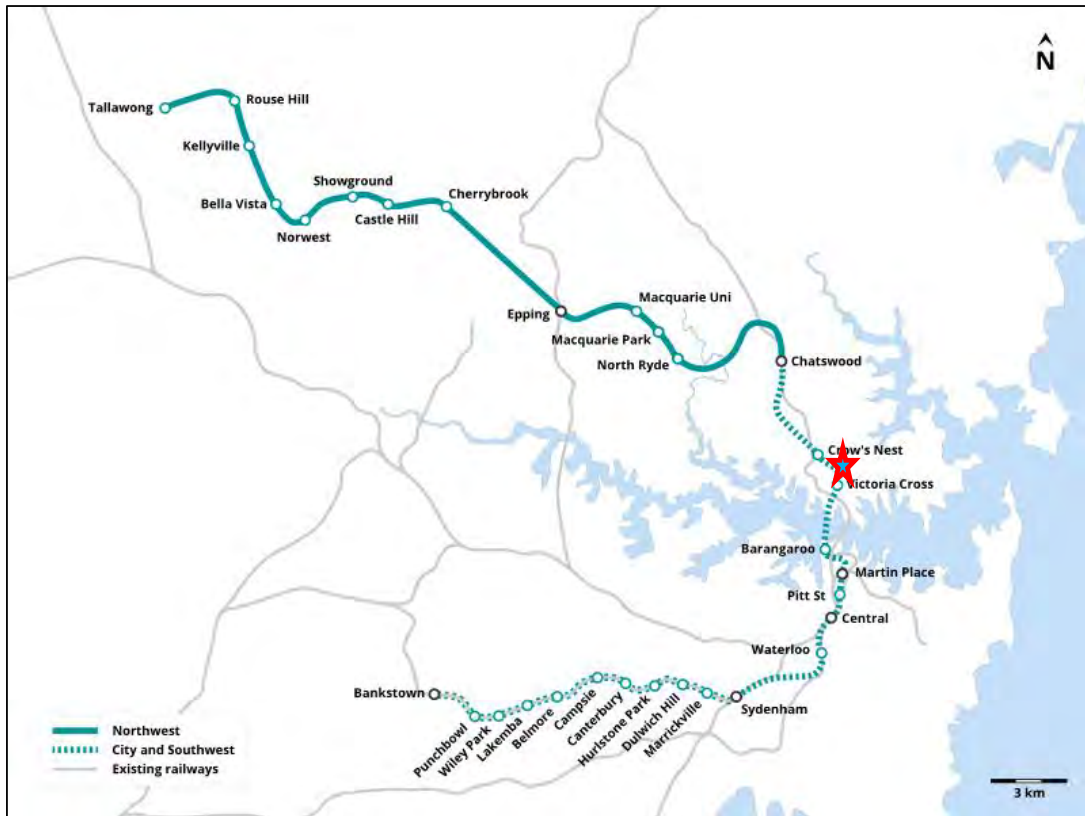
3.5 Proposed Transport Services

The site is located within 2km of Crows Nest Metro Station, which is currently under construction as part of the Metro City and Southwest Line. After completion in 2024, this station will provide metro trains every four minutes during peak hours and connect the area to Sydney Central Business District, Northwest Sydney and Southwest Sydney.

The site is expected to benefit greatly from the Sydney Metro project, given the increased incentives to travel by train on the regular fast service with the Neutral Bay town centre planning, largely reflecting this inherent change.

The station locations and rail alignment of the Sydney Metro are shown below.

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4.0 Proposed Construction Traffic Management Plan

4.1 Construction Vehicle Route

Truck movements associated with the construction processes will access the site via Grosvenor Street, as illustrated in Figure 5. Details of critical vehicles swept paths in and out of the site are provided in Appendix C.

It is noted that on departure:

- ❖ 6.4m small rigid vehicle (SRV) will use Ernest Street towards Warringah Freeway/Pacific Highway given that Ernest Street has 10t load limit
- ❖ All vehicles longer than SRV, i.e., MRV, HRV and semi which will be programmed to arrive outside of peak hours will use Ben Boyd Road towards Military Road

4.2 Truck Movements

The envisaged truck arrivals will be:

Demolition and Excavation Stage

12.5m Length

The frequency is 1-3 Vehicles daily

The total load is 23 ton

19m Length

The frequency is 5-7 Vehicles daily

The total load is 48 ton

For Structure Stage

12.5m Length

The frequency is 1-3 Vehicles Daily

The total load is 23 ton

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12.5m Length

The frequency is 30 Vehicles For Concrete pours (7 Times in Project life)

The total load is 27 ton

19m Length

The frequency is 1-3 Vehicles Per Week

The total load is 48 ton

Given the low truck movements, a truck holding area will not be required. Truck drivers will be advised of the designated truck routes to/ from the site. No queuing or marshalling of trucks will be permitted on public roads in the vicinity of the site. Accredited traffic controller/ site personnel will ensure they are in radio contact with truck drivers, ensuring each vehicle arrival is anticipated and planned. The proposed truck route passes through

4.3 Construction Hours

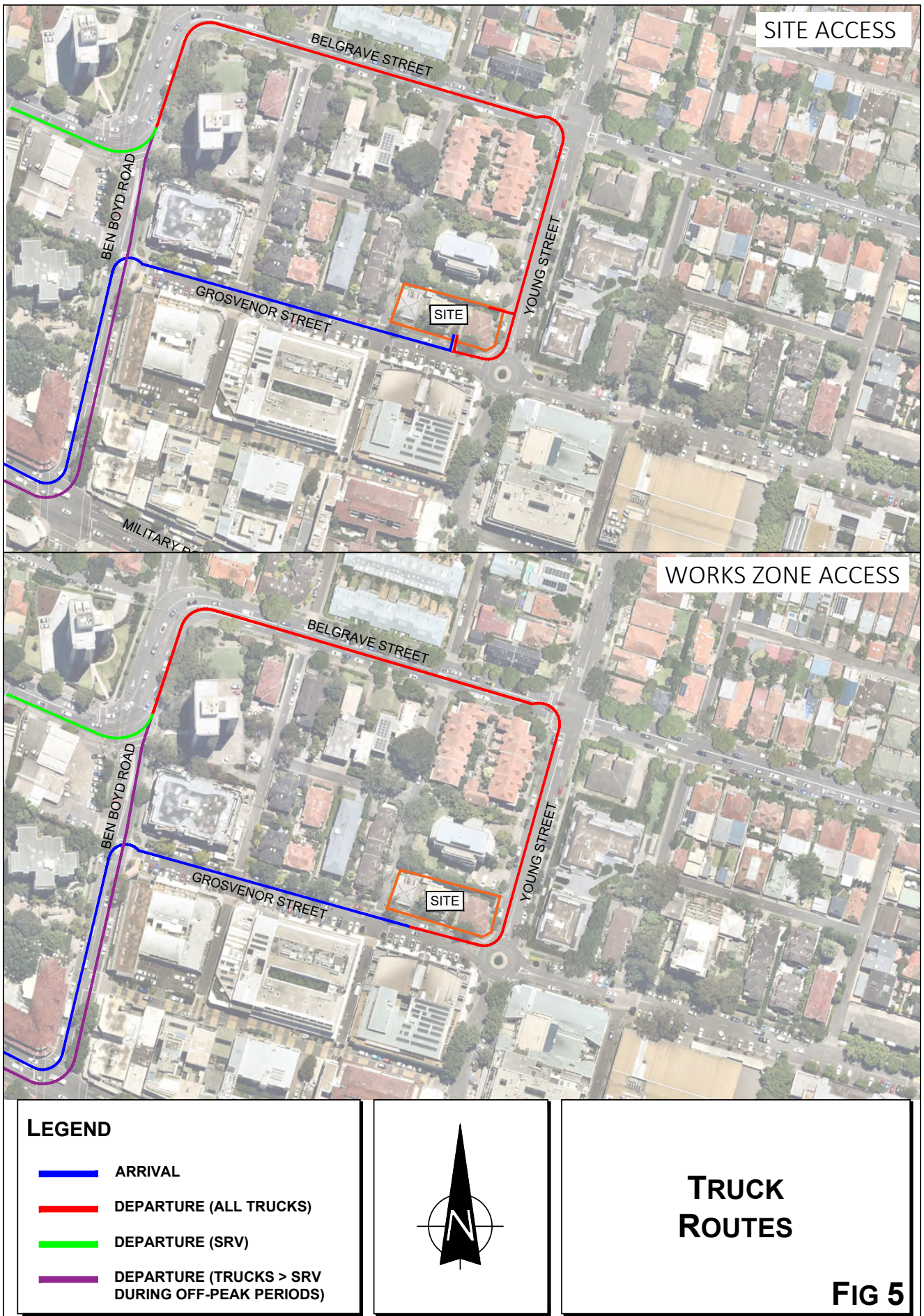
The hours of construction activity will be:

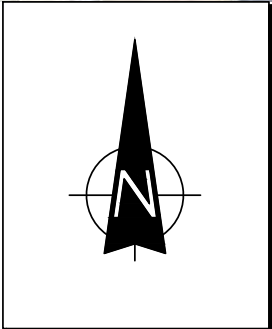
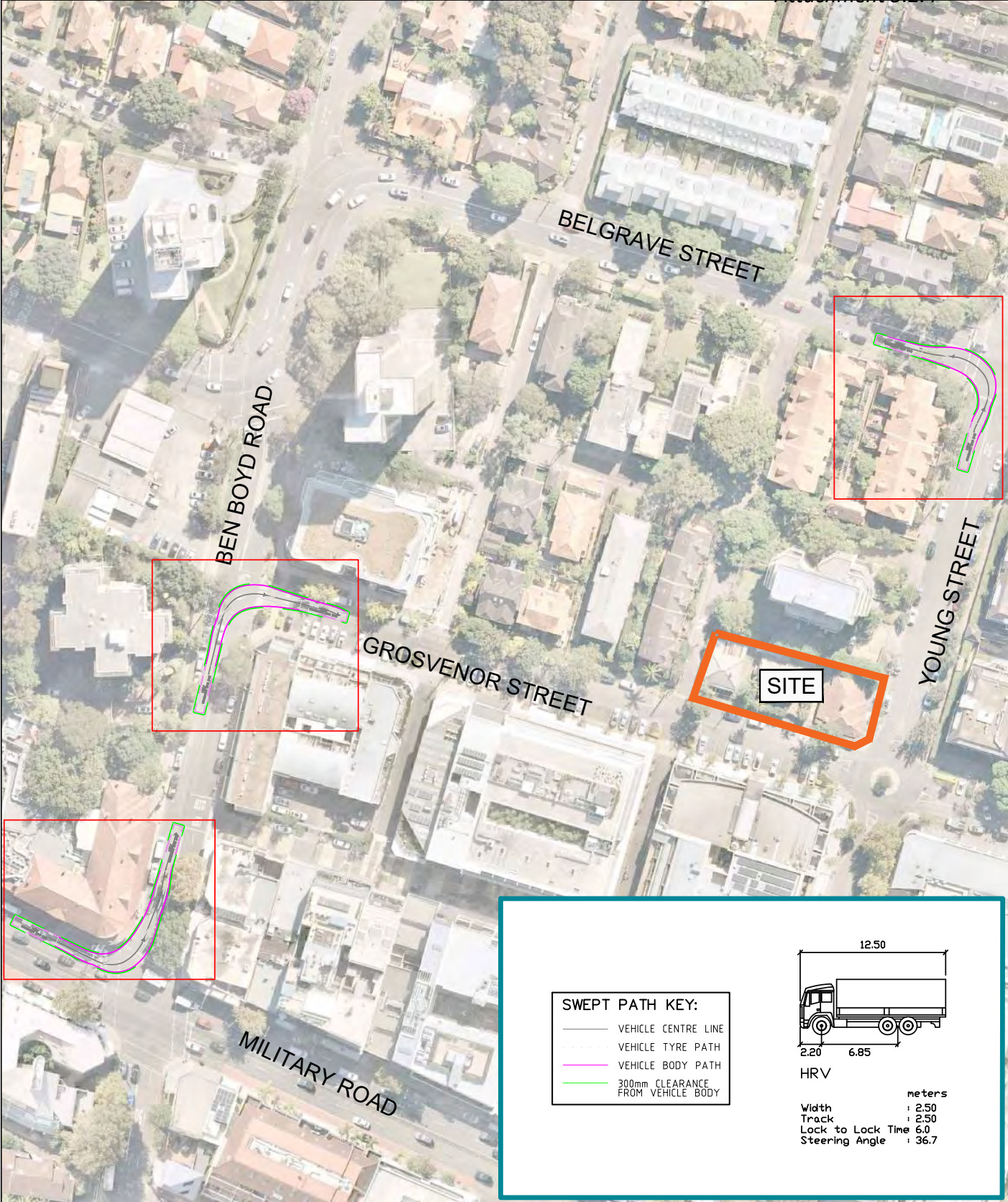
7.00am – 5.00pm	Monday to Friday
8.00am – 1.00pm	Saturday
No work	Sunday and public holidays

4.4 Pedestrian Management

The following protections would be provided for pedestrians in the perimeter of the site:

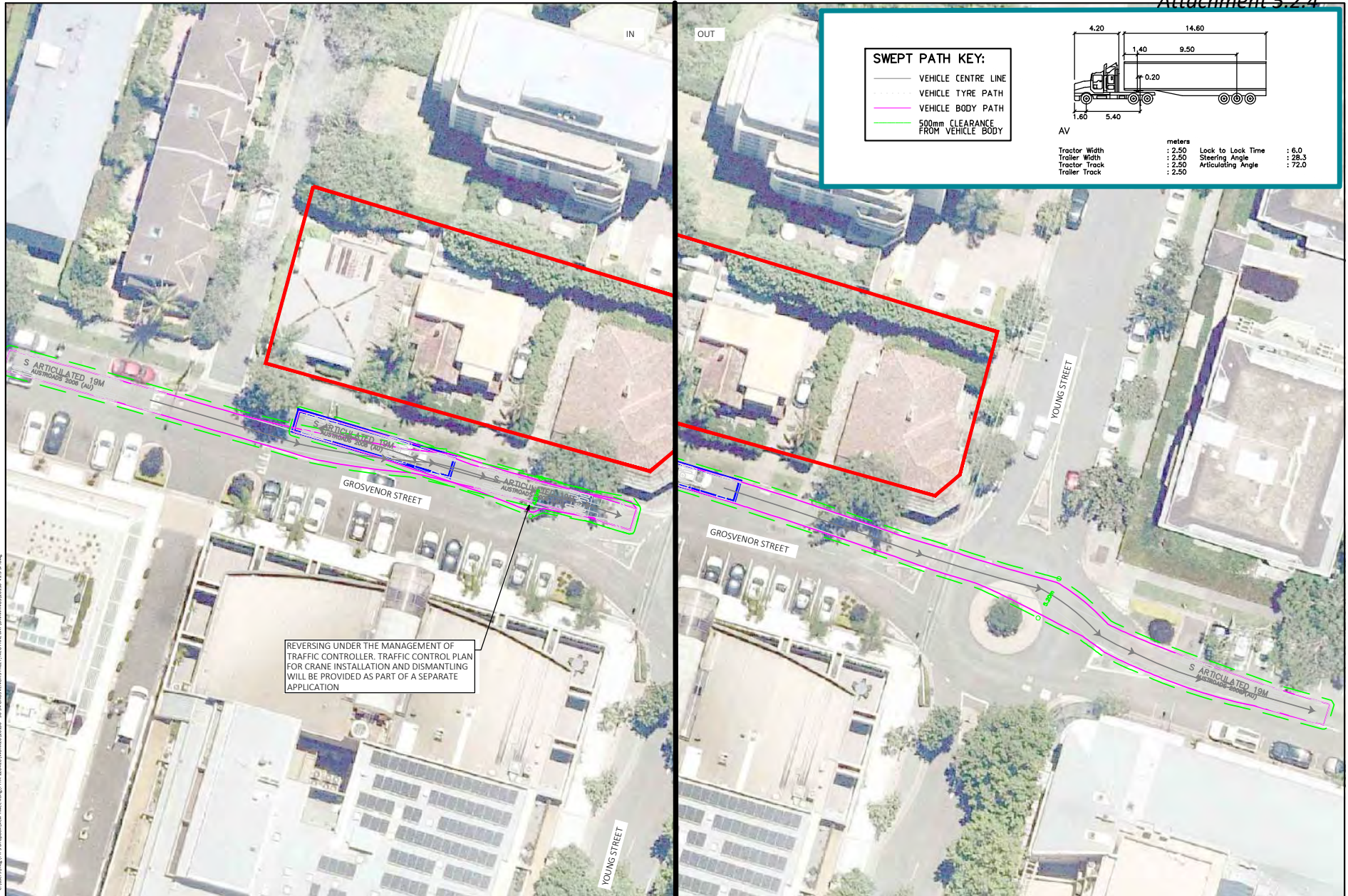
- ❖ Grosvenor Street and Young Street: Class B hoarding will be provided on the footpath along the northern side of Grosvenor Street and the western side of Young Street, to ensure safe pedestrian passage past the site.
- ❖ Young Lane: Pedestrians walking along the pedestrian link along Markham Avenue will be protected by A-Class hoarding





**TRUCK
TURNING PATHS**

FIG 6



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34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 19M HRV ENTERING AND EXITING THE WORKS ZONE (FOR CRANE WORKS)

DRAWING REF NO. 201316-V1.3-SP SHEET NO. 01 OF 02 ISSUE DATE 4 July 2022

DESIGNED BY LELSSON REVIEWED BY B.LO

SCALE 0 4.0 8.0 1:400

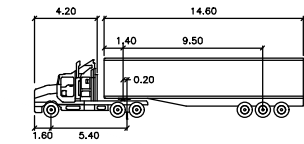
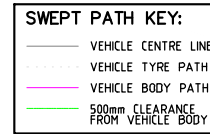


PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

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 THIS DRAWING AND/OR IMAGES
 ARE FOR DISCUSSION PURPOSES
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 A CONTRACT OR A COMMITMENT.

tpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
 Established 1984

Address Level 5, Suite 502 / 292 Victoria Ave. Chadwood VIC 3067
 P: (02) 9411 5640 E: info@tpa.com.au W: www.tpa.com.au



AV		meters	
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 17.0
Trailer Track	: 2.50		

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34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 19M HRV ENTERING AND EXITING THE WORKS ZONE (FOR CRANE WORKS)

DRAWING REF NO. 20136-V1.3-SP SHEET NO. 02 OF 02 ISSUE DATE 4 July 2022

DESIGNED BY LELLSON REVIEWED BY B.L.O.

SCALE 0 4.0 8.0 1:400



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
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 Established 1984

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RMS accredited traffic controllers will supervise all vehicle and materials movements into and out of the site, loading area and works zone, as well as loading/unloading activities at all times.

4.5 Contact Details

The interim contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is as follows:

Adam Arias
Assistant Development Manager
Platform Project Services Pty Ltd
M: 0421 024 056
E: adam@platformpps.com.au

The above contact will be updated once a contractor has been engaged.

4.6 Works Zone

A 19m long Works Zone will be required on the 30, 32 and 34 Grosvenor Street frontage during the latter construction and fitout processes to facilitate delivery vehicles stoppages.

The Works Zone will require the temporary removal of 2-3 on-street parking spaces on the northern side of Grosvenor Street.

A separate application for the works zone would be submitted separately as required for approval from the North Sydney Traffic Committee prior to the operation of the works zone. The applicant will pay all appropriate Council advertised fees and charges, including the cost of the signage and loss of parking fee. It is noted that there will be no meter removal required as part of the Works Zone application. The works zone will not be used for private kerbside parking by contractors, tradesman or visitors to the site.

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4.7 Cranage and Materials Handling

1 tower crane will be erected within the site, and specific areas will be available for loading/unloading, materials handling and storage, and worker sheds, etc. The tower crane will be utilised for materials handling within the works zone and the on-site material handling zone.

A separate application for temporary road closure and crane use from the public property will be submitted to Council for approval as required prior to the installation of the on-site tower crane.

Light materials will be loaded/unloaded between the works zone using either forklifts or trolleys.

4.8 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo a formal 'site induction' process and all the inductions will be performed specifically to each trade according to Workcover OH & S requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

4.9 Construction Worker Parking

There will be no on-site car parking available for workers during the earlier construction stage. Once the internal driveway and basement carpark are built (and when construction activity is most intensive), additional worker parking may be available.

Some unrestricted on-street parking will be available along the surrounding local streets for the workers. Given the proximity of the site to high-frequency public transport services, all workers will be encouraged at all times to utilise the highly

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accessible public transport system which exists in the vicinity of the site or to carpool wherever possible.

A tool drop-off and storage facility will be provided within the site. This would allow tradespeople to drop-off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis.

Workers will also be informed of appropriate tool/ equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

4.10 Traffic Guidance Schemes

The TGS presents the principles of traffic management, with the detailed information for worksite operations is contained in the Roads and Maritime Services Traffic Control at Work Sites Technical Manual Version 5.0 dated 27 July 2018. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and the contractor's Constructions Workplace Health and Safety Manuals.

The TGSs prepared by the Traffic Control contractor (a Certified Traffic Controller under RMS regulations) as required throughout the process and in accordance with Australian Standards 1742.3, for all construction processes are provided in Appendix D.

4.11 Tree Protection Management Measures

The contractor will complete the construction works without encroaching the tree protection zones (TPZs). Protective fencing and ground protection will be installed in accordance to the tree management plan provided overleaf. The contractor will ensure that the existing trees within the TPZs are protected in accordance with the Australian Standards, based on the following guidelines:

- * no works will be undertaken without the supervision of a qualified arborist

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- * no people, vehicles or machinery can enter the zone
- * no stockpiling of building materials, debris or soil within the zone
- * no fuel, oil dumps or chemicals allowed within or around the zone
- * no altering of soil levels within the zone
- * no open trenching within the zone
- * no attachment of wires, nails, screws or any other fixing device or as a winch support or anchorage
- * supplementary watering is provided to trees through dry periods, during and after the construction process.

4.12 Construction related Vehicle Movements

An average of 4 trucks per day is expected, with a maximum of 6 trucks per day during peak construction (12 movements per day). The heavy vehicle movements are likely to be spread throughout the day. However, in the worst-case assessment, it has been assumed that 25%, or 3 vehicles (6 two-way vehicle movements), would occur during the peak hour. Queuing or marshalling of construction vehicles will not be permitted on the road network and call-up procedures must be put in place to manage arrivals.

Workers typically begin and end their workday outside of network peak periods (i.e., 6.30 am – 3.30 pm) and as such is unlikely to adversely impact the surrounding road network.

4.13 Impact on Public Transport Services

The heavy vehicle haulage routes will largely be limited on arterial and sub-arterial roads which are designed to accommodate heavy vehicle movements. As such, the impacts on public transport services will be minimal on the approach/departure routes. While the truck route will overlap with this bus route during the construction period, it is not expected that traffic generation of no more than 6 vehicle visitations per day would be adverse to the efficiency of the existing bus service.

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4.14 Impact on Pedestrian Movements

Pedestrian movements will remain on Grosvenor Street, Young Street and Young Lane, separated from the site through the provision of hoarding along the perimeter of the site where applicable.

Where the frontage footpath along Grosvenor Street will be affected by the Works Zone operation, accredited traffic controllers who will be present at the works zone and access points will ensure pedestrians are given right of way by construction vehicles to heighten their safety.

The above measures will be incorporated into the site induction program. Workers/subcontractors will be inducted to drive with extra caution and according to the posted speed limit at all times.

4.15 Temporary Road Closure

It is not anticipated that the proposed works would require a road closure. If required:

- The costs and application processes for the required permits are to be borne by the contractor.
- Temporary road closures shall be confined to weekends and off-peak hour times and are subject to the approval of the Council.
- Before implementation of any road closure during construction, Council shall be advised of these changes and a TGS shall be submitted to Council for approval.
- This TGS shall include times and dates of changes, measures, signage, road markings and any temporary traffic control measures.

4.16 Impact on Emergency Vehicle Access

Emergency protocols on the site would include a requirement for an accredited traffic controller to assist with emergency access, and as such, access to the site by emergency vehicles will not be affected. The liaison will be maintained with the police

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and emergency services agencies throughout the construction period and a site contact will be made available for out-of-hours emergencies and access.

4.17 Spoil Management

To ensure that soil/excavated material is not transported on wheels or tracks of vehicles and deposited on surrounding roadways, a wheel wash station will be positioned at the entry/exit point.

4.18 Road Serviceability

The contractor will be responsible for ensuring that the road pavement, kerb and gutter along Grosvenor Street, Young Street and Young Lane, remain in clean and serviceable states during the course of the construction.

4.19 Public Notification

The contractor would prepare notification letters, under the approval of Council, that would be delivered to adjoining property owners, to advise of the construction works and timeframes for completion of each phase of the process.

4.20 Impact on Neighboring Properties

Access to neighbouring properties will be maintained at all times. Workers/ subcontractors will be directed not to park their vehicles at the driveways of the neighbouring properties. This will be incorporated into the site induction program. The contractor would take appropriate action if informed of this activity occurring.

4.21 Dilapidation Report

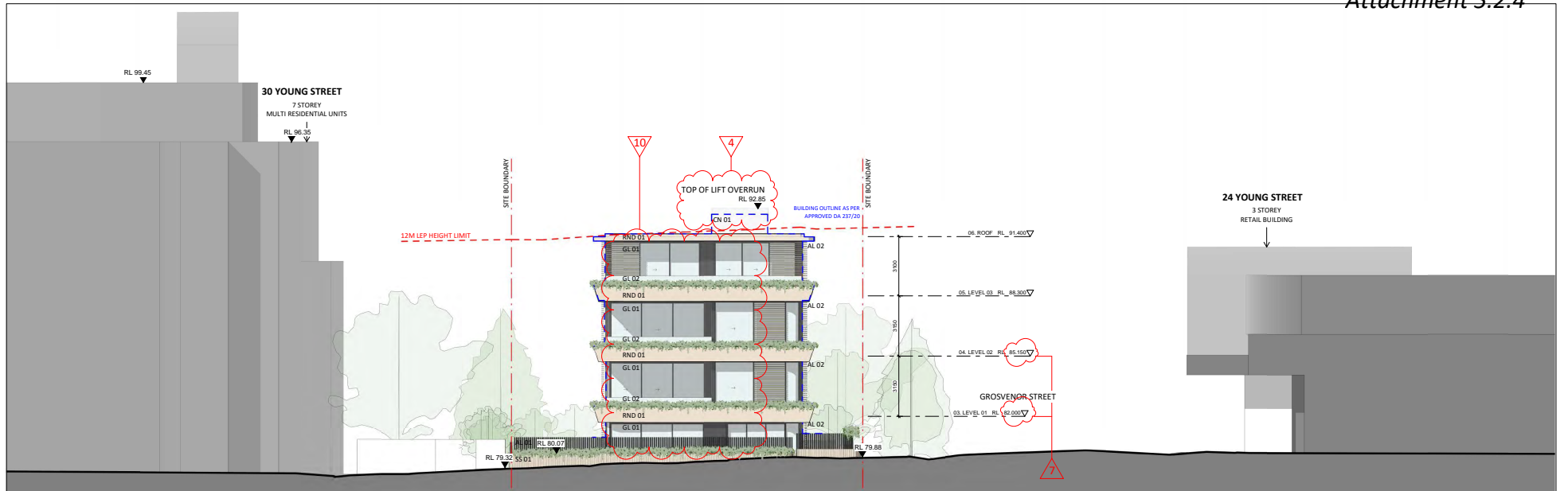
A dilapidation report will be provided before and after the construction activities as required by Council.

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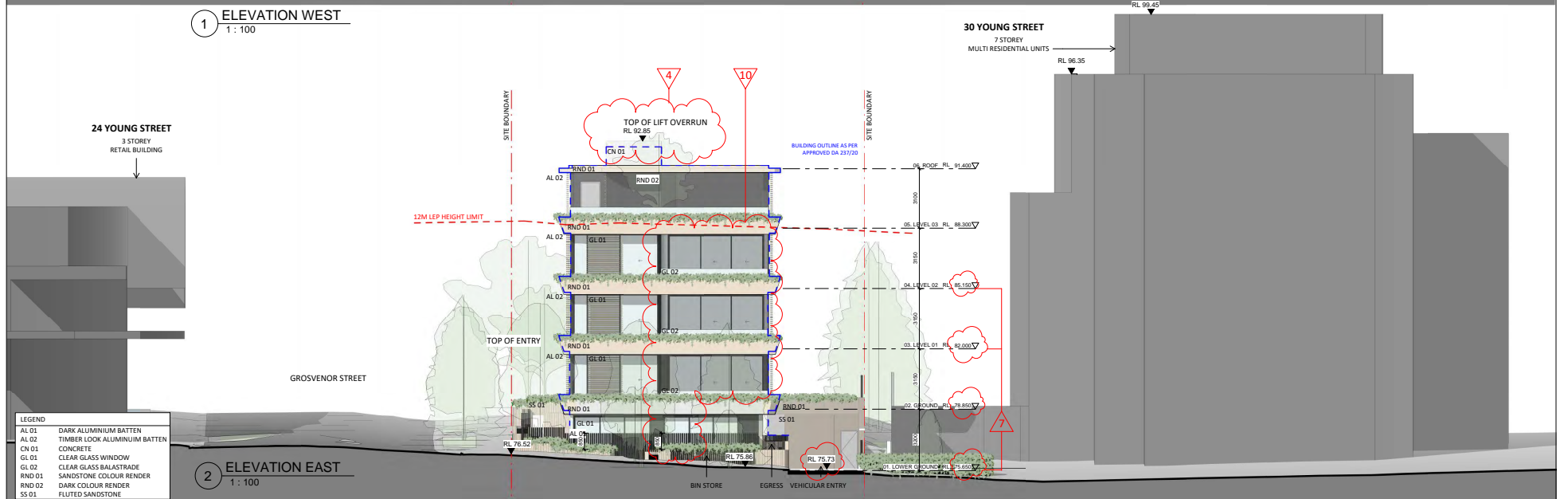
Appendix A

Architectural Plans





1 ELEVATION WEST
1 : 100



2 ELEVATION EAST
1 : 100

LEGEND

AL 01	DARK ALUMINIUM BATTEN
AL 02	TIMBER LOOK ALUMINIUM BATTEN
CN 01	CONCRETE
GL 01	CLEAR GLASS WINDOW
GL 02	CLEAR GLASS BALAUSTRADE
RND 01	SANDSTONE COLOUR RENDER
RND 02	DARK COLOUR RENDER
SS 01	FLUTED SANDSTONE

NO.	REVISION	DATE	BY	CHKD	NO.	REVISION	DATE	BY	CHKD
1	ISSUE FOR PERMIT	22/09/22							
2	REVISED PERMIT	22/09/22							
3	REVISED PERMIT	22/09/22							
4	REVISED PERMIT	22/09/22							
5	REVISED PERMIT	22/09/22							
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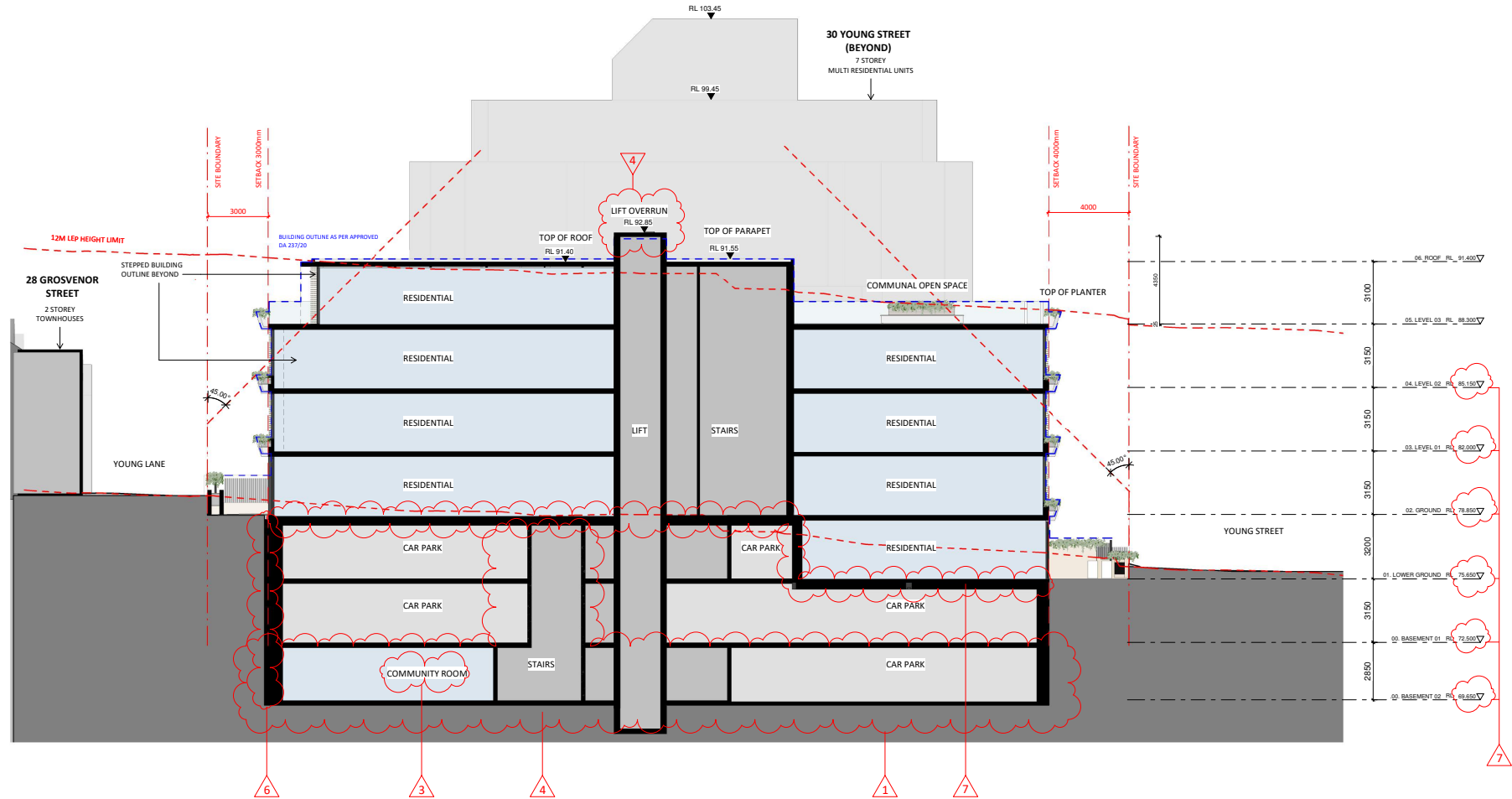
CLIENT
MOSMAN FINANCE No.13 PTY LTD
3,01196 PITT STREET, SYDNEY NSW 2000
ABN: 95 619 934 146

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Highpoint East VIC
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REG VIC: 19360

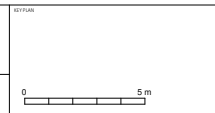
TEAM ARCHITECTS

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PROJ NO 1031	APPROVED	
STATUS DEVELOPMENT APPLICATION	DWG NO A0201	REVISION D
NOTES ELEVATIONS 02	DO NOT SCALE FROM DRAWINGS VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK COPYING OR THE REPRODUCTION OF THIS DRAWING IS STRICTLY PROHIBITED WITHOUT THE CONSENT OF TEAM ARCHITECTS	



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3	ISSUE FOR PERMIT	02/09/21	MD	03	ISSUE FOR PERMIT	02/09/21	MD				
4	ISSUE FOR PERMIT	02/09/21	MD	04	ISSUE FOR PERMIT	02/09/21	MD				

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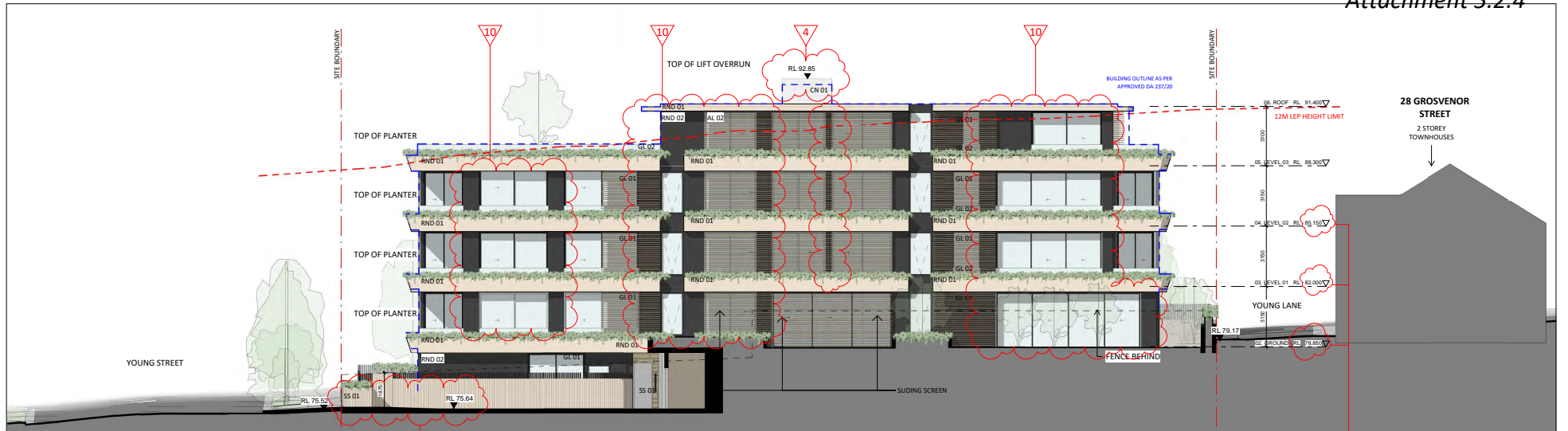
CLIENT
 MOSMAN FINANCE No.13 PTY LTD
 3.01.95 PITT STREET, SYDNEY NSW 2000
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 E: info@team2.com.au
 REG NO: 19940

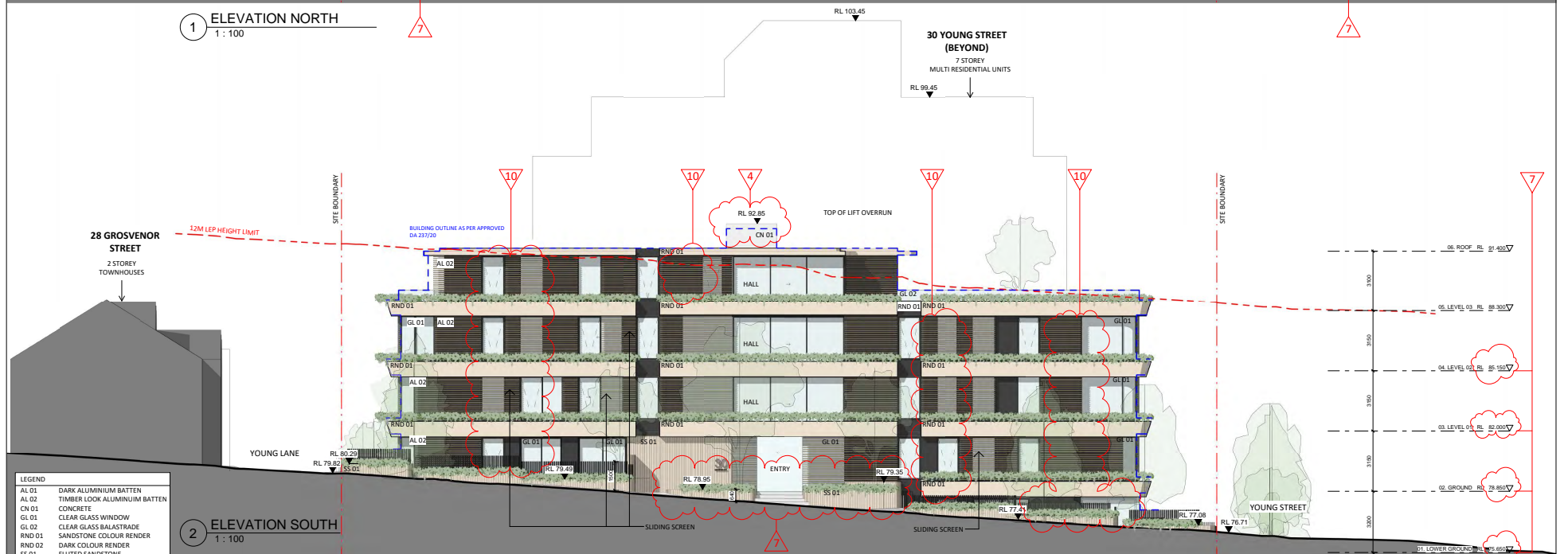
MELBOURNE
 313/37 Burwood Road
 Heidelberg East VIC
 3102
 ABN: 72 104 833 507
 REG VIC: 19360



PROJECT	30-34 GROSVENOR STREET NEUTRAL BAY, NSW 2089	DATE	03.09.21	DRAWN	SO
SCALE	1:100@A1, 1:200@A3	CHECKED	KD	APPROVED	
PROJ NO	1031	DATE		REVISION	D
STATUS	DEVELOPMENT APPLICATION	DWG NO	A0300		
NO. SHEETS	SECTION 01				



1 ELEVATION NORTH
1 : 100



2 ELEVATION SOUTH
1 : 100

LEGEND

AL 01	DARK ALUMINIUM BATTEN
AL 02	TIMBER LOOK ALUMINIUM BATTEN
CN 01	CONCRETE
GL 01	CLEAR GLASS WINDOW
GL 02	CLEAR GLASS BALASTRADE
RND 01	SANDSTONE COLOUR RENDER
RND 02	DARK COLOUR RENDER
SS 01	FLUTED SANDSTONE

NO.	REVISION	DATE	BY	CHKD.	DATE	REVISION
1	ISSUED FOR PERMIT	22/09/22				
2	REVISED PERMIT CONDITIONS	22/09/22				
3	REVISED PERMIT CONDITIONS	22/09/22				
4	REVISED PERMIT CONDITIONS	22/09/22				



CLIENT	MOSMAN FINANCE No.13 PTY LTD 3.01/96 PITT STREET, SYDNEY NSW 2000 ABN: 95 619 934 146
ARCHITECT	TEAM ARCHITECTS 70/71 Chandos Street 85 Leicesters NSW 2065 T: +61 2 9423 3166 E: info@teamarch.com.au REG NSW: 19640 MELBOURNE 313/37 Burwood Road Haglemore East VIC 3163 ABN: 72 104 833 507 REG VIC: 19360
PROJECT	30-34 GROSVENOR STREET NEUTRAL BAY, NSW 2089
DATE	03.09.21
SCALE	1:100 @ A1, 1:200 @ A3
PROJ NO	1031
DWG NO	A0200
STATUS	DEVELOPMENT APPLICATION
DATE	03.09.21
BY	
CHKD	
APPROVED	
REVISION	
DATE	
BY	
CHKD	
APPROVED	



PROJECT	30-34 GROSVENOR STREET NEUTRAL BAY, NSW 2089
DATE	03.09.21
SCALE	1:100 @ A1, 1:200 @ A3
PROJ NO	1031
DWG NO	A0200
STATUS	DEVELOPMENT APPLICATION
DATE	03.09.21
BY	
CHKD	
APPROVED	
REVISION	
DATE	
BY	
CHKD	
APPROVED	

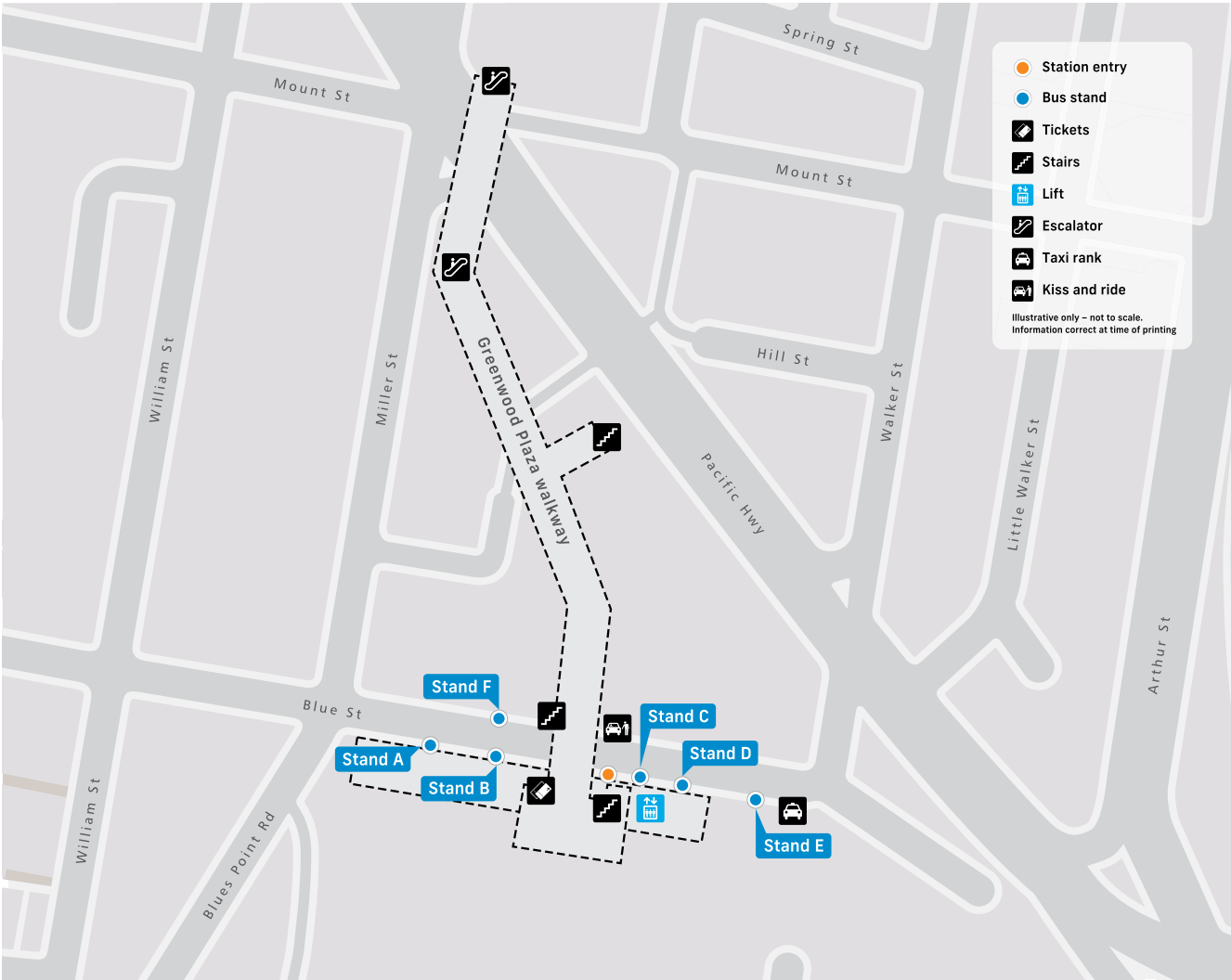
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Appendix B

Public Transport Provision



North Sydney Station Public Transport Map



- T** **T1** North Shore & Western Line
North Shore
Western
Richmond
- T9** Northern Line
Northern
Gordon
- Central Coast**



Stand A

- Stop no. 206011
- 261 Lane Cove
- 263 Crows Nest
- 343 Chatswood

Stand B

- Stop no. 206012
- 252 Gladesville
- 286 Denistone East
- 287 Ryde
- 290 Epping
- 622 Dural
- 653 West Pennant Hills
- M20 Gore Hill

Stand C

- Stop no. 206092
- 202 Northbridge
- 203 Castlecrag
- 207 East Lindfield
- 208 East Lindfield
- 209 East Lindfield

Stand D

- Stop no. 206014
- 151 Mona Vale
- 168 North Balgowlah
- 173 Narrabeena
- 188 Avalon
- 227 Mosman Junction
- 228 Clifton Gardens

Stand E

- 229 Beauty Point
- 230 Mosman Wharf
- 245 Balmoral Beach
- 246 Balmoral Heights
- 247 Taronga Zoo
- E50 Manly
- E54 Mona Vale
- N90 Hornsby via Chatswood
- N91 Macquarie Park

Stand F

- Stop no. 206015
- 254 McMahons Point
- 260 Terrey Hills
- 265 Lane Cove
- 269 Kirribilli

Stand E

- Stop no. 206084
- Arrivals only

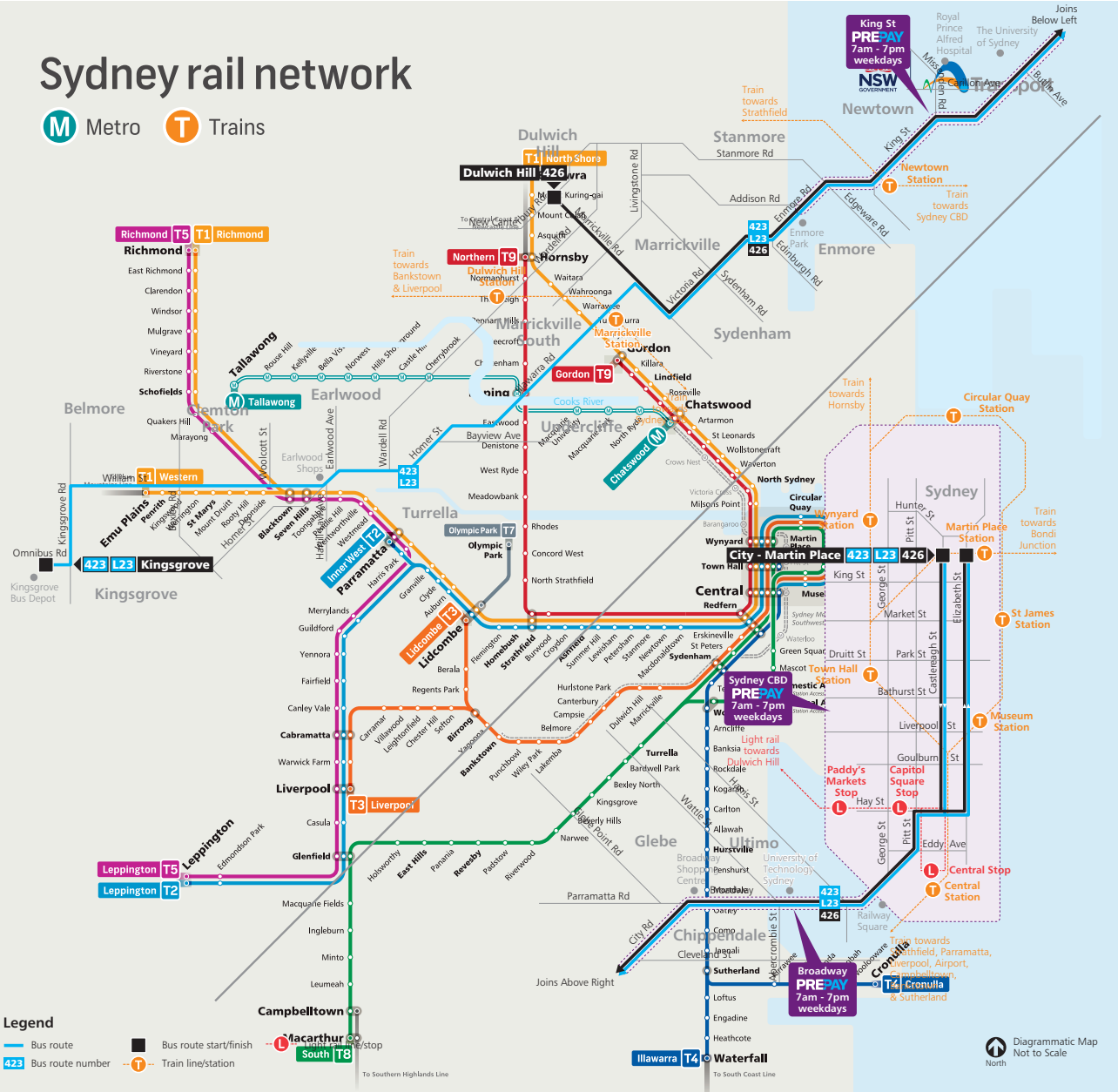
For more information transportnsw.info

Routes 423, L23, 426



Sydney rail network

M Metro **T** Trains



Route L23 to City

Picks up and sets down as requested at all stops to Marrickville Rd & Conners Ave Marrickville, then Enmore Rd & Addison Rd Marrickville (Enmore Park), Enmore Rd & Addison Rd Enmore, Newtown Station, King St & Missenden Rd Newtown, The University of Sydney (City Rd & Butlin Ave), Broadway & Mountain St Ultimo, then all stops from Central Station Railway Square.

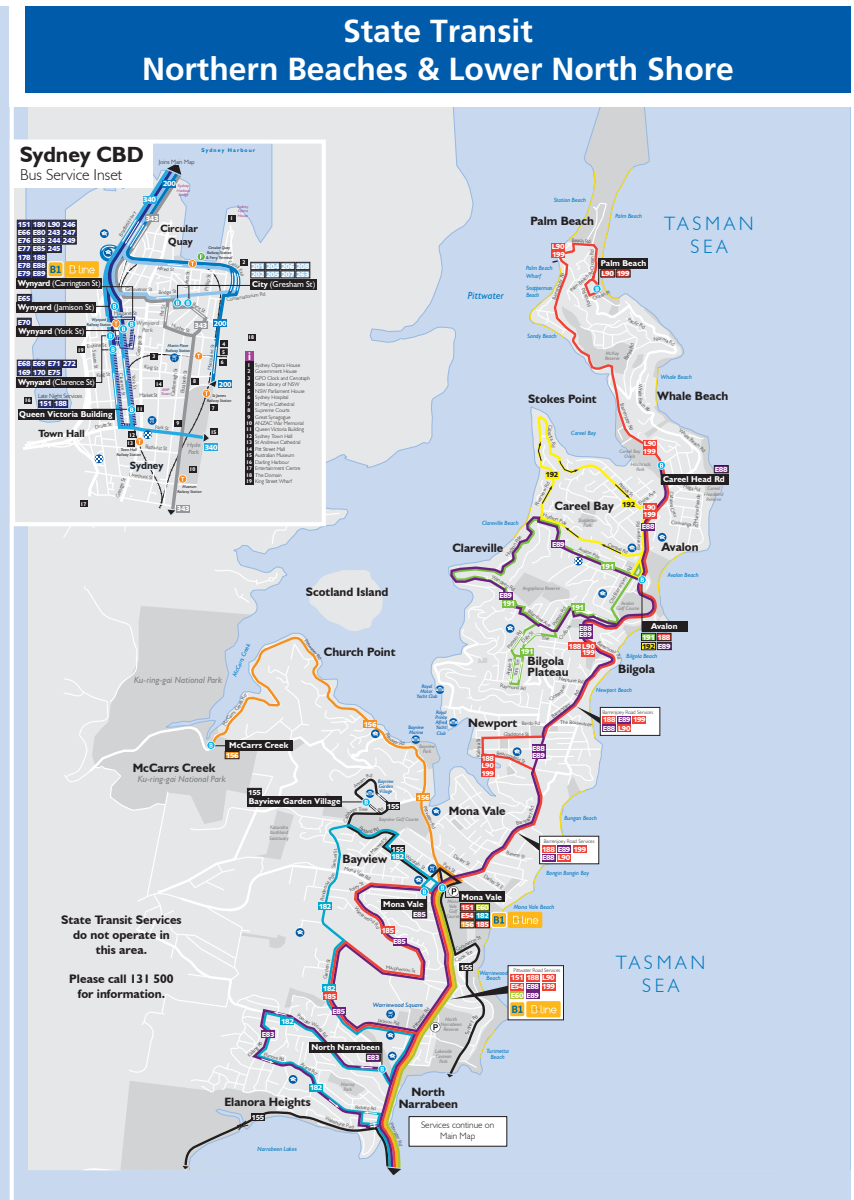
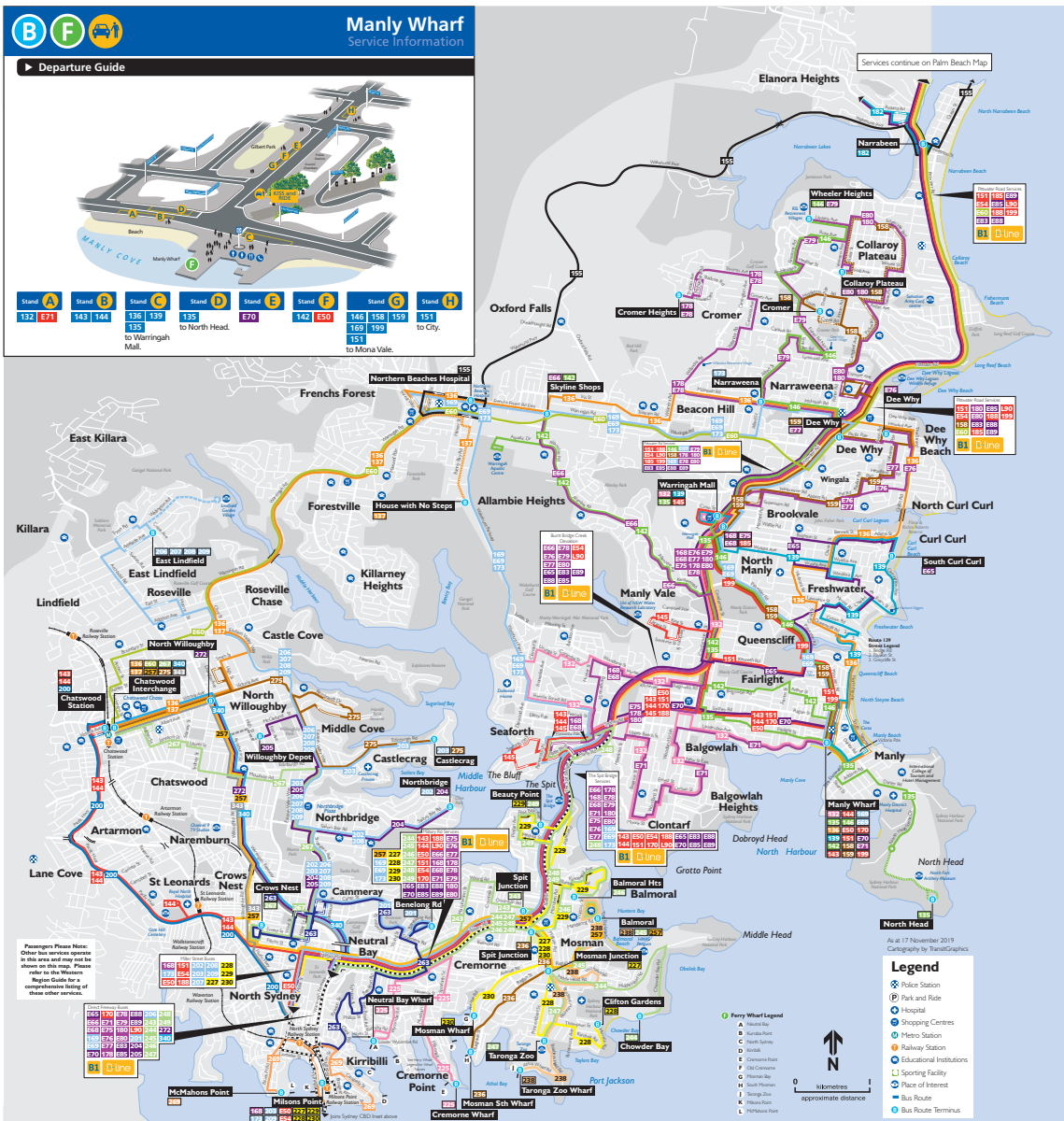
Route L23 to Kingsgrove Depot

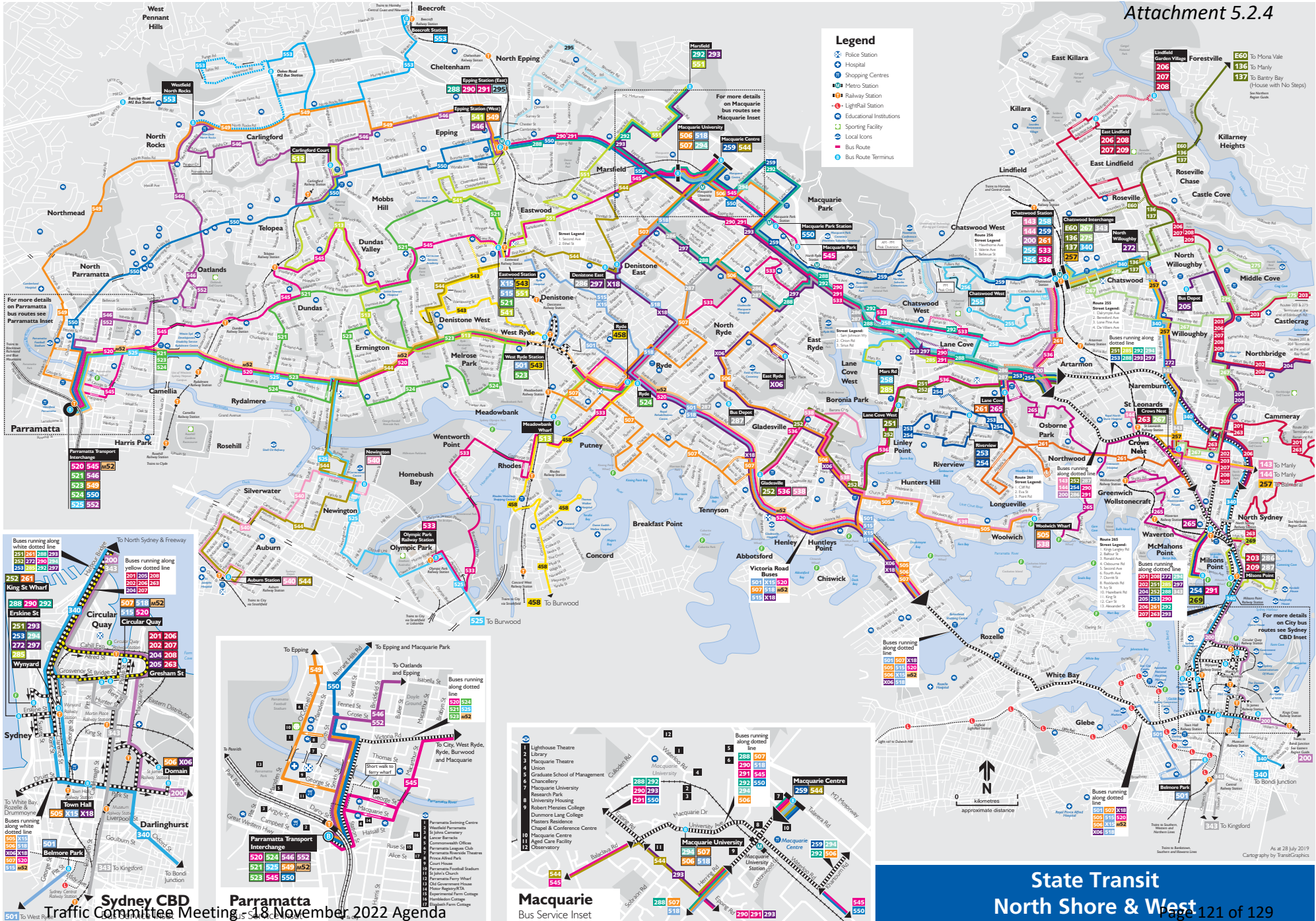
Picks up and sets down as requested at all stops to Railway Square, then Broadway & Buckland St Ultimo, The University of Sydney (City Rd & Butlin Ave), King St & Missenden Rd Newtown, Newtown Station, Enmore Rd & Edgeware Rd Enmore, Enmore Rd & Addison Rd Marrickville (Enmore Park), then all stops from Marrickville Rd & Illawarra Rd Marrickville.

Check timetables and trip planners for train services and connections
 Visit transportnsw.info



transportnsw.info





Buses around the Northern Beaches



City

- B** Catch a B1 B-Line bus from Warringah Mall, Pittwater Rd, Stand B to City Wynyard.
- F** Catch an F1 ferry from Manly Wharf to Circular Quay.

Manly

- B** Catch a bus from Warringah Mall, Pittwater Rd, Stand A to Manly.

Palm Beach

- B** Catch a B1 B-Line bus from Warringah Mall, Pittwater Rd, Stand C to Mona Vale. Change at Mona Vale for connecting bus services to Palm Beach.

Chatswood

- B** Catch a B1 B-Line bus to Neutral Bay Junction. Change at Neutral Bay Junction for a 143, 144 or 257 bus to Chatswood.

*Images from Destination NSW



- B-Line stop
- Bus route terminus
- Bus route number
- Train station
- Ferry wharf

For real time service and connection information plan your trip at transportnsw.info



Information correct as at September 2018
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1805BMR-E-BLR-A3P-WCAG

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Appendix C

Turning Path Assessments





E:\WORK\2022\16 - 34 GROSVENOR STREET, NEUTRAL BAY\DWG\2022\34-V1-SP.PAK

34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 6.4M SRV ENTERING AND EXITING THE SITE

DRAWING REF NO. 20136-V1.1-SP SHEET NO. 01 OF 02 ISSUE DATE 20 June 2022

DESIGNED BY L. ELLSON REVIEWED BY B. LO

SCALE AS 1:400



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
 This drawing is for discussion purposes only. It is not to be used for construction or other purposes without the written approval of the author.

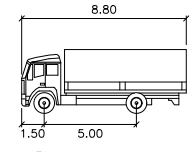
tpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
 Established 1984

Address: Level 5, Suite 502 / 282 Victoria Ave, Chadwood NSW 2047
 P: (02) 9411 5640 E: info@tpa.com.au W: www.tpa.com.au



SWEPT PATH KEY:

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



MRV meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

T:\WORK\20216 - 34 GROSVENOR STREET, NEUTRAL BAY\DWG\20216\34_V11P.PAK

34 GROSVENOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF A 8.8M SRV ENTERING AND EXITING THE SITE

DRAWING REF NO. 20136-V1.1-SP SHEET NO. 02 OF 02 ISSUE DATE 20 June 2022

DESIGNED BY L. ELLSON REVIEWED BY B. LO

SCALE AS 1:400

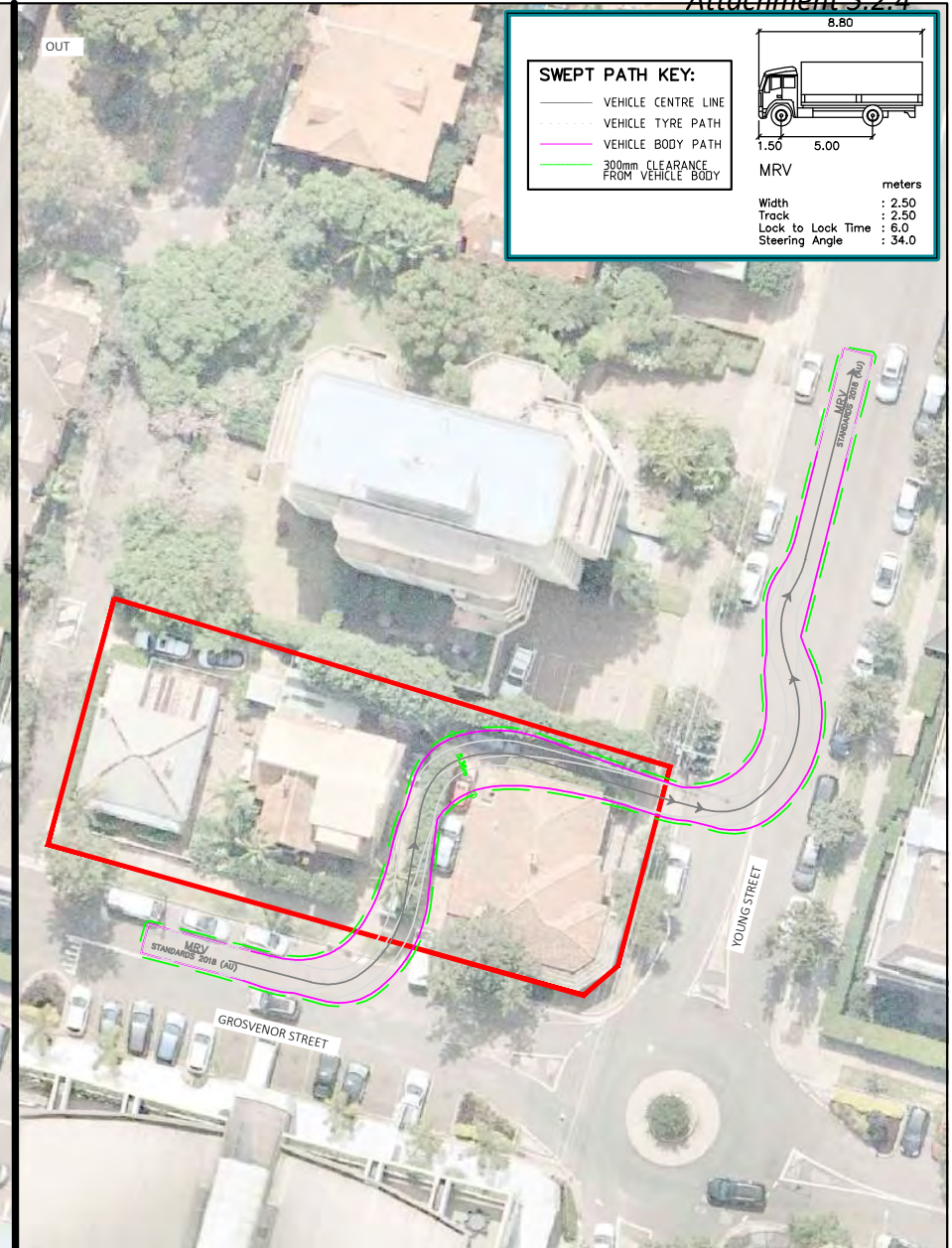
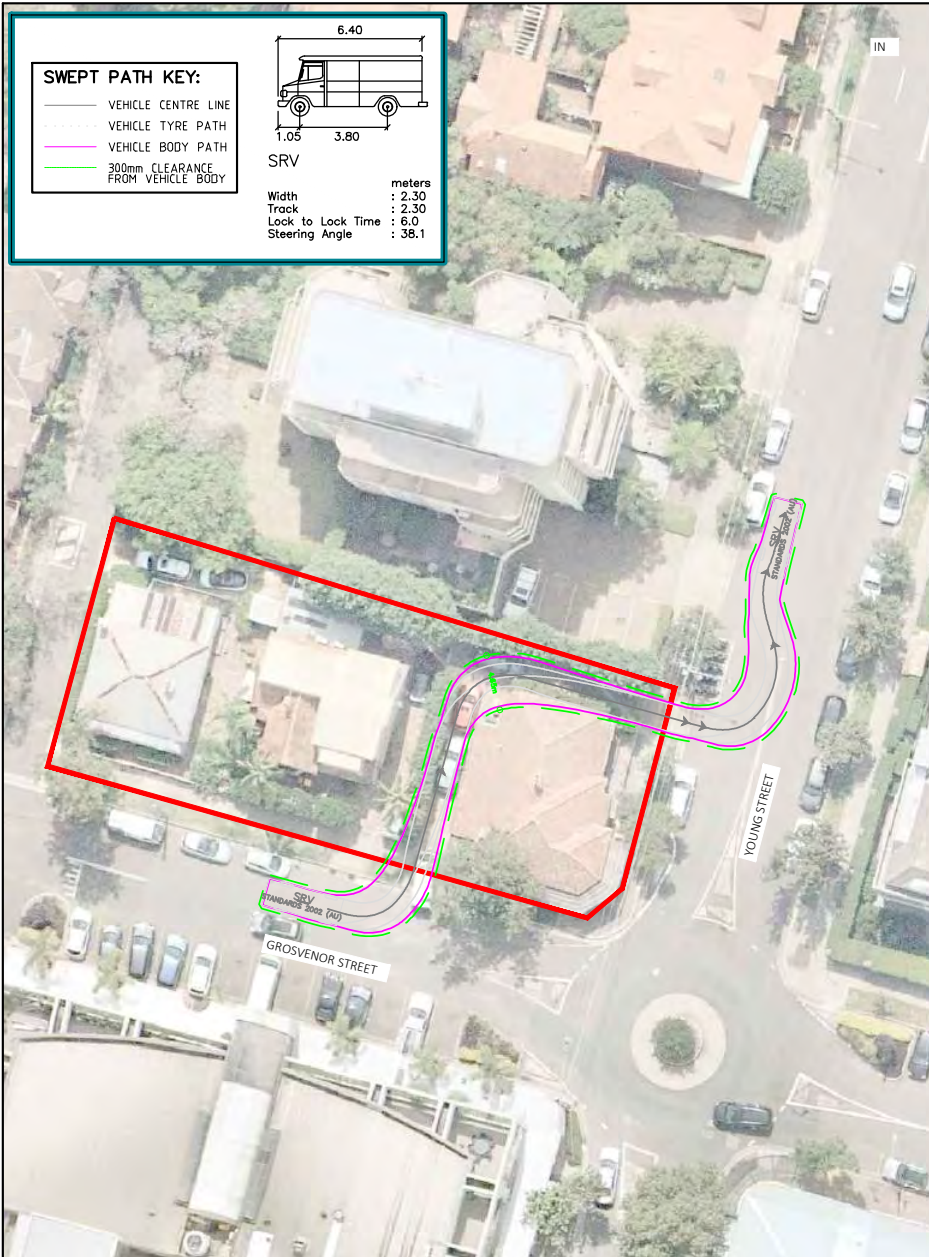


PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
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WARNING
 No liability is accepted for any errors or omissions in this plan. It is the user's responsibility to verify all information and to ensure that the plan is used for the intended purpose.

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C:\Users\jmg\OneDrive\Documents\Projects\TPA\20136\WORKING\DRAWING\34 GROVNER STREET, NEUTRAL BAY\DRAWINGS\01 SRV V1.1-SP2.dwg

34 GROVERNOR STREET, NEUTRAL BAY
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEEP PATH ASSESSMENT OF 6.4M SRV & 8.8M MRV ENTERING VIA GROVERNOR ST AND EXITING VIA YOUNG ST

DRAWING REF NO. 20136-V1.1-SP2 SHEET NO. 01 OF 02 ISSUE DATE 4 July 2022

DESIGNED BY
LELLSON

REVIEWED BY
B.L.O

SCALE
A3 0 4.0 8.0 1:400



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
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 INFORMATION CONTAINED
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Appendix D

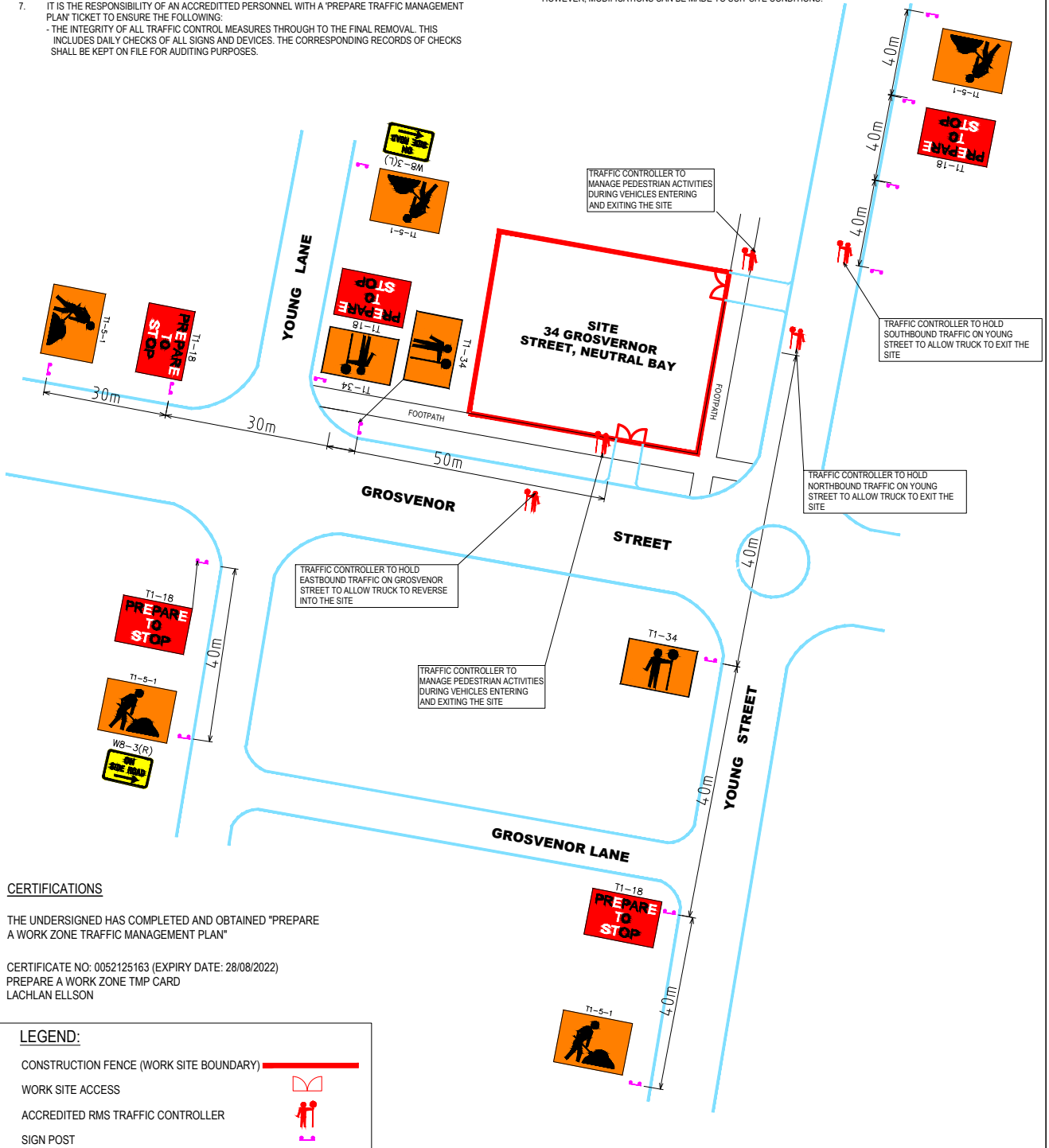
Traffic Guidance Schemes



NOTES

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE ROADS AND MARITIME SERVICES TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL VERSION 5.0 DATED 27 JULY 2018 AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC CONTROL PLANS" (YELLOW) TICKET AND THE RMS TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
- THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.

9. - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
10. - AT ALL TIMES AN UP-TO-DATE COPY OF 'TRAFFIC CONTROL AT WORK SITES' SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
11. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
12. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS. TRAFFIC CONTROLLERS ARE TO BE REQUIRED AT THE ACCESS FULL TIME AND THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND RMS ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND RMS REQUIREMENTS.
13. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
14. ALL SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
15. ALL NIGHT WORK OR DAY/NIGHT MUST USE RMS STANDARD NIGHT SIGNS AND DEVICES UNLESS OTHERWISE STATED.
16. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
17. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



CERTIFICATIONS

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"

CERTIFICATE NO: 0052125163 (EXPIRY DATE: 28/08/2022)
PREPARE A WORK ZONE TMP CARD
LACHLAN ELLSON

LEGEND:

- CONSTRUCTION FENCE (WORK SITE BOUNDARY)
- WORK SITE ACCESS
- ACCREDITED RMS TRAFFIC CONTROLLER
- SIGN POST

34 GROSVENOR STREET, NEUTRAL BAY
TRAFFIC GUIDANCE SCHEME

SITE ACCESSES (EXISTING DRIVEWAY) ON GROSVENOR STREET AND YOUNG STREET

DRAWING REF NO. 20069-01-01 ISSUE A ISSUE DATE 04/07/2022

DESIGNED BY L. ELLSON APPROVED BY M. KONG

FINAL PLAN
ANY CHANGES TO THE PLAN SHALL BE DONE WITHIN ALLOWANCE PROVIDED IN THE ROADS AND MARITIME SERVICES TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL, VERSION 5.0 DATED 27 JULY 2018



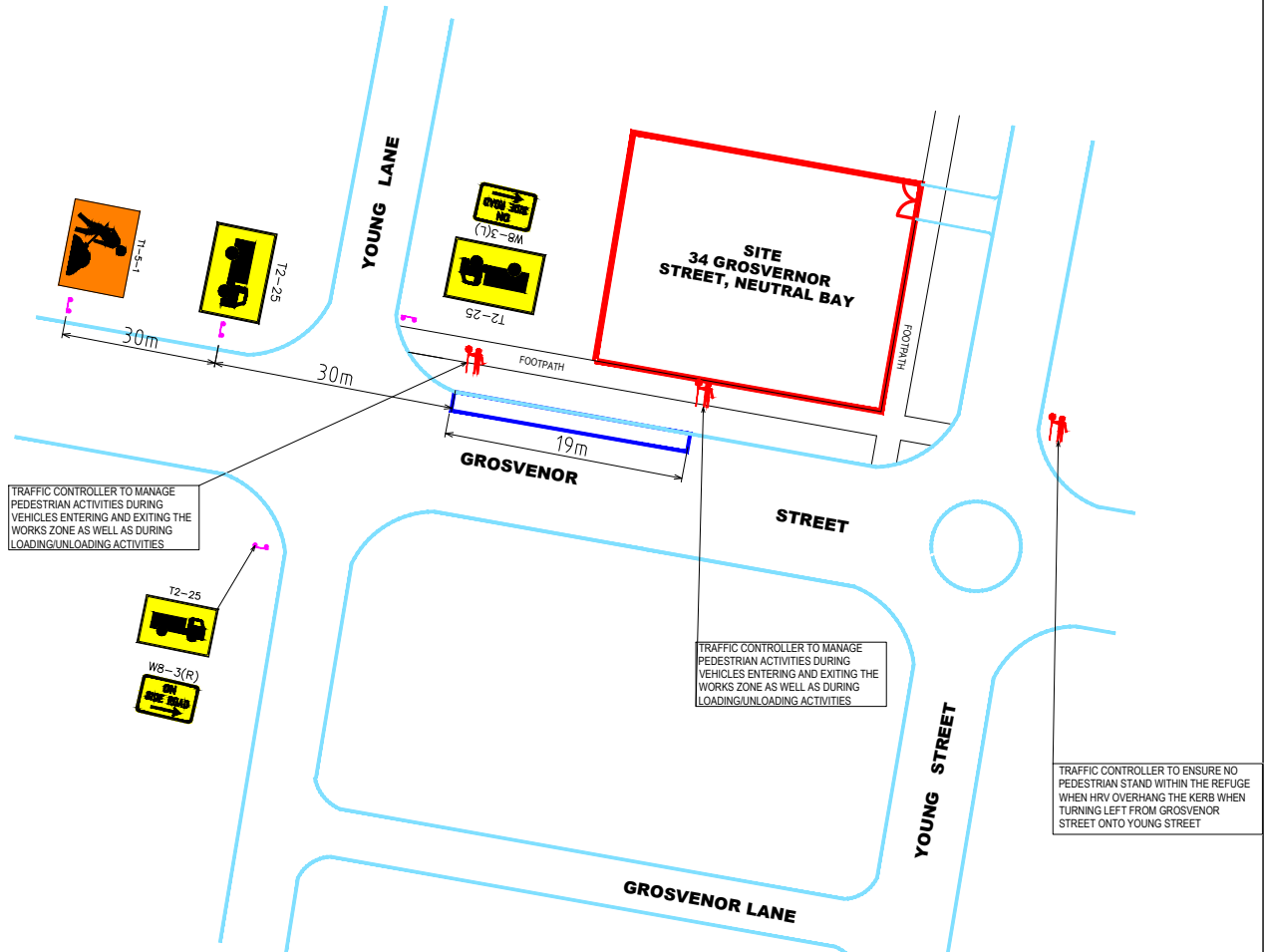
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SCALE A3 NOT TO SCALE

NOTES

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
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LACHLAN ELLSON

LEGEND:

- CONSTRUCTION FENCE (WORK SITE BOUNDARY)
- WORK SITE ACCESS
- ACCREDITED RMS TRAFFIC CONTROLLER
- SIGN POST
- WORKS ZONE

34 GROSVENOR STREET, NEUTRAL BAY
TRAFFIC GUIDANCE SCHEME

WORKS ZONE ACCESS AND OPERATION ON THE NORTHERN SIDE OF GROSVENOR STREET

DRAWING REF NO. 20069-01-01 ISSUE A ISSUE DATE 04/07/2022

DESIGNED BY L. ELLSON APPROVED BY M. KONG

SCALE A3 NOT TO SCALE

FINAL PLAN
ANY CHANGES TO THE PLAN SHALL BE DONE WITHIN ALLOWANCE PROVIDED IN THE ROADS AND MARITIME SERVICES TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL, VERSION 5.0 DATED 27 JULY 2018



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