

## MEETING NOTICE

A meeting of the  
**Bayside Traffic Committee**  
will be held in the Rockdale Town Hall, Pindari Room  
Level 1, 448 Princes Highway, Rockdale  
on **Wednesday 14 August 2024 at 9:15 AM**

## AGENDA

*Bayside Council acknowledges the traditional custodians: the Gadigal and Bidjigal people of the Eora nation, and pays respects to Elders past, present and emerging. The people of the Eora nation, their spirits and ancestors will always remain with our waterways and the land, our Mother Earth.*

### 1 ATTENDANCE AND APOLOGIES

### 2 DISCLOSURES OF INTEREST

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## **Bayside Traffic Committee**

**14/08/2024**

Item No	3.1
Subject	<b>Minutes of the Bayside Traffic Committee Meeting - 10 July 2024</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8612

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### **Officer Recommendation**

That the Minutes of the Bayside Traffic Committee meeting held on 10 July 2024 be confirmed as a true record of proceedings.

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### **Summary of Substantial Recommendations**

There were no Substantial Recommendations identified.

### **Present**

Councillor Liz Barlow (Chairperson)  
Les Crompton, representing State Member for Kogarah  
George Perivolarellis, representing State Members for Rockdale and Heffron  
Traffic Sergeant Adam Neale, St George Police Area Command  
Constable Fang Xu, South Sydney Police Area Command  
Vinoth Srinivasan, representing Transport for NSW

### **Also present**

Neville Naicker, Acting Manager City Infrastructure, Bayside Council  
Sam Lindsay, Coordinator Traffic & Road Safety, Bayside Council  
Scipio Tam, Senior Traffic & Road Safety Engineer, Bayside Council  
Romel Ayoub, Traffic Engineer, Bayside Council  
Shivam Patel, Student/Graduate Engineer, Bayside Council  
Hong Nguyen, Manager Environment & Resilience, Bayside Council  
Louise Sunderland, Lead Events, Bayside Council  
Shobna Maharaj, Traffic Committee Administrative Officer, Bayside Council

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The Convenor opened the meeting in the Rockdale Town Hall Pindari Room, Level 1, 448 Princes Highway, Rockdale at 9.15am and affirmed that Bayside Council acknowledges the traditional custodians: the Gadigal and Bidjigal people of the Eora nation, and pays respects to Elders past, present and emerging. The people of the Eora nation, their spirits and ancestors will always remain with our waterways and the land, our Mother Earth.

## **1 Apologies**

The following apologies were received:

Councillor Christina Curry

Bryce Spelta, Manager City Infrastructure, Bayside Council  
Phoebe Mikhiel, Manager Compliance & Community Safety, Bayside Council  
Paul Adams, Coordinator Parking & Safety, Bayside Council

## 2 Disclosures of Interest

There were no disclosures of interest.

## 3 Minutes of Previous Meetings

### 3.1 Minutes of the Bayside Traffic Committee Meeting - 12 June 2024

#### Committee Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 12 June 2024 be confirmed as a true record of proceedings.

#### Business Arising

That it be noted that the Committee recommendations included in the Minutes of the Bayside Traffic Committee meeting held on 12 June 2024 were adopted by the Council at its meeting held on 26 June 2024.

## 4 Reports

### **BTC24.095 Bay Street west of The Grand Parade, Brighton Le Sands - Proposed 'No Right Turn' between 8pm and 5am, on Summer weekend nights between Friday 27 September 2024 and Monday 31 March 2025**

#### Committee Recommendation

That the proposed installation of 'No Right Turn, 8:00 pm – 5:00 am, Fri, Sat, and Sun' restrictions for the summer weekend nights Friday 27 September 2024 and Monday 31 March 2025 to prevent the right turn movement from Bay Street into The Grand Parade, Brighton Le Sands by Transport for New South Wales be acknowledged and supported.

### **BTC24.096 Brennans Road, Arncliffe - Proposed changes to Resident Parking Scheme**

#### Committee Recommendation



That approval be given to the removal of 20 Brennans Road and 22 Brennans Road, Arncliffe from the existing resident parking scheme installed in Brennans Road, Arncliffe.

**BTC24.097 Changes to On-Street Parking fronting 50 Tramway Street on Henly Street Frontage**

**Committee Recommendation**

That approval be given for the relocation of the existing '90° angle parking, rear to kerb, vehicles under 6m only' sign and parking space fronting 50 Tramway Street on the Henly Street frontage to the right-hand side of the new driveway, as per the attached plan.

**BTC24.098 Charles Street - Proposed Flat-Top Road Hump**

**Committee Recommendation**

That approval be given for the installation of a flat-top road hump and associated signage fronting 12 Charles Street, Arncliffe.

**BTC24.099 Church Avenue Full Road Closures for Hoist Installation**

**Committee Recommendation**

That the Traffic Committee accept the attached Traffic Guidance Scheme and support the full closure of Church Avenue for 2 days. The dates of the 2 occurrences are to be confirmed and approved by way of a Stand and Operate Permit issued under section 139 of the Roads Act.

**BTC24.100 Esdaile Place, Arncliffe – Proposed 10m statutory No Stopping restrictions**

**Committee Recommendation**

That approval be given for the installation of statutory 10m 'No Stopping' restrictions in the form of yellow C3 line-marking on the intersection of Esdaile Place and Towers Place, Arncliffe as indicated in the attachment.

**BTC24.101 Francis Avenue, Brighton Le Sands – Formalisation of Bus Zone and changes to Bus Zone**

**Committee Recommendation**

- 1 That approval be given to install a 20m 'Bus Zone 7:00 am – 9:00 am, 2:00 pm – 4:30 pm, School Days' on the western side of Francis Avenue, Brighton Le Sands as per the attached drawing.
- 2 That approval be given to replace the existing 'Bus Zone 8:00 am – 9:00 am, 3:00 pm – 4:00 pm' & 'No Parking, All Other Times' zone with a 'Bus Zone 8:00 am – 9:30 am, 2:30 pm – 4:00 pm' & 'No Parking, All Other Times' zone on the western side of Francis Avenue, Brighton Le Sands as per the attached drawing.

### **BTC24.102 10 Fremlin Street, Botany - Proposed 9.2m Works Zone for 34 Weeks**

#### **Committee Recommendation**

- 1 That approval be given to the installation of a 9.2m 'Works Zone, 7:00 am – 5:00 pm, Mon – Fri and 8:00 am – 1:00 pm Sat' restriction along the eastern kerb line of Fremlin Street, for the duration of 34 weeks, subject to relevant conditions.
- 2 The applicant must ensure that construction vehicles do not queue within Fremlin Street or any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
- 3 That the existing parking restrictions in the Fremlin Street is not changed on account of this proposal and two-way traffic flow be maintained in Fremlin Street at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
- 4 That approval is not given to the movement of 'Heavy Rigid Vehicles' due to constraint in the existing road infrastructure and be limited to 8.8m 'Medium Rigid Vehicle'.
- 5 That approval is not given to construction vehicles to arrive or depart from the site during school zone hours i.e. 8:00 am – 9:30 am and 2:30 pm – 4:00 pm school days.
- 6 That the applicant notifies Council, six (6) weeks in advance of required extension to the 34 week 'Works Zone'.
- 7 That the applicant notifies the adjacent properties of the approved 'Works Zone' and provides a copy to Council for record.

### **BTC24.103 Hegerty Street & Harrow Road Intersection, Kogarah - Formalisation of slip lane and Give-Way restrictions**

#### **Committee Recommendation**

That approval be given for the installation of Give Way control signage and line-marking on the Hegerty Road southbound slip lane exit at the intersection of Hegerty Street and Harrow Road, Kogarah, as per attached plan.

**BTC24.104 Intersection of Ada Street and Hancock Street, Bexley – Proposed 10m statutory ‘No Stopping’ restrictions****Committee Recommendation**

That approval be given for the installation of statutory 10m ‘No Stopping’ restrictions in the form of yellow C3 line-marking at the intersection of Ada Street and Hancock Street, Bexley as indicated in the attachment.

**BTC24.105 Intersection of Gore Street and Somerville Street, Arncliffe - Proposed Statutory 10m No Stopping Restrictions****Committee Recommendation**

That approval be given for the installation of statutory 10m ‘No Stopping’ restrictions in the form of yellow C3 line-marking at the intersection of Gore Street and Somerville Street, Arncliffe as indicated in the attached plan.

**BTC24.106 Intersection of Queen Street and Morgan Street, Botany - Proposed 10m Statutory No Stopping Restrictions****Committee Recommendation**

That approval be given for the installation of statutory 10m ‘No Stopping’ restrictions in the form of yellow C3 line-marking at the intersection of Queen Street and Morgan Street, Botany as indicated in the attached plan.

**BTC24.107 MS Ride from Sydney to Wollongong - Sunday 3 November 2024 - Proposed Traffic Guidance Scheme****Committee Recommendation**

- 1 That approval be granted for the Multiple Sclerosis Society of NSW Outdoor to conduct their annual bicycle ride from Sydney to Wollongong through Arncliffe, Rockdale, Kyeemagh, Brighton Le Sands, Monterey, Ramsgate Beach, Dolls Point and Sans Souci on Sunday 3 November 2024 commencing from 6:00 am.
- 2 That the applicant seek approval from TfNSW for the establishment of temporary ‘Clearway, 4:00 am – 11:00 am’ restrictions as required on Sunday 3 November 2024:
  - a) Along West Botany Street between Princes Highway and Bestic Street.

- b) Along Bestic Street between West Botany Street and General Holmes Drive.
  - c) Along The Grand Parade between Bestic Street and Sellwood Street; and
  - d) To remove and reinstate the removable bollards in The Grand Parade (The Little Grand Parade) at General Holmes Drive.
- 3 That concurrence be given to event organisers/police/TfNSW to install temporary restrictions at the following locations:
- a) 'No Left Turn' from Princes Highway into West Botany Street in the southbound direction.
  - b) 'No Left Turn' from Flora Street into West Botany Street in the southbound direction.
  - c) 'No Right Turn' from West Botany Street into Bestic Street in the eastbound direction.
  - d) 'No Entry' on the eastern arm of the signalised intersection of West Botany Street and Bestic Street in the eastbound direction between 6:00 am and 8:00 am due to sun glare.
  - e) 'No Entry' along Bestic Street from Jacobson Avenue to General Holmes Drive in the eastbound direction.
  - f) 'No Entry' into Cook Park car park opposite Culver Street between 4:00 am and 9:30 am.
  - g) 'No Entry, Buses Excepted' into Malua Street from The Grand Parade in the southbound direction for State Transit Authority and Veolia Transport's buses to travel northbound from Malua Street to The Grand Parade as there is no alternative route for the buses.
- 4 That the organisers of the event advise affected local residents of Bestic Street and The Grand Parade where the proposed 'Clearway' and the proposed road closure restrictions will be imposed.
- 5 That access for residents of Valda Avenue be maintained during the event.
- 6 That the organisers of the event comply with all the requirements of public authorities for the event.
- 7 That the event organisers liaise with Council's City Presentation Directorate to temporarily remove the bollards at The Little Grand Parade with General Holmes Drive to allow cyclists to pass through and reinstate them in a timely manner.
- 8 That Council authorise bike riders and Multiple Sclerosis Society to use Cook Park at the corner of The Grand Parade and Carruthers Drive, Ramsgate Beach as a minor water, bike repair and first aid stop and assist them in removing the bollards in The Little Grand Parade with General Holmes Drive for the event on Sunday 3 November 2024.

### **BTC24.108 Oscar Place - Proposed One-Way Westbound**

#### **Committee Recommendation**

That the design drawings and results of the community consultation be endorsed by the Bayside Traffic Committee.

**BTC24.109 Proposed Pole Mounted EV charging Unit - St Kilda Street, Bexley North**

**Committee Recommendation**

That approval be given for the installation of the regulatory “2P 6:00 am – 6:00 pm Mon - Sun Electric Vehicles Only” (R5-2-10N) signs and associated line marking at the locations identified in this report in St Kilda Street, Bexley North, subject to agreement between Council and Ausgrid.

**BTC24.110 141 Ramsgate Road, Ramsgate - Proposed '1P' zone and BB line markings on Margate Street**

**Committee Recommendation**

- 1 That approval be given for the installation of '1P' parking restrictions on Margate Street, Ramsgate.
- 2 That approval be given to install BB pavement line marking at the approach to the existing refuge island on Margate Street, Ramsgate.

**BTC24.111 Shaw Street Road Closure - Bayside Winter Wonderland**

**Committee Recommendation**

- 1 That the attachments to this report be withheld from the press and public as they are confidential for the following reason:  
  
With reference to Section 10(A) (2) (f) of the Local Government Act 1993, the attachment relates to issues affecting the security of the Council, Councillors, Council Staff or Council property. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
- 2 That approval be granted to conduct the Bayside Winter Wonderland event on Saturday 3 August 2024.
- 3 That approval be given for the closure of Shaw Street between Bexley Road and East Drive on Saturday 3 August 2024 as per the attached TGS.
- 4 That the temporary 'No Stopping' restrictions from 6:00 am to 1:00 am be installed on Shaw Street between Bexley Road and East Drive on the day of the event.

- 5 That the organisers of the event advise affected local residents of the proposed road closure restrictions.
- 6 That the organisers of the event comply with all the requirements of public authorities for the event.
- 7 That the organisers notify TMC, emergency services and relevant bus companies of the proposed closure and applicable detours.
- 8 That the details of the proposed closure be submitted to OneRoad.

**BTC24.112 Short Street, Carlton - Proposed parking time limit extension from 1P to 2P**

**Committee Recommendation**

That the current fourteen (14) marked angle parking spaces with existing '1P, 8.30 am – 6:00 pm Mon – Fri, 8.30 am – 12.30 pm Saturday' restrictions along the eastern side of Short Street, between Argyle Street and driveway at the rear of Property No. 34 Carlton Parade, Carlton be changed to '2P, 8.30 am – 6:00 pm Mon – Fri, 8.30 am – 12.30 pm Saturday' zone.

**BTC24.113 Temporary Delegation to Council Officers to approve Works Zones until 30 September 2024**

**Committee Recommendation**

That the delegated authority be given to the General Manager to approve Works Zones up to 30 September 2024 on Council roads so that applications can be determined without undue delays to applicants.

**BTC24.114 Villiers Street, Rockdale - Proposed 'No Parking' restriction**

**Committee Recommendation**

That a 'No Parking' zone be installed on the western side of Villiers Street, Rockdale between Oswell Street and the cul-de-sac end, as per the attached drawing.

**BTC24.115 94-96 Warialda Street, Kogarah - Proposed Changes to Timed Parking Restrictions**

**Committee Recommendation**

That approval be given to convert the existing 'No Parking Sunday 9:00 pm – 8:30 am Monday' zone to a 'No Parking 3:00 pm Sunday – 8:30 am Monday' zone outside 94-96 Warialda Street, Kogarah, as per the attachment.

**BTC24.116 Wollongong Road, Arncliffe - Proposed No Stopping Restrictions Approaching Pedestrian Crossing**

**Committee Recommendation**

That approval be given to install a 15m 'No Stopping' zone on the northern side of Wollongong Road, Arncliffe on the eastbound approach to the pedestrian crossing east of the intersection with Broe Avenue as per the attached drawing.

**BTC24.117 Update on Outstanding Matters Referred to the Bayside Traffic Committee by the Chairperson**

**Committee Recommendation**

That the update on outstanding matters referred to the Bayside Traffic Committee by the Chairperson be noted.

**BTC24.118 Matters referred to the Bayside Traffic Committee by the Chairperson**

There were no matters raised by the Chairperson.

**BTC24.119 General Business**

The following matters were raised by the Representative for State Member for Kogarah:

- 1 Railway Street, Kogarah – Faded linemarking near angled parking– Council staff to reinstate linemarking.
- 2 Oriental Street & Forest Road, Bexley - Missing No Stopping sign – Council staff to investigate.

**Committee Recommendation**

That the matters raised in General Business be received, noted and action taken as necessary.

The Chair closed the meeting at 10.06 am.

## **Attachments**

Nil



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## Bayside Traffic Committee

14/08/2024

Item No	BTC24.120
Subject	<b>Albyn Street, Bexley - Proposed No Stopping approaching Pedestrian Crossing</b>
Report by	Student/Graduate Engineer
File	SF23/8612
Electorate	Kogarah

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### Summary

Council has received a request to review the conditions surrounding the pedestrian crossing located on Albyn Street, Bexley, near the intersection of Forest Road. A review of the existing traffic conditions was completed by Council Officers and among the recommendations to enhance the safety of the pedestrian crossing was to implement a 'No Stopping' zone which is consistent with Transport for New South Wales (TfNSW) guidelines.

This report seeks approval for the implementation of a 7.5m 'No Stopping' zone on the southern side of Albyn Street, Bexley on the westbound approach to the pedestrian crossing near the intersection of Forest Road, provided that a 2.5m kerb extension is constructed.

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### Officer Recommendation

That approval be given to install a 7.5m 'No Stopping' zone on the southern kerb line of Albyn Street, Bexley on the westbound approach to the pedestrian crossing near the intersection of Forest Road using a R5-400 'No Stopping' sign, provided that a 2.5m kerb extension is constructed, as per the attached drawings.

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### Background

Albyn Street is classified as a local road under Council's road hierarchy and has an approximate carriageway width of 10.8m. The road profile consists of 2 lanes of traffic – one eastbound lane and one westbound lane with street side parking available on both sides. Albyn Street intersects with Forest Road which is a classified State Road.

Safety concerns have been reported at the marked pedestrian crossing located on Albyn Street right before the intersection of Albyn Street and Forest Road. A review of the existing traffic conditions was completed by Council Officers to identify potential hazards and factors which could compromise the safety of road users at the pedestrian crossing. One of the recommendations to improve the safety of the pedestrian crossing was the extension of the existing 5m 'No Stopping' zone to a 7.5m 'No Stopping' zone on the southern side of Albyn Street westbound approach along with the construction of a 2.5m kerb extension on the southern side of the pedestrian crossing.

According to the Transport for New South Wales Technical Direction for Stopping and Parking Restrictions at Intersections and Crossings (2011), a 20m 'No Stopping' zone is required on the approach of an unsignalized pedestrian crossing when no kerb extensions are present.

When kerb extensions that are 2.5m long or more are present, 7.5m of 'No Stopping' restrictions are required. The installation of the 7.5m 'No Stopping' zone will formalise this rule and result in the loss of one (1) parking space. The implementation of the 'No Stopping' zone in conjunction with the construction of a 2.5m kerb extension will increase pedestrian visibility for approaching motorists and hence provide sufficient time to slow down and come to a stop to give way to pedestrians if necessary. The loss of parking space is viewed to be outweighed by the increase in road safety as a result of this proposal.

Therefore, it is recommended to install a 7.5m 'No Stopping' zone on the southern side of Albyn Street, Bexley on the westbound approach to the pedestrian crossing near the intersection of Forest Road, provided that a 2.5m kerb extension is constructed.

The locality of the proposed work is indicated in the attachment.

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## Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities on local roads
Additional funds required	<input type="checkbox"/>	

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## Community Strategic Plan

Theme One – In 2032 Bayside will be a vibrant place	<input type="checkbox"/>
Theme Two – In 2032 Our people will be connected in a creative City	<input checked="" type="checkbox"/>
Theme Three – In 2032 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input checked="" type="checkbox"/>

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## Risk Management – Risk Level Rating

No risk	<input type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input type="checkbox"/>
High risk	<input type="checkbox"/>
Very High risk	<input checked="" type="checkbox"/>
Extreme risk	<input type="checkbox"/>

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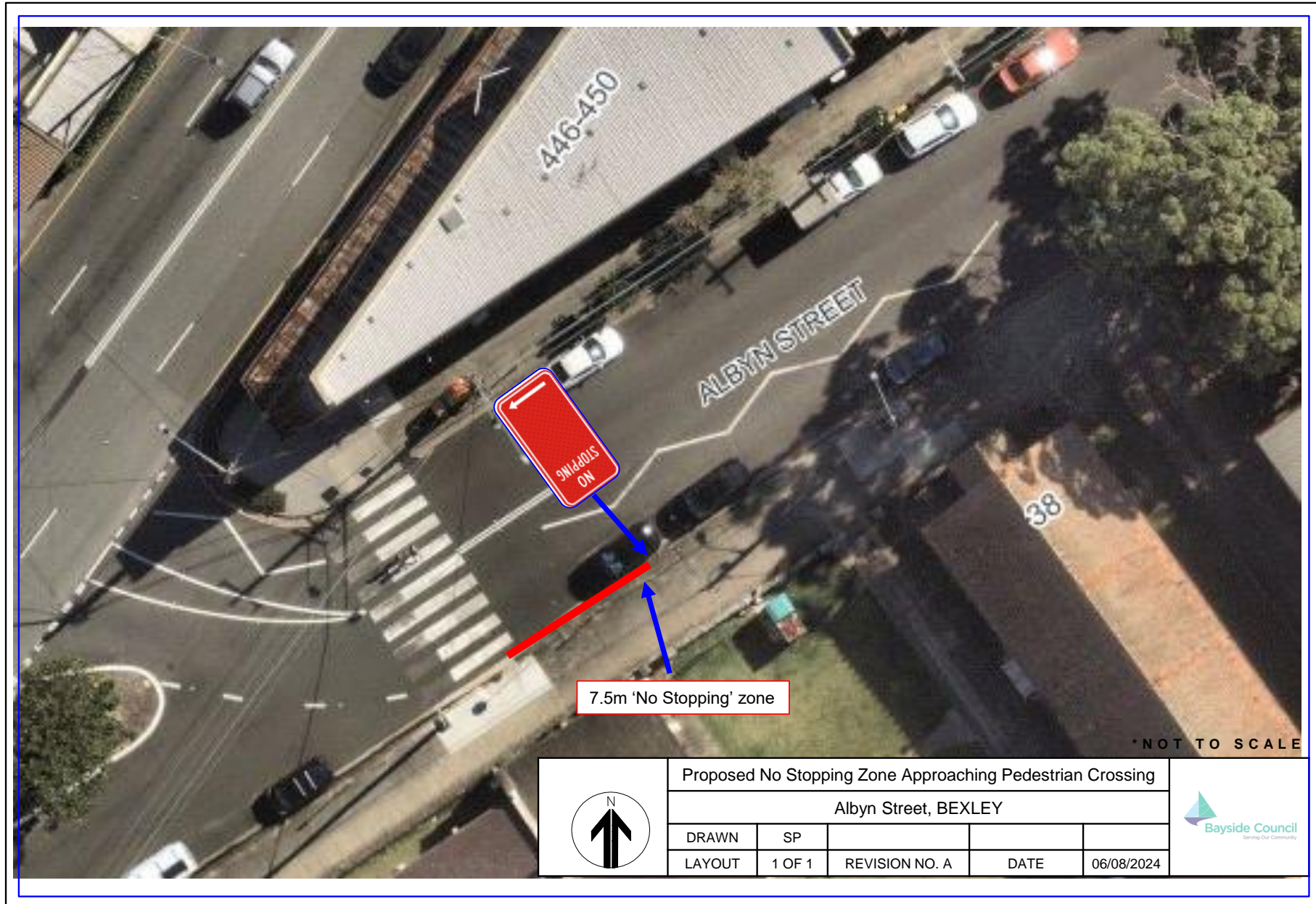
## Community Engagement

A notification letter was sent to affected residents informing them of the proposed changes.

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## Attachments

Albyn Street, Bexley - Proposed No Stopping Approaching Pedestrian Crossing [↓](#)



## Bayside Traffic Committee

14/08/2024

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Item No	BTC24.121
Subject	<b>Botany Lane, rear of 1271-1277 Botany Road, Mascot - Proposed 6m 'No Parking' restrictions</b>
Report by	Traffic Engineer
File	SF23/8612
Electorate	Heffron CRM 425903

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### Summary

Council has received a request from a resident to review the current parking restrictions in Botany Lane, rear of 1271-1277 Botany Road, Botany.

The report intends to seek approval for the installation of a 6m 'No Parking' zone on the western side of Botany Lane, Botany.

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### Officer Recommendation

That approval be given to the installation of a 6m 'No Parking' zone on the western side of Botany Lane, Mascot as per attached drawing.

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### Background

Council has received a request from a resident to review the current parking restrictions in Botany Lane, rear of 1271-1277 Botany Road. Currently there is an existing 'No Stopping' zone in this location, which prohibits vehicles from stopping or parking at any time.

The request mainly highlights the following issues:

- **Accessibility for Deliveries:** Several residents require a designated area where delivery vehicles can legally stop to load and unload goods.
- **Passenger Convenience:** The absence of a designated area for passenger drop-off and pick-up has caused inconvenience for visitors, especially for those with mobility issues or those with young children.
- **Optimizing Space:** The current 'No Stopping' zone is seen as an underutilisation of space, which could be better managed to serve multiple purposes without compromising safety.

The increasing volume of residential activities and high-density apartment has highlighted the need for a more flexible parking solution that can accommodate the current parking demands without compromising safety.

The proposed introduction of a 6m 'No Parking' zone is seen as a viable solution to address the issues raised. It can also be utilised for passenger drop-off and pick-up.

This proposal aims to:

- Enhance the functionality of the street for residents in the vicinity.
- Provide a designated space for short-term parking needs.

In the light of the above, it is recommended to install a 6m 'No Parking' zone on the western side of Botany Lane, as per attached drawing.

The locality map of the proposed restriction is attached.

## Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities on local street
Additional funds required	<input type="checkbox"/>	

## Community Strategic Plan

Theme One – In 2032 Bayside will be a vibrant place	<input checked="" type="checkbox"/>
Theme Two – In 2032 Our people will be connected in a creative City	<input type="checkbox"/>
Theme Three – In 2032 Bayside will be green, resilient and sustainable	<input checked="" type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input type="checkbox"/>

## Risk Management – Risk Level Rating

No risk	<input type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input type="checkbox"/>
High risk	<input checked="" type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

## Community Engagement

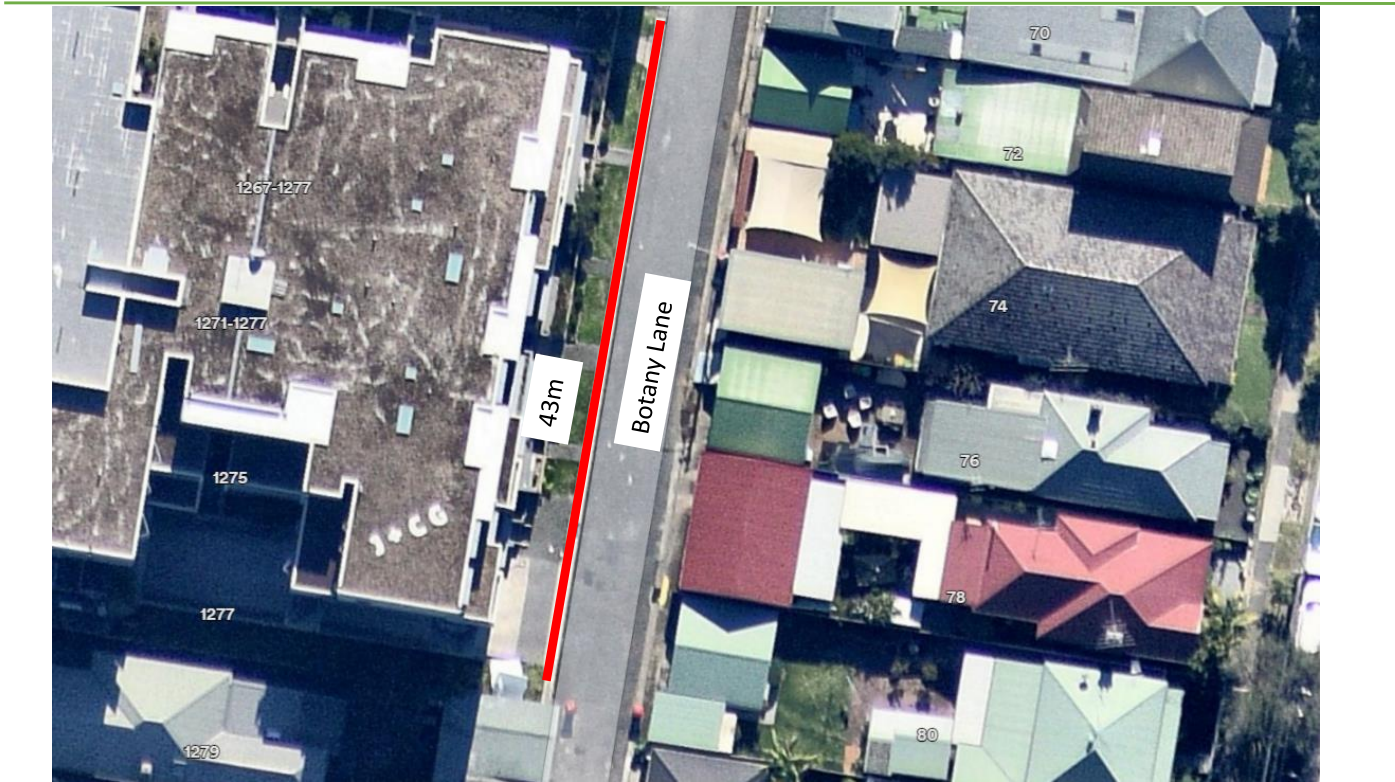
A notification letter was sent to the affected residents, and no objections have been received.


## Attachments

Botany Lane, Mascot - Proposed parking restriction [↓](#)

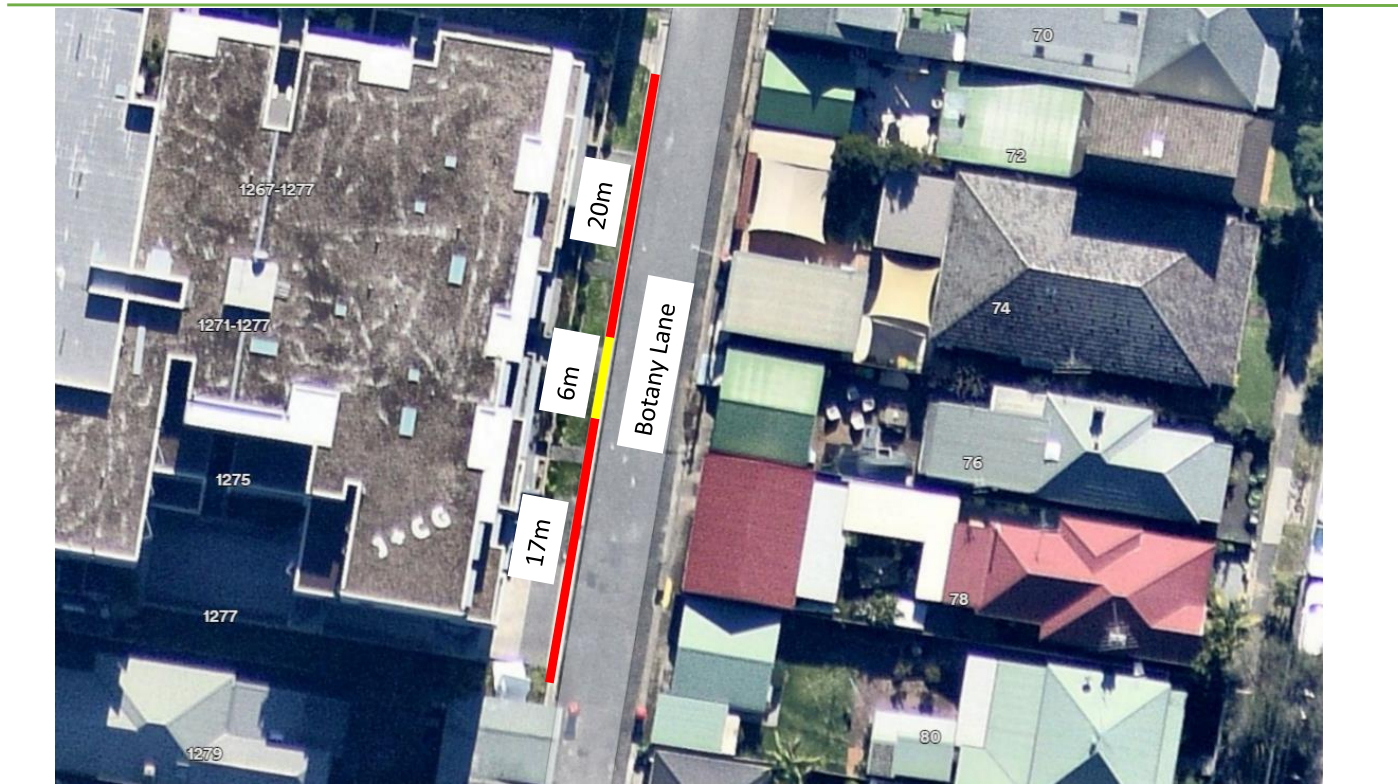


**BTC 14/08/2024**  
Botany Lane, Mascot  
Existing parking restrictions



 Existing 'No Stopping' restriction

**BTC 14/08/2024**  
Botany Lane, Mascot  
Proposed parking restrictions



— Existing 'No Stopping' restriction      — Proposed 6m 'No Parking' restriction

## Bayside Traffic Committee

14/08/2024

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Item No	BTC24.122
Subject	<b>Frederick Street, Rockdale - Proposed extension of 'No Stopping' restriction</b>
Report by	Traffic Engineer
File	SF23/8612
Electorate	Rockdale

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### Summary

Council has received a request from a resident to review the existing parking restriction on the northern side of Frederick Street, Rockdale at the intersection of Tyrell Street due to parked vehicles impeding sight distance and to create improved traffic flow.

This report seeks approval for the extension of 'No Stopping' zone by 6m on the northern side of Frederick Street, Rockdale at the intersection with Tyrell Street as per the attached drawing.

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### Officer Recommendation

That approval be given to the proposed 6m extension of the existing 'No Stopping' zone on the northern side of Frederick Street, Rockdale at the intersection of Tyrell Street as per the attached drawing.

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### Background

Council has received a request from a resident to review the existing parking restriction on the northern side of Frederick Street, Rockdale intersecting with Tyrell Street due to parked vehicles impeding sight distance and to create improved traffic flow.

Parking along the northern side of Frederick Street has led to significant issues with visibility and traffic flow. Parked vehicles close to intersections impede sight distances, creating potential hazards for both drivers and pedestrians. The current 'No Stopping' zone is only 4m, falling short of the 10m requirement as per the NSW Road Rule 170 (3) for intersections without traffic lights.

### Issues Identified

1. **Impeded Sight Distance:** Vehicles parked within the current 'No Stopping' zone reduce visibility at the intersection, increasing the risk of crashes.
2. **Non-compliance with NSW Road Rules:** The existing 4m 'No Stopping' zone does not comply with the NSW Road Rule 170(3), which requires a 10m 'No Stopping' zone at intersections without traffic lights to ensure safety.



- Extending the ‘No Stopping’ zone by an additional 6m on the northern side of Frederick Street.** This extension will enhance visibility at the intersection, allowing drivers to see oncoming traffic and pedestrians more clearly; improve traffic flow by removing parked vehicles that cause obstructions near the intersection and ensure compliance with NSW Road Rule 170 (3), which mandates a 10m ‘No Stopping’ zone at intersections without traffic lights.

In the light of the above, it is recommended to extend the ‘No Stopping’ zone by 6m on northern side of Frederick Street at the intersection of Tyrell Street.

These measures aim to enhance safety, improve traffic flow, and ensure compliance with NSW Road Rules.

### Financial Implications

- |                                      |                                     |  |
|--------------------------------------|-------------------------------------|--|
| Not applicable                       | <input type="checkbox"/>            |  |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Block grant for traffic facilities on local street |
| Additional funds required            | <input type="checkbox"/>            |  |

### Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input checked="" type="checkbox"/> |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input type="checkbox"/>            |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input checked="" type="checkbox"/> |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input type="checkbox"/>            |

### Risk Management – Risk Level Rating

- |                |                                     |
|----------------|-------------------------------------|
| No risk        | <input type="checkbox"/>            |
| Low risk       | <input type="checkbox"/>            |
| Medium risk    | <input type="checkbox"/>            |
| High risk      | <input checked="" type="checkbox"/> |
| Very High risk | <input type="checkbox"/>            |
| Extreme risk   | <input type="checkbox"/>            |

### Community Engagement

N/A

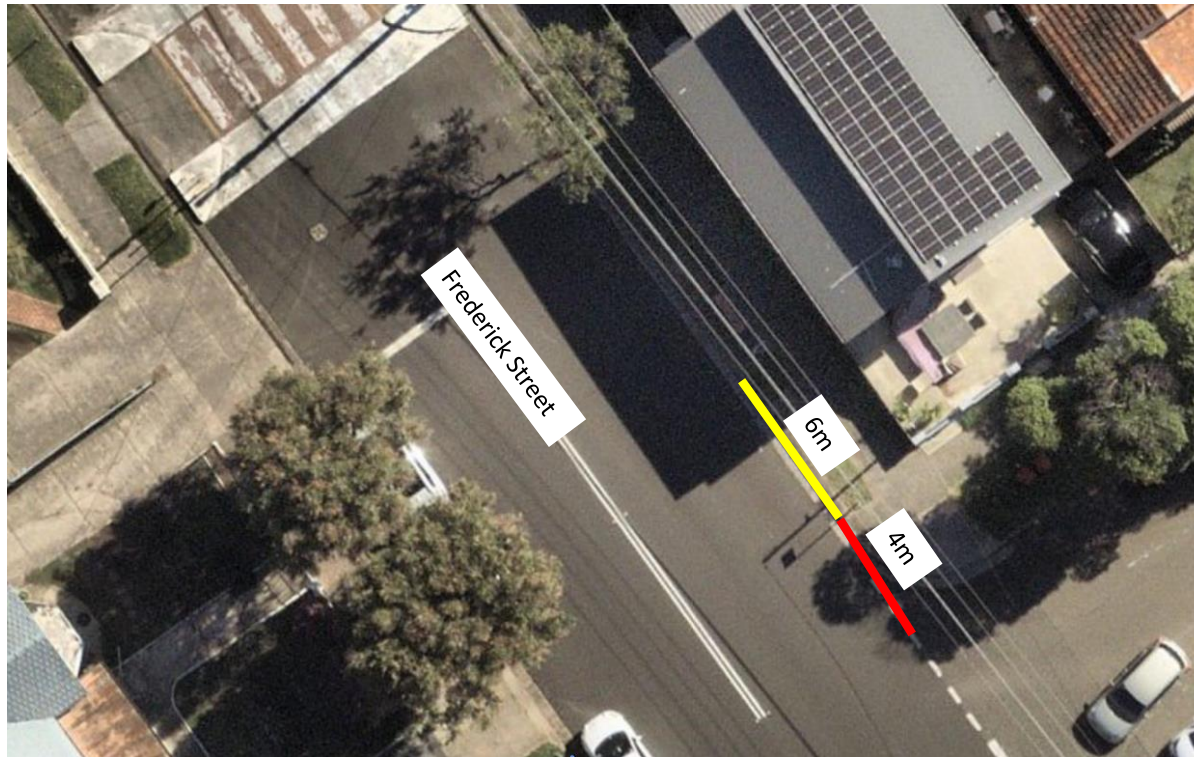
### Attachments


Frederick Street, Rockdale - Proposed extension of 'No Stopping' restriction [↓](#)

**BTC 14/08/2024**

Frederick Street, Rockdale

Proposed extension of 'No Stopping' restriction from 4m to 10m



 Existing 'No Stopping' restriction

 Proposed extension of 'No Stopping restriction'

## Bayside Traffic Committee

14/08/2024

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Item No	BTC24.123
Subject	<b>Hartill-Law Avenue, Bardwell Park - Proposed bridge load limits</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8612
Electorate	Rockdale

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### Summary

Council has engaged a consultant to undertake a structural engineering inspection report for the Hartill-Law Bridge on Hartill-Law Avenue, Bardwell Park.

Based on the results of the load rating assessment to ensure there is no further degradation of the bridge structure, a load limit is proposed.

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### Officer Recommendation

That a 'Bridge Load Limit, (per axle group), single axle 8.1t, tandem axle 14.9t, tri-axle 18t' be installed on approaches to Harthill-Law Bridge, as shown on the attached plan.

---

### Background

BG&E have been engaged by Council to undertake a structural engineering inspection report for the Hartill-Law Bridge.

A load rating assessment was undertaken on 2<sup>nd</sup> August 2023 which determined that the bridge capacity is limited by the bending capacity of the girders. The structure is inadequate for M1600 and T44 loading as well as General Mass Limit (GML) loading, whereby the bridge should be limited to 90% of GML loading.

Based on the results of the load rating assessment, a load limit should be imposed on the structure to protect it from further deterioration. As such it is proposed to install load limits on the bridge approaches to indicate this restriction. The R6-17 signs will read 'Bridge Load Limit, (per axle group), single axle 8.1t, tandem axle 14.9t, tri-axle 18t'.

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### Financial Implications

- |                                      |                                     |  |
|--------------------------------------|-------------------------------------|--|
| Not applicable                       | <input type="checkbox"/>            |  |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Hartill-Law Ave Bardwell Park Bridge Remediation – Stage 2 |
| Additional funds required            | <input type="checkbox"/>            |  |
- 

### Community Strategic Plan

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Theme One – In 2032 Bayside will be a vibrant place	<input checked="" type="checkbox"/>
Theme Two – In 2032 Our people will be connected in a creative City	<input type="checkbox"/>
Theme Three – In 2032 Bayside will be green, resilient and sustainable	<input checked="" type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input type="checkbox"/>

---

### Risk Management – Risk Level Rating

No risk	<input type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input type="checkbox"/>
High risk	<input type="checkbox"/>
Very High risk	<input checked="" type="checkbox"/>
Extreme risk	<input type="checkbox"/>

---

### Community Engagement

Canterbury-Bankstown Council have been notified of the proposed restriction and have no objections.

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### Attachments

Hartill-Law Avenue, Bardwell Park - Proposed Load Limit [↓](#)



BTC 14/08/2024  
Hartill-Law Avenue, Bardwell Park  
Proposed bridge load limits



## Bayside Traffic Committee

14/08/2024

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Item No	BTC24.124
Subject	<b>Hickson Street, Botany - Proposed parking restriction</b>
Report by	Traffic Engineer
File	SF23/8612
Electorate	Maroubra CRM 424501

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### Summary

Council has received a request from a resident to review the current parking conditions along Hickson Street, with the aim of altering the existing on-street parking arrangement.

Following the completion of investigations, this report seeks approval to implement a '1P' parking restriction on Hickson Street, Botany, as detailed in the attached drawings

---

### Officer Recommendation

- 1 That approval be given for the installation of a 5m '1P' zone on the northern side of Hickson Street, Botany, as per the attached drawing.
  - 2 That the applicant be informed that enforcement will be carried out subject to availability of resources.
- 

### Background

Council has received a request from a resident to review the current parking conditions along Hickson Street, with the aim of altering the existing on-street parking arrangement. The concerns highlighted includes difficulties for the resident with mobility issues in accessing their property from basement.

An investigation was undertaken to consider the provision of an on-street accessible parking space outside the premises. The provision of an accessible parking space must comply with the Australian Standards that requires the following:

- Provision of an indented kerb
- Widened on-street parking space
- Kerb ramp
- Street lighting

The current kerb and footpath infrastructure along Hickson Street does not allow for the provision of an accessible parking space. Council routinely considers opportunities to assist community members with mobility issues to access parking where required.

As an alternative to the requested disabled parking bay, it is proposed that '1P' parking be provided at the subject location. The proposed '1P' zone increases parking turnover and enables current NSW Mobility Parking Scheme Holders to park for an unrestricted time in the '1P' timed parking zone.

The holders of Mobility Parking Permits are provided special parking exemptions in time limited on-street parking areas as shown in the table below:

Signposted Time Limit	Mobility Parking Time Limit
More than 30 minutes	Unlimited
30 minutes	Up to 2 hours
Less than 30 minutes	Maximum 30 minutes

Based on the information above, it is recommended to install a '1P' zone on Hickson Road, Botany in order to assist with concerning residents with mobility issues.

The locality of the proposed '1P' zone is shown in the attached drawing.

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## Financial Implications

- Not applicable
- Included in existing approved budget  Block grant for traffic facilities on local street
- Additional funds required

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## Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

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## Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

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## Community Engagement

N/A

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## Attachments

Hickson Street, Botany - Proposed parking restriction [↓](#)



**BTC 14/08/2024**  
Hickson Street, Botany  
Proposed 5m of '1P' parking restriction



 Proposed 5m of '1P' parking restriction



## Bayside Traffic Committee

14/08/2024

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Item No	BTC24.125
Subject	<b>Intersection of Loftus Street and Walker Street, Turrella - Proposed Double BB Lines and Statutory 10m No Stopping Restrictions</b>
Report by	Student/Graduate Engineer
File	SF23/8612
Electorate	Rockdale

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## Summary

Council has received a request to review the traffic and parking conditions at the intersection of Loftus Street and Walker Street, Turrella, due to motor vehicles driving unsafely while navigating this intersection.

This report seeks the approval of the installation of 10m Dividing Barrier (BB) Lines and associated Raised Reflective Pavement Markers (RRPMs) as well as statutory 10m 'No Stopping' restrictions at the intersection of Loftus Street and Walker Street, Turrella.

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## Officer Recommendation

- 1 That approval be given for the installation of 10m Dividing Barrier (BB) Lines with associated Raised Reflective Pavement Markers (RRPMs) on Walker Street, Turrella at the intersection with Loftus Street, as per the attached drawings.
- 2 That approval be given for the installation of statutory 10m 'No Stopping' restrictions in the form of yellow C3 line-marking at the intersection of Walker Street and Loftus Street, Arncliffe, as per the attached drawings.

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## Background

Both Walker Street and Loftus Street are classified as local roads in Council's road hierarchy and have a carriageway width of 8.6m and 8.1m respectively. Residents have reported unsafe behaviour from motorists along Walker Street and at the intersection of Walker Street and Loftus Street. Reports have been received that motorists are driving on the middle of Walker Street and turning onto Walker Street dangerously from Loftus Street.

To assist motorists in safely navigating the intersection of Walker Street and Loftus Street, Dividing Barrier (BB) Lines are recommended. The installation of 10m of BB lines along with yellow bi-directional RRPMs would ensure motorists stay on the correct side of the road when entering and exiting Walker Street. To further improve safe movements at this intersection, it is also recommended to install yellow C3 line-marking to formalize the statutory 10m 'No Stopping' zone. According to NSW Road Rules 2014 – 170(3):

*"a driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without a traffic light".*

In lieu of 'No Stopping' signage at intersections, Council is installing C3 line-marking (unbroken yellow kerb lines) delineating 'No Stopping' restrictions to minimise overcrowding of signs.

The locality of proposed works is indicated in the attachment.

### Financial Implications

- |                                      |                                     |   |
|--------------------------------------|-------------------------------------|---|
| Not applicable                       | <input type="checkbox"/>            |   |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Block grant for traffic facilities on local roads |
| Additional funds required            | <input type="checkbox"/>            |   |

### Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input type="checkbox"/>            |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input checked="" type="checkbox"/> |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input type="checkbox"/>            |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input checked="" type="checkbox"/> |

### Risk Management – Risk Level Rating

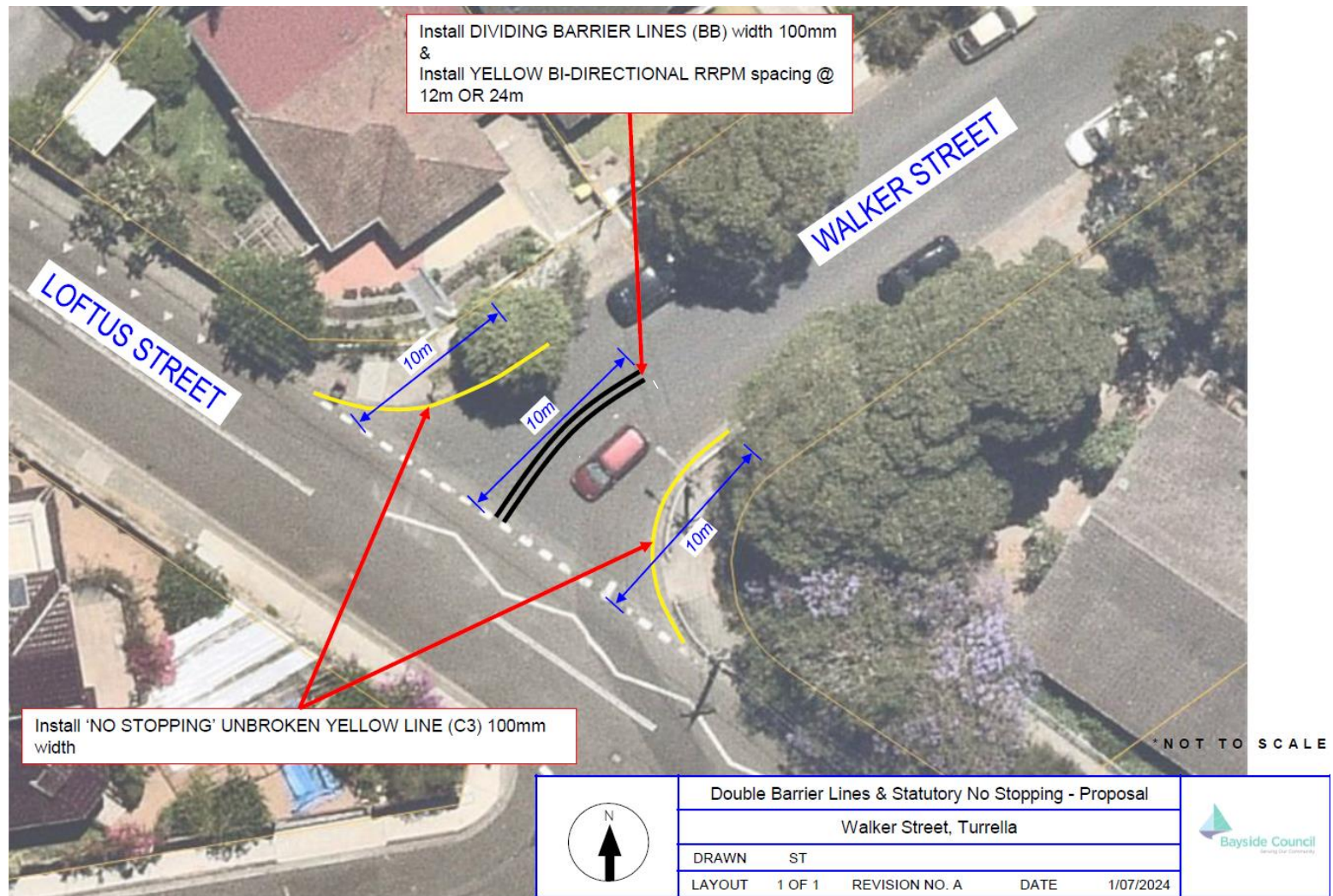
- |                |                                     |
|----------------|-------------------------------------|
| No risk        | <input type="checkbox"/>            |
| Low risk       | <input type="checkbox"/>            |
| Medium risk    | <input type="checkbox"/>            |
| High risk      | <input type="checkbox"/>            |
| Very High risk | <input checked="" type="checkbox"/> |
| Extreme risk   | <input type="checkbox"/>            |

### Community Engagement

A consultation letter was sent out to affected residents. No objections were received.

### Attachments

Intersection of Walker Street and Loftus Street, Turrella - Proposed Double BB Lines and Statutory 10m No Stopping Restrictions [↓](#)



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## Bayside Traffic Committee

14/08/2024

Item No	BTC24.126
Subject	<b>Stanley Lane, Arncliffe - Proposed Conversion of 'No Parking 6:30 am - 7:30 am Mon - Fri' restriction to 'No Parking' restriction</b>
Report by	Traffic Engineer
File	SF23/8612
Electorate	Rockdale CRM 427025

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### Summary

Council has received a request from a resident to review the existing parking conditions in Stanley Lane, Arncliffe as it is claimed that vehicles are facing difficulty in accessing and egressing the garage.

The report seeks to convert the existing 'No Parking 6:30 am - 7:30 am Mon - Fri' zone to a 'No Parking' zone on the northern side of Stanley Lane, Arncliffe

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### Officer Recommendation

That approval be given to convert existing 'No Parking 6:30 am - 7:30 am Mon - Fri' zone to a 'No Parking' zone on the northern side of Stanley Lane, Arncliffe as per attached drawing.

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### Background

Stanley Lane is classified as local road under Council's Road hierarchy. It is a narrow road having varying width from 4.7m to 4.9m approximately. Council has received a request from a resident to convert existing 'No Parking 6:30 am - 7:30 am Mon - Fri' zone to 'No Parking' zone on the northern side of Stanley Lane, Arncliffe.

Site inspections, aerial imaging and reports from residents confirmed that when vehicles are parked on the northern side of Stanley Lane, accessing off-street parking of properties on the southern side is an issue.

Also, when motorists are parking in Stanley Lane there is less than the minimum required width along the road that is clear for other vehicles to pass. NSW 208(7) stipulates that if the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.

Therefore, to improve compliance of existing NSW Road Rules and based on the investigations conducted, it is recommended to convert existing 'No Parking 6:30 am - 7:30 am Mon - Fri' zone to a 'No Parking' zone on the northern side of Stanley Lane, Arncliffe.

The locality of the proposed restrictions in the area is attached.

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## Financial Implications

- |                                      |                                     |  |
|--------------------------------------|-------------------------------------|--|
| Not applicable                       | <input type="checkbox"/>            |  |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Block grant for traffic facilities on local road |
| Additional funds required            | <input type="checkbox"/>            |  |
- 

## Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input type="checkbox"/>            |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input checked="" type="checkbox"/> |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input type="checkbox"/>            |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input checked="" type="checkbox"/> |
- 

## Risk Management – Risk Level Rating

- |                |                                     |
|----------------|-------------------------------------|
| No risk        | <input type="checkbox"/>            |
| Low risk       | <input type="checkbox"/>            |
| Medium risk    | <input type="checkbox"/>            |
| High risk      | <input checked="" type="checkbox"/> |
| Very High risk | <input type="checkbox"/>            |
| Extreme risk   | <input type="checkbox"/>            |
- 

## Community Engagement

A notification letter was sent to the affected residents, and no objections have been received.

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## Attachments

Stanley Lane, Arncliffe - Parking Restriction [↓](#)



**BTC 14/08/2024**

Stanley Lane, Arncliffe

Proposed Conversion of 'No Parking 6.30am-7.30am Mon-Fri' restriction to 'No Parking restriction'



— Existing 'No Parking' restriction

— Proposed 'No Parking restriction'

— Existing 'No Parking 6.30am-7.30am Mon-Fri' restriction'

## Bayside Traffic Committee

14/08/2024

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Item No	BTC24.127
Subject	<b>Pitt-Owen Avenue, Arncliffe - Proposed parking restriction</b>
Report by	Traffic Engineer
File	SF23/8612
Electorate	Rockdale

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### Summary

Council has received a request from a Senior Minister of St David's Anglican Church to review the existing parking conditions in Pitt-Owen Avenue, Arncliffe, and consider changing the existing on-street parking arrangements.

Investigations have been completed and this report seeks approval to install a '3P, 8:30 am - 6:00 pm, Sat – Sun' zone and a 'Disabled Parking Only, 8:30 am – 6:00 pm, Sat – Sun' zone in Pitt-Owen Avenue as per the attached drawings.

---

### Officer Recommendation

That approval be given to the installation of '3P, 8:30 am – 6:00 pm, Sat – Sun' zone and a 'Disabled Parking Only, 8:30 am – 6:00 pm, Sat – Sun' zone in Pitt Owen Avenue, Arncliffe as per the attached drawing.

---

### Background

Council has received a request from a Senior Minister of St David's Anglican Church to review the existing parking conditions in Pitt-Owen Avenue, Arncliffe, and consider changing the existing on-street parking arrangement, primarily along the western and eastern frontage outside St David's Anglican Church.

St David's Anglican Church currently hosts two congregations and plans to add a third. Approximately 500 people attend church services, with most being local residents and some traveling by car from farther away.

Pitt Owen Avenue is a no-through road and is experiencing parking issues. Motorists are reportedly parking for extended periods to commute by train with Arncliffe Station in proximity, making it difficult for churchgoers to find parking spaces.

Currently, drivers park at a 90-degree angle parking arrangement along the eastern side and parallel parking on the western side. This unformalised 90-degree parking arrangement has been in existence for many years.

Timed parking restrictions are typically implemented to encourage short-term parking turnover near commercial areas and to reduce parking pressures along residential frontages. However, it has been found that the community and visitors to the area may benefit from a small section of 3-hour parking to accommodate church services.

Therefore, it is recommended to install 3-hour parking (3P) restrictions on both sides of Pitt-Owen Avenue and provide a disabled parking space on the eastern side near the church gate as per the attached drawing.

These measures aim to balance the needs of local residents, churchgoers, and visitors, ensuring accessible and fair use of parking spaces on Pitt-Owen Avenue, Arncliffe.

The locality map of the proposed restriction is attached.

---

### Financial Implications

- Not applicable
- Included in existing approved budget  Block grant for traffic facilities on local road
- Additional funds required

---

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

---

### Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

---

### Community Engagement

A consultation letter was sent to the affected stakeholders in the vicinity. No objections were received.

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### Attachments

Pitt-Owen Avenue, Arncliffe - Proposed parking restriction [↓](#)



BTC 14/08/2024  
Pitt Owen Avenue, Arncliffe  
Proposed Parking Restriction



-  Implementing '3P 8:30am-6pm' Sat-Sun,' restriction highlighted in red
-  Implementing 'Disabled parking 8:30am-6pm' Sat-Sun,' restriction highlighted in yellow

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## Bayside Traffic Committee

14/08/2024

Item No	BTC24.128
Subject	<b>Princess Street, Brighton-Le-Sands - Proposed closure and angle parking</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8612
Electorate	Rockdale

---

### Summary

Council has received plans from Transport for NSW (TfNSW) for the proposed closure of Princess Street at the intersection of The Grand Parade, Brighton-Le-Sands to allow for the installation of angled parking bays. The proposal is no longer being carried out by TfNSW, however Council wishes to continue with the proposal. This report is seeking in-principle support of the concept plans.

---

### Officer Recommendation

That the proposed closure of Princess Street, Brighton-Le-Sands at the intersection of The Grand Parade, Brighton-Le-Sands and installation of angle parking be supported in principle.

---

### Background

In late 2022 TfNSW engaged with Council and the broader community of Brighton-Le-Sands for proposed Access and Place Improvements on The Grand Parade.

Key components of the proposal was the extended use of the existing third lane on The Grand Parade for traffic and goods on this state road corridor - which carries up to 71,000 vehicles a day. The proposed change included the addition of a further 54 new timed parking spaces, which would create up to 505 more parking opportunities for locals, customers and beach goers through the day near businesses in Brighton-Le-Sands and Sans Souci. In the evenings, outside of the proposed clearway hours and during the busiest periods for parking, it was proposed to add an additional 29 parking spaces in Brighton-Le-Sands and 6 in Sans Souci.

Following engagement with Council and the community, taking into consideration the new M6 that should ease pressure on The Grand Parade, particularly during peak periods, TfNSW decided not to proceed with the proposed clearway restrictions and in turn the proposed works to create additional parking spaces in the Brighton-Le-Sands and Sans Souci area.

Council is currently investigating several options to increase the availability of on-street parking in the Brighton-Le-Sands and Sans Souci area and is therefore seeking in principle support to continue to progress the plans for Princess Street, developed by TfNSW.

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## Financial Implications

- |                                      |                                     |   |
|--------------------------------------|-------------------------------------|---|
| Not applicable                       | <input type="checkbox"/>            |   |
| Included in existing approved budget | <input checked="" type="checkbox"/> | 102264 – Princess Street Closure & Additional Parking |
| Additional funds required            | <input type="checkbox"/>            |   |
- 

## Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input checked="" type="checkbox"/> |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input type="checkbox"/>            |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input type="checkbox"/>            |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input checked="" type="checkbox"/> |
- 

## Risk Management – Risk Level Rating

- |                |                                     |
|----------------|-------------------------------------|
| No risk        | <input type="checkbox"/>            |
| Low risk       | <input type="checkbox"/>            |
| Medium risk    | <input type="checkbox"/>            |
| High risk      | <input checked="" type="checkbox"/> |
| Very High risk | <input type="checkbox"/>            |
| Extreme risk   | <input type="checkbox"/>            |
- 

## Community Engagement

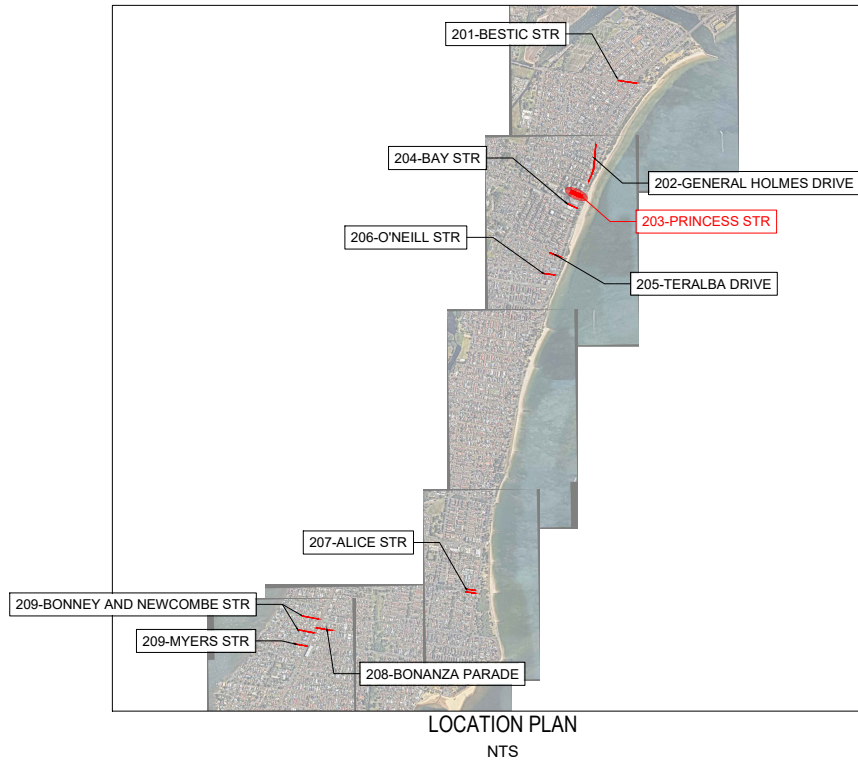
Community consultation will be undertaken as part of further development of this proposal including the proposed road closure that will require TfNSW approval.

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## Attachments

Princess Street, Brighton-Le-Sands - TfNSW Plans [↓](#)

# BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT 203 - PRINCESS STREET 100% DETAIL DESIGN



STAGE 2 - 203 - PRINCESS STREET	
DRAWING NUMBER	DRAWING DESCRIPTION
520212-AURC-00009-CV-DRG-203000	COVER SHEET AND DRAWING LIST
520212-AURC-00009-CV-DRG-203001	GENERAL NOTES
520212-AURC-00009-CV-DRG-203002	GENERAL ARRANGEMENT AND SETTING OUT PLAN
520212-AURC-00009-CV-DRG-203004	TYPICAL CROSS SECTION
520212-AURC-00009-CV-DRG-203005	LONGITUDINAL SECTION
520212-AURC-00009-CV-DRG-203006	LONGITUDINAL SECTION
520212-AURC-00009-CV-DRG-203010	CROSS SECTIONS
520212-AURC-00009-CV-DRG-203011	CROSS SECTIONS
520212-AURC-00009-UT-DRG-203020	COMBINED SERVICES PLAN
520212-AURC-00009-SD-DRG-203030	STORMWATER DRAINAGE PLAN
520212-AURC-00009-SD-DRG-203031	STORMWATER DRAINAGE LONGITUDINAL SECTION AND DETAILS
520212-AURC-00009-PV-DRG-203040	PAVEMENT PLAN
520212-AURC-00009-PV-DRG-203041	PAVEMENT DETAILS
520212-AURC-00009-CV-DRG-203060	VEHICLES TURNING PATHS PLAN













UNCLASSIFIED

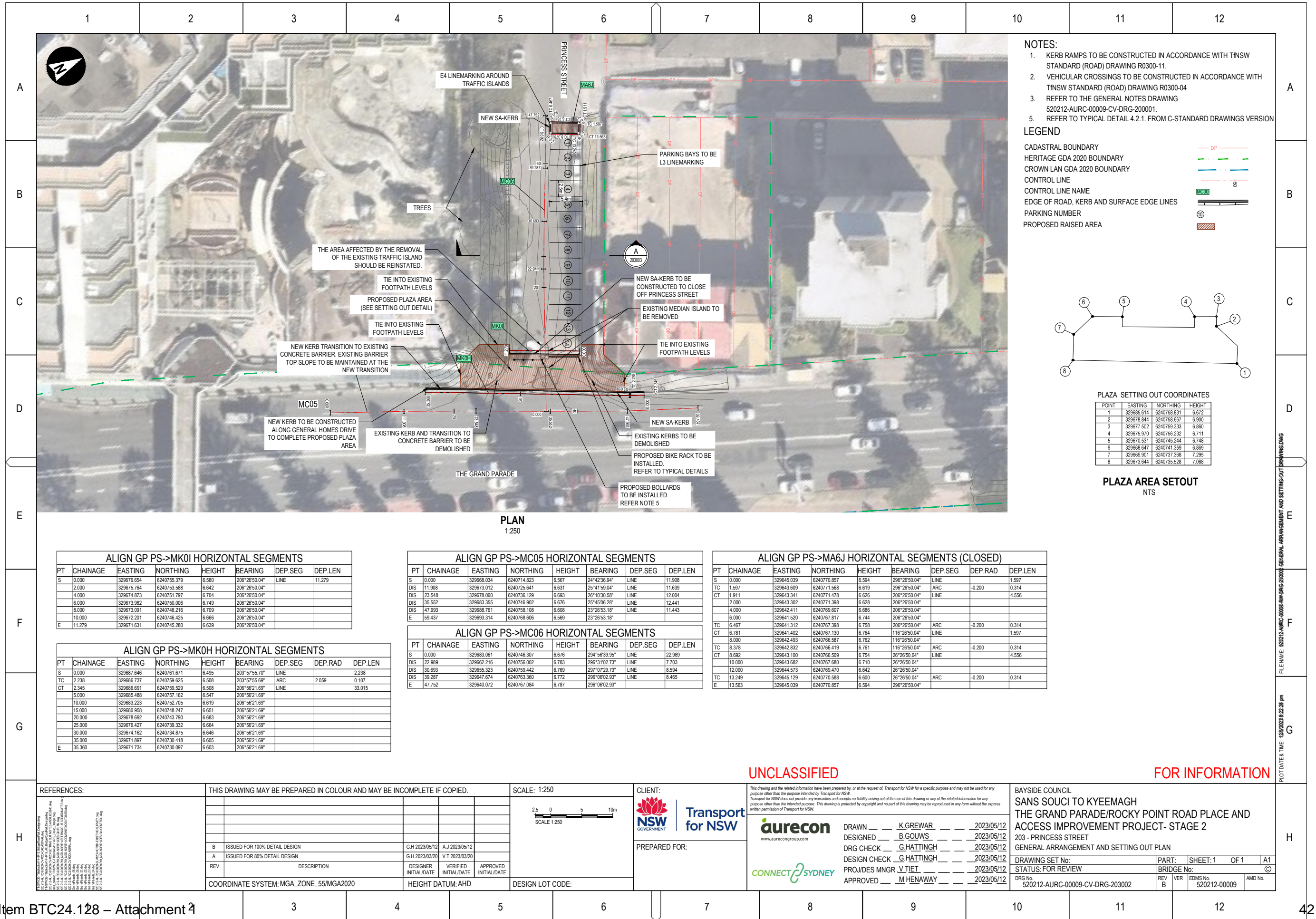
FOR INFORMATION

REFERENCES: <small>520212-AURC-00009-CV-DRG-203000.dwg 520212-AURC-00009-CV-DRG-203001.dwg 520212-AURC-00009-CV-DRG-203002.dwg 520212-AURC-00009-CV-DRG-203004.dwg 520212-AURC-00009-CV-DRG-203005.dwg 520212-AURC-00009-CV-DRG-203006.dwg 520212-AURC-00009-UT-DRG-203020.dwg 520212-AURC-00009-SD-DRG-203030.dwg 520212-AURC-00009-SD-DRG-203031.dwg 520212-AURC-00009-PV-DRG-203040.dwg 520212-AURC-00009-PV-DRG-203041.dwg 520212-AURC-00009-CV-DRG-203060.dwg</small>	THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.	SCALE: NOT TO SCALE	CLIENT: 	<small>This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.</small> 	BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT- STAGE 2 203 - PRINCESS STREET COVER SHEET AND DRAWING LIST DRAWING SET No: _____ PART: SHEET: 1 OF 1 A1 STATUS: FOR REVIEW BRIDGE No: _____ DRG No: 520212-AURC-00009-CV-DRG-203000 REV B VER EDMS No: 520212-00009 AMD No: _____
PREPARED FOR: 	COORDINATE SYSTEM: MGA_ZONE_55/MGA2020 HEIGHT DATUM: AHD DESIGN LOT CODE: _____				

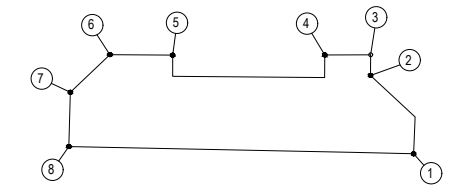
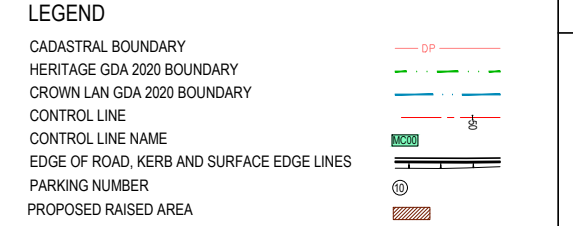
FILE NAME: 520212-AURC-00009-CV-DRG-203000 COVER SHEET AND DRAWING LIST.dwg  
PLOT DATE & TIME: 13/08/2024 12:32:30 pm



	1	2	3	4	5	6	7	8	9	10	11	12																																									
A	<p><b>GENERAL</b></p> <ol style="list-style-type: none"> <li>THE INFORMATION CONTAINED IN THESE DRAWINGS PRODUCED BY AURECON IS SOLELY FOR THE USE OF TRANSPORT FOR NSW FOR THE PURPOSE FOR WHICH IT HAS BEEN PREPARED. AURECON AUSTRALIA PTY LTD UNDERTAKES NO DUTY TO OR ACCEPTS NO RESPONSIBILITY TO ANY THIRD PARTY WHO MAY RELY UPON THIS DOCUMENT.</li> <li>ALL WORKS SHALL BE PERFORMED IN ACCORDANCE WITH TNSW STANDARD DRAWINGS AND SPECIFICATIONS UNLESS OTHERWISE SHOWN.</li> <li>ANY DISCREPANCIES OR OMISSIONS FROM THESE DOCUMENTS SHALL BE REFERRED TO AURECON FOR CLARIFICATION AND APPROVED BY TNSW.</li> <li>ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL CHAINAGES AND LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.</li> <li>ALL DIMENSIONS RELEVANT TO SETTING OUT OR OFF-SITE WORK SHALL BE VERIFIED BY THE CONTRACTOR BEFORE CONSTRUCTION AND FABRICATION HAS COMMENCED. DO NOT SCALE FROM DRAWINGS.</li> <li>ORIGIN OF LEVELS - AHD COORDINATES TO MGA20 - MAP GRID AUSTRALIA 2020.</li> <li>WHERE A PROPRIETARY ITEM (OR EQUIVALENT) IS SPECIFIED, AND AN EQUIVALENT ITEM IS PROPOSED, THE CONTRACTOR SHALL PROVIDE MANUFACTURERS SPECIFICATIONS FOR BOTH PRODUCTS TO TNSW FOR APPROVAL AND DEMONSTRATE THAT THE PRODUCT PERFORMANCE IS EQUIVALENT OR BETTER, PRIOR TO USE.</li> <li>ALL PROPRIETARY PRODUCTS ARE TO BE INSTALLED FIXED AND TESTED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.</li> <li>DURING CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE STRUCTURES AND EXCAVATIONS ARE MAINTAINED IN A SAFE AND STABLE CONDITION AT ALL TIME AND NO PART IS TO BE OVERSTRESSED. THE CONTRACTOR SHALL DEVELOP WORK METHOD STATEMENTS FOR ALL ERECTION OF STRUCTURAL STEEL/FORMWORK/ DEMOLITION/EXCAVATION/TILT PANELS ETC. AND PROVIDE TEMPORARY WORKS SUCH AS BRACING, PROPPING AND SHORING ETC. TO KEEP THE WORKS AND EXCAVATIONS STABLE AND FREE FROM WATER AT ALL TIMES. THE CONTRACTOR IS TO ENGAGE A STRUCTURAL ENGINEER TO DESIGN AND CERTIFY THE TEMPORARY WORKS.</li> </ol>											A																																									
B	<p><b>UTILITY SERVICES</b></p> <ol style="list-style-type: none"> <li>THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL PUBLIC OR PRIVATE SERVICE PROVIDER DRAWINGS, INCLUDING BUT NOT LIMITED TO: <ul style="list-style-type: none"> <li>JEMENA DRAWINGS</li> <li>AUSGRID DRAWINGS</li> <li>NRN DRAWINGS</li> <li>SYDNEY WATER DRAWINGS</li> <li>TNSW SIGNAL PLAN DRAWINGS</li> <li>TELSTRA, OPTUS, AND TPG DRAWINGS</li> <li>SYDNEY TRAINS DRAWINGS</li> </ul> </li> <li>EXISTING UTILITIES SHOWN ON DRAWINGS ARE INDICATIVE ONLY AND MAY NOT INCLUDE ALL SERVICES PRESENT. AURECON TAKES NO RESPONSIBILITY FOR THE UTILITY INFORMATION AS SHOWN ON THESE DRAWINGS.</li> <li>IT IS THE CONTRACTORS RESPONSIBILITY TO LIAISE WITH EACH UTILITY SERVICE PROVIDER ON SITE, TO LOCATE AND IDENTIFY THE SIZE, POSITION, LINE AND LEVEL OF ALL UTILITY SERVICES IN BOTH PUBLIC AND PRIVATE LAND, PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.</li> <li>THE CONTRACTOR MUST TAKE EVERY PRECAUTION TO PROTECT EXISTING AND NEW UTILITY SERVICES THROUGH THE COURSE OF THE CONTRACT.</li> <li>ALL WORKS INVOLVING UTILITY SERVICES TO BE UNDERTAKEN TO THE SATISFACTION OF THE UTILITY SERVICE PROVIDER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ENGAGING WITH THE UTILITY SERVICE PROVIDER, THE EXECUTION OF THE WORK TO THEIR REQUIREMENTS AND PROCUREMENT OF APPROVALS FOR WORKS UNDERTAKEN.</li> <li>ALL WORKS INVOLVING UTILITY SERVICES MUST ONLY BE UNDERTAKEN USING PLANS APPROVED BY THE UTILITY SERVICE PROVIDER.</li> <li>ALL SERVICE PIT COVERS AND MARKERS ARE TO BE PLACED IN ACCORDANCE WITH THE LOCATIONS AS SHOWN ON THE PUBLIC DOMAIN DRAWINGS, AND IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATION.</li> <li>ALL SERVICE PIT COVERS TO BE PLACED AT FINISHED SURFACE LEVELS TO MATCH THE PROPOSED LONGITUDINAL AND CROSS FALL GRADES OF THE FOOTPATH OR ROADWAY IT IS CONTAINED WITHIN.</li> <li>NO PIPE OR TRENCH SHALL BE LOCATED WITHIN THE ZONE OF INFLUENCE (1V2H) OF A FOOTING.</li> <li>"WORKS AS CONSTRUCTED" SURVEY ON ALL UTILITY WORK SHALL BE RECORDED PRIOR TO ANY BACKFILLING.</li> <li>MAJOR OPTUS CABLES - OPTUS REPRESENTATIVE SHALL BE ON SITE WHEN EXCAVATION IS WITHIN 3m OF OPTUS CABLES.</li> <li>AUSGRID TRANSMISSION CABLES - AUSGRID SUPERVISOR SHALL BE ON SITE WHEN EXCAVATION IS WITHIN 2m OF TRANSMISSION CABLES.</li> <li>JEMENA GAS - JEMENA SUPERVISOR SHALL BE ON SITE WHEN EXCAVATION IS UNDERTAKEN AS REQUIRED BY JEMENA SPECIFICATIONS.</li> </ol>											B																																									
C	<p><b>SURVEY NOTES</b></p> <ol style="list-style-type: none"> <li>THE FOLLOWING SURVEY DATA HAS BEEN ADOPTED FOR THE PURPOSE OF DESIGN - PROVIDED BY CONNECT SYDNEY</li> <li>THE SURVEY INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN. AURECON DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THE SURVEY BASE OR ITS SUITABILITY AS A BASIS FOR CONSTRUCTION DRAWINGS. SHOULD DISCREPANCIES BE ENCOUNTERED DURING CONSTRUCTION BETWEEN THE SURVEY DATA AND ACTUAL FIELD DATA, CONTACT THE PRINCIPAL'S REPRESENTATIVE.</li> <li>CONTRACTOR TO VERIFY SURVEY AND SETOUT INFORMATION PRIOR TO CONSTRUCTION.</li> </ol> <p><b>CITY OF SYDNEY STANDARD DRAWINGS</b></p> <table border="1"> <thead> <tr> <th>REFERENCE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td>1.1 SERIES</td><td>KERB &amp; GUTTER</td></tr> <tr><td>2.1 SERIES</td><td>FOOTWAYS - GENERAL FOOTPATH</td></tr> <tr><td>2.2 SERIES</td><td>FOOTWAYS - GRANITE PAVING</td></tr> <tr><td>2.3 SERIES</td><td>FOOTWAYS - CONCRETE UNIT PAVING</td></tr> <tr><td>2.4 SERIES</td><td>FOOTWAYS - BRICK PAVING</td></tr> <tr><td>2.5 SERIES</td><td>FOOTWAYS - ASPHALT PAVING</td></tr> <tr><td>2.6 SERIES</td><td>FOOTWAYS - CONCRETE PAVING</td></tr> <tr><td>2.7 SERIES</td><td>TGSIs</td></tr> <tr><td>2.8.1</td><td>CONTINUOUS FOOTPATH TREATMENTS</td></tr> <tr><td>3.1 SERIES</td><td>ROAD PAVEMENTS</td></tr> <tr><td>3.2 SERIES</td><td>PCTC</td></tr> <tr><td>4.1 - 4.5 SERIES</td><td>STREET FURNITURE</td></tr> <tr><td>5.1 SERIES</td><td>STREET LIGHTING</td></tr> <tr><td>6.1 - 6.3 SERIES</td><td>ROAD SIGNAGE AND PAVEMENT MARKINGS</td></tr> <tr><td>7.1 SERIES</td><td>STORMWATER DRAINAGE - PITS AND PIPES</td></tr> <tr><td>7.2 SERIES</td><td>STORMWATER DRAINAGE - RAINGARDENS</td></tr> <tr><td>8.1 SERIES</td><td>SURVEY MARKS - PERMANENT SURVEY MARKS</td></tr> <tr><td>9.1 SERIES</td><td>PAVEMENT RESTORATIONS</td></tr> </tbody> </table>											REFERENCE	DESCRIPTION	1.1 SERIES	KERB & GUTTER	2.1 SERIES	FOOTWAYS - GENERAL FOOTPATH	2.2 SERIES	FOOTWAYS - GRANITE PAVING	2.3 SERIES	FOOTWAYS - CONCRETE UNIT PAVING	2.4 SERIES	FOOTWAYS - BRICK PAVING	2.5 SERIES	FOOTWAYS - ASPHALT PAVING	2.6 SERIES	FOOTWAYS - CONCRETE PAVING	2.7 SERIES	TGSIs	2.8.1	CONTINUOUS FOOTPATH TREATMENTS	3.1 SERIES	ROAD PAVEMENTS	3.2 SERIES	PCTC	4.1 - 4.5 SERIES	STREET FURNITURE	5.1 SERIES	STREET LIGHTING	6.1 - 6.3 SERIES	ROAD SIGNAGE AND PAVEMENT MARKINGS	7.1 SERIES	STORMWATER DRAINAGE - PITS AND PIPES	7.2 SERIES	STORMWATER DRAINAGE - RAINGARDENS	8.1 SERIES	SURVEY MARKS - PERMANENT SURVEY MARKS	9.1 SERIES	PAVEMENT RESTORATIONS	C			
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D	<p><b>SITeworks</b></p> <ol style="list-style-type: none"> <li>THE CONTRACTOR TO MAKE SMOOTH CONNECTION TO ANY EXISTING WORKS.</li> <li>ON COMPLETION OF THE WORKS, THE CONTRACTOR MUST RESTORE OR REINSTATE ANY AREAS, STRUCTURES, PAVEMENTS OR UTILITY SERVICES DAMAGED OR DIRTIED DURING THE CONSTRUCTION, TO THE SATISFACTION OF CoS AND TNSW. ALL TRENCH BACKFILL MATERIAL SHALL BE COMPACTED TO THE SAME DENSITY AS THE ADJACENT MATERIAL.</li> <li>ALL SERVICE TRENCHES UNDER VEHICULAR PAVEMENTS SHALL BE BACKFILLED IN ACCORDANCE WITH CoS STANDARD DRAWINGS.</li> <li>ASPHALTIC CONCRETE SHALL CONFORM TO RMS QA SPECIFICATION R116</li> <li>ALL BASE COURSE MATERIAL SHALL BE IGNEOUS ROCK QUARRIED MATERIAL TO COMPLY WITH RMS QA SPECIFICATION 3051 - GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS, COMPACTED TO 98% MODIFIED DENSITY IN ACCORDANCE WITHAS1289 5.2.1. FREQUENCY OF COMPACTION TESTING TO BE NO LESS THAN 1 TEST PER 50m<sup>2</sup> OF BASECOURSE MATERIAL PLACED.</li> <li>ALL SUBBASECOURSE MATERIAL SHALL BE IGNEOUS ROCK QUARRIED MATERIAL TO COMPLY WITH RMS QA SPECIFICATION 3051 - GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS, COMPACTED TO 95% MODIFIED DENSITY IN ACCORDANCE WITHAS1289 5.2.1. FREQUENCY OF COMPACTION TESTING TO BE NO LESS THAN 1 TEST PER 50m<sup>2</sup> OF BASECOURSE MATERIAL PLACED.</li> <li>THE USE OF RECYCLED MATERIALS IS ENCOURAGED BY CoS AND TNSW. IF THE CONTRACTOR INTENDS TO USE RECYCLED MATERIALS, A RECYCLED MATERIAL COMPLYING WITH RMS QA SPECIFICATION 3051 - GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS WILL BE CONSIDERED, SUBJECT TO MATERIAL SAMPLES AND APPROPRIATE CERTIFICATIONS BEING PROVIDED TO THE SATISFACTION OF CoS.</li> <li>THE CONTRACTOR IS TO CONTINUE TO PROVIDE CERTIFICATION FOR ALL RECYCLED MATERIALS DURING THE COURSE OF CONSTRUCTION, AND WHERE MATERIAL THAT DOES NOT COMPLY, THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT WITH A SUITABLY COMPLIANT MATERIAL AT THEIR OWN COST.</li> <li>SHOULD THE CONTRACTOR WISH TO USE A RECYCLED PRODUCT, THE INTENT SHALL BE CLEARLY INDICATED IN THEIR TENDER AND THE PRICE DIFFERENCE BETWEEN AN IGNEOUS PRODUCT AND A RECYCLED PRODUCT SHALL BE CLEARLY NOTED.</li> <li>ANY EXCAVATION OR SAW CUTTING OF THE ROAD SURFACE SHALL BE REINSTATED WITH APPROPRIATE WATERPROOFING BY THE CONTRACTOR.</li> </ol>											D																																									
E	<p><b>KERB NOTES</b></p> <ol style="list-style-type: none"> <li>FOR STANDARDS KERB DRAWING DETAILS TO THE CITY OF SYDNEY STANDARDS DRAWINGS - C1 - KERB AND GUTTER.</li> </ol> <p><b>STORMWATER DRAINAGE</b></p> <ol style="list-style-type: none"> <li>CARE IS TO BE TAKEN WITH LEVELS OF STORMWATER LINES. GRADES SHOWN ARE NOT TO BE REDUCED WITHOUT APPROVAL.</li> <li>GRATES AND COVERS SHALL CONFORM TO CITY OF SYDNEY SPECIFICATION (B10).</li> <li>AT ALL TIMES DURING CONSTRUCTION, ADEQUATE SAFETY PROCEDURES SHALL BE TAKEN TO PREVENT PERSONNEL FROM FALLING INTO PITS AND OPEN TRENCHES.</li> <li>ALL EXISTING STORMWATER DRAINAGE LINES AND PITS THAT ARE TO REMAIN, AND ANY PART OF THAT SYSTEM IDENTIFIED AS WARRANTING REPAIR SHALL BE REPORTED TO CoS FOR FURTHER DIRECTION.</li> <li>CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT PIPES FROM DAMAGE DUE TO HEAVY CONSTRUCTION LOADING. CONTRACTOR TO UNDERTAKE PRE AND POST CONSTRUCTION CCTV INSPECTIONS FOR ALL PIPELINES IMPACTED BY THE WORKS, AND TO BE PROVIDED TO CITY OF SYDNEY FOR ACCEPTANCE PRIOR TO HAND-OVER.</li> <li>THE CONTRACTOR IS TO MANAGE AND STAGE CONSTRUCTION WORKS, INCLUDING PROVIDING TEMPORARY DIVERSION WORKS, IF NECESSARY, TO ENSURE ANY EXISTING DRAINAGE SYSTEM IS ABLE TO PERFORM TO ITS CURRENT STANDARD.</li> <li>THE CONTRACTOR SHALL PROTECT THE WORKS IN PROGRESS. ANY DAMAGE TO THE WORKS IN PROGRESS, INCLUDING FROM STORMWATER FLOWS OR FLOODING, IS AT THE CONTRACTOR'S RISK.</li> </ol>											E																																									
F	<p><b>SAFETY</b></p> <ol style="list-style-type: none"> <li>THE CONTRACTOR IS RESPONSIBLE FOR SAFETY ONSITE.</li> <li>THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL EXCAVATION WORKS IN A STABLE CONDITION, AND ENSURING NO PART SHALL BE OVERSTRESSED DURING CONSTRUCTION ACTIVITIES. PROVISION OF TEMPORARY BRACING, SHORING AND BATTERING IS BY THE CONTRACTOR AS REQUIRED TO PROVIDE A SAFE WORKING ENVIRONMENT.</li> <li>THE CONTRACTOR MUST MAKE PROVISION FOR THE SAFETY OF NORMAL VEHICULAR TRAFFIC AND PEDESTRIANS, AND OTHERS INCLUDING UNAUTHORISED INTRUDERS.</li> <li>ALL PITS, MANHOLES, PUMPSTATIONS AND OTHER CONFINED SPACES SHOULD BE FITTED WITH A CONFINED SPACE WARNING SIGN.</li> </ol> <p><b>OTHER ENVIRONMENTAL NOTES</b></p> <ol style="list-style-type: none"> <li>ACCEPTABLE RECEPTORS WILL BE PROVIDED FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHING, LIGHT WEIGHT MATERIALS AND LITTER.</li> </ol>											F																																									
G	<p><b>UNCLASSIFIED</b></p> <p style="text-align: right;"><b>FOR INFORMATION</b></p>											G																																									
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- NOTES:**
- KERB RAMPS TO BE CONSTRUCTED IN ACCORDANCE WITH TINSW STANDARD (ROAD) DRAWING R0300-11.
  - VEHICULAR CROSSINGS TO BE CONSTRUCTED IN ACCORDANCE WITH TINSW STANDARD (ROAD) DRAWING R0300-04
  - REFER TO THE GENERAL NOTES DRAWING 520212-AURC-00009-CV-DRG-200001.
  - REFER TO TYPICAL DETAIL 4.2.1. FROM C-STANDARD DRAWINGS VERSION



**PLAZA SETTING OUT COORDINATES**

POINT	EASTING	NORTHING	HEIGHT
1	329685.614	6240758.631	6.672
2	329678.844	6240758.667	6.900
3	329677.502	6240759.333	6.860
4	329675.970	6240756.232	6.711
5	329670.531	6240745.244	6.748
6	329668.647	6240741.359	6.869
7	329669.901	6240737.368	7.295
8	329673.644	6240735.528	7.088

**PLAZA AREA SETOUT**  
NTS

**PLAN**  
1:250

**ALIGN GP PS->MK01 HORIZONTAL SEGMENTS**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.LEN
S	0.000	329676.654	6240755.379	6.580	206°26'50.04"	LINE	11.279
2.000	329675.764	6240753.588	6.642	206°26'50.04"			
4.000	329674.873	6240751.797	6.704	206°26'50.04"			
6.000	329673.982	6240750.006	6.749	206°26'50.04"			
8.000	329673.091	6240748.216	6.709	206°26'50.04"			
10.000	329672.201	6240746.425	6.666	206°26'50.04"			
E	11.279	329671.631	6240745.280	6.639	206°26'50.04"		

**ALIGN GP PS->MC05 HORIZONTAL SEGMENTS**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.LEN
S	0.000	329668.034	62407714.823	6.567	244°42'36.94"	LINE	11.908
DIS	11.908	329673.012	6240725.641	6.631	25°41'59.04"	LINE	11.639
DIS	23.548	329678.060	6240736.129	6.693	26°10'30.58"	LINE	12.004
DIS	35.552	329683.355	6240746.902	6.676	25°45'06.28"	LINE	12.441
DIS	47.993	329688.761	6240758.108	6.608	23°26'53.18"	LINE	11.443
E	59.437	329693.314	6240768.606	6.569	23°26'53.18"		

**ALIGN GP PS->MA6J HORIZONTAL SEGMENTS (CLOSED)**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.RAD	DEP.LEN
S	0.000	329645.039	6240770.857	6.594	296°26'50.04"	LINE		1.597
TC	1.597	329643.609	6240771.568	6.619	296°26'50.04"	ARC	-0.200	0.314
CT	1.911	329643.341	6240771.478	6.626	206°26'50.04"	LINE		4.556
2.000	329643.302	6240771.398	6.628	206°26'50.04"				
4.000	329642.411	6240769.607	6.686	206°26'50.04"				
6.000	329641.520	6240767.817	6.744	206°26'50.04"				
TC	6.467	329641.312	6240767.398	6.758	206°26'50.04"	ARC	-0.200	0.314
CT	6.781	329641.402	6240767.130	6.764	116°26'50.04"	LINE		1.597
8.000	329642.493	6240766.587	6.762	116°26'50.04"				
TC	8.378	329642.832	6240766.419	6.761	116°26'50.04"	ARC	-0.200	0.314
CT	8.692	329643.100	6240766.509	6.754	26°26'50.04"	LINE		4.556
10.000	329643.652	6240767.680	6.710	26°26'50.04"				
12.000	329644.573	6240769.470	6.642	26°26'50.04"				
TC	13.249	329645.129	6240770.588	6.600	26°26'50.04"	ARC	-0.200	0.314
E	13.563	329645.039	6240770.857	6.594	296°26'50.04"			

**ALIGN GP PS->MK01 HORIZONTAL SEGMENTS**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.RAD	DEP.LEN
S	0.000	329687.646	6240761.671	6.495	203°57'55.70"	LINE		2.238
TC	2.238	329686.737	6240759.625	6.508	203°57'55.69"	ARC	2.059	0.107
CT	2.345	329686.691	6240759.529	6.508	206°56'21.69"	LINE		33.015
5.000	329685.488	6240757.162	6.547	206°56'21.69"				
10.000	329683.223	6240752.705	6.619	206°56'21.69"				
15.000	329680.958	6240748.247	6.651	206°56'21.69"				
20.000	329678.692	6240743.790	6.683	206°56'21.69"				
25.000	329676.427	6240739.332	6.664	206°56'21.69"				
30.000	329674.162	6240734.875	6.646	206°56'21.69"				
35.000	329671.897	6240730.418	6.605	206°56'21.69"				
E	35.360	329671.734	6240730.097	6.603	206°56'21.69"			

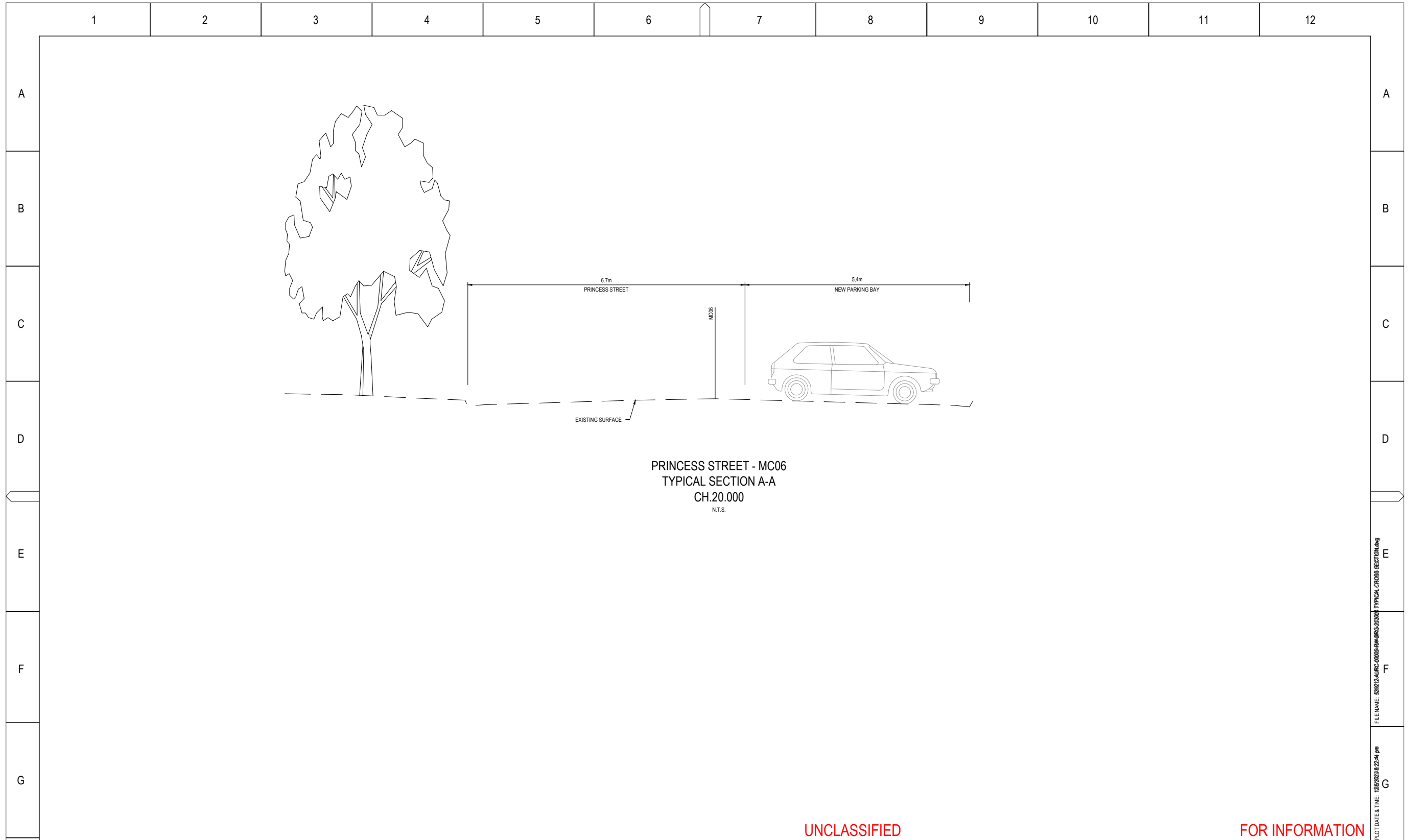
**ALIGN GP PS->MC06 HORIZONTAL SEGMENTS**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.LEN
S	0.000	329683.061	6240746.307	6.676	294°56'39.95"	LINE	22.989
DIS	22.989	329662.216	6240756.002	6.783	285°31'02.73"	LINE	7.703
DIS	30.693	329655.323	6240759.442	6.769	207°07'29.73"	LINE	8.594
DIS	39.287	329647.674	6240763.360	6.772	296°06'02.93"	LINE	8.465
E	47.752	329640.072	6240767.084	6.787	296°06'02.93"		

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<p><b>REFERENCES:</b></p> <p>ISSUED FOR 100% DETAIL DESIGN</p> <p>ISSUED FOR 80% DETAIL DESIGN</p> <p>DESIGNER INITIAL/DATE</p> <p>VERIFIED INITIAL/DATE</p> <p>APPROVED INITIAL/DATE</p> <p>COORDINATE SYSTEM: MGA_ZONE_55/MGA2020</p> <p>HEIGHT DATUM: AHD</p>	<p>THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.</p>		<p>SCALE: 1:250</p>	<p>CLIENT:</p>	<p>This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW.</p> <p>Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.</p> <p><b>drawn</b> K.GREWAR 2023/05/12</p> <p><b>DESIGNED</b> B.GOUWS 2023/05/12</p> <p><b>DRG CHECK</b> G.HATTINGH 2023/05/12</p> <p><b>DESIGN CHECK</b> G.HATTINGH 2023/05/12</p> <p><b>PROJ/DES MNGR</b> V.TIET 2023/05/12</p> <p><b>APPROVED</b> M.HENWAY 2023/05/12</p>	<p><b>BAYSIDE COUNCIL</b></p> <p>SANS SOUCI TO KYEEMAGH</p> <p>THE GRAND PARADE/ROCKY POINT ROAD PLACE AND</p> <p>ACCESS IMPROVEMENT PROJECT- STAGE 2</p> <p>203 - PRINCESS STREET</p> <p>GENERAL ARRANGEMENT AND SETTING OUT PLAN</p> <p>DRAWING SET No: PART: SHEET: 1 OF 1 A1</p> <p>STATUS: FOR REVIEW BRIDGE No: ©</p> <p>DRG No: 520212-AURC-00009-CV-DRG-203002</p> <p>REV B VER EMS No: 520212-00009 AMD No:</p>
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	<p>DESIGN LOT CODE:</p>			<p>CONNECT SYDNEY</p>		
	<p>DESIGNER INITIAL/DATE</p> <p>VERIFIED INITIAL/DATE</p> <p>APPROVED INITIAL/DATE</p>			<p>CONNECT SYDNEY</p>		



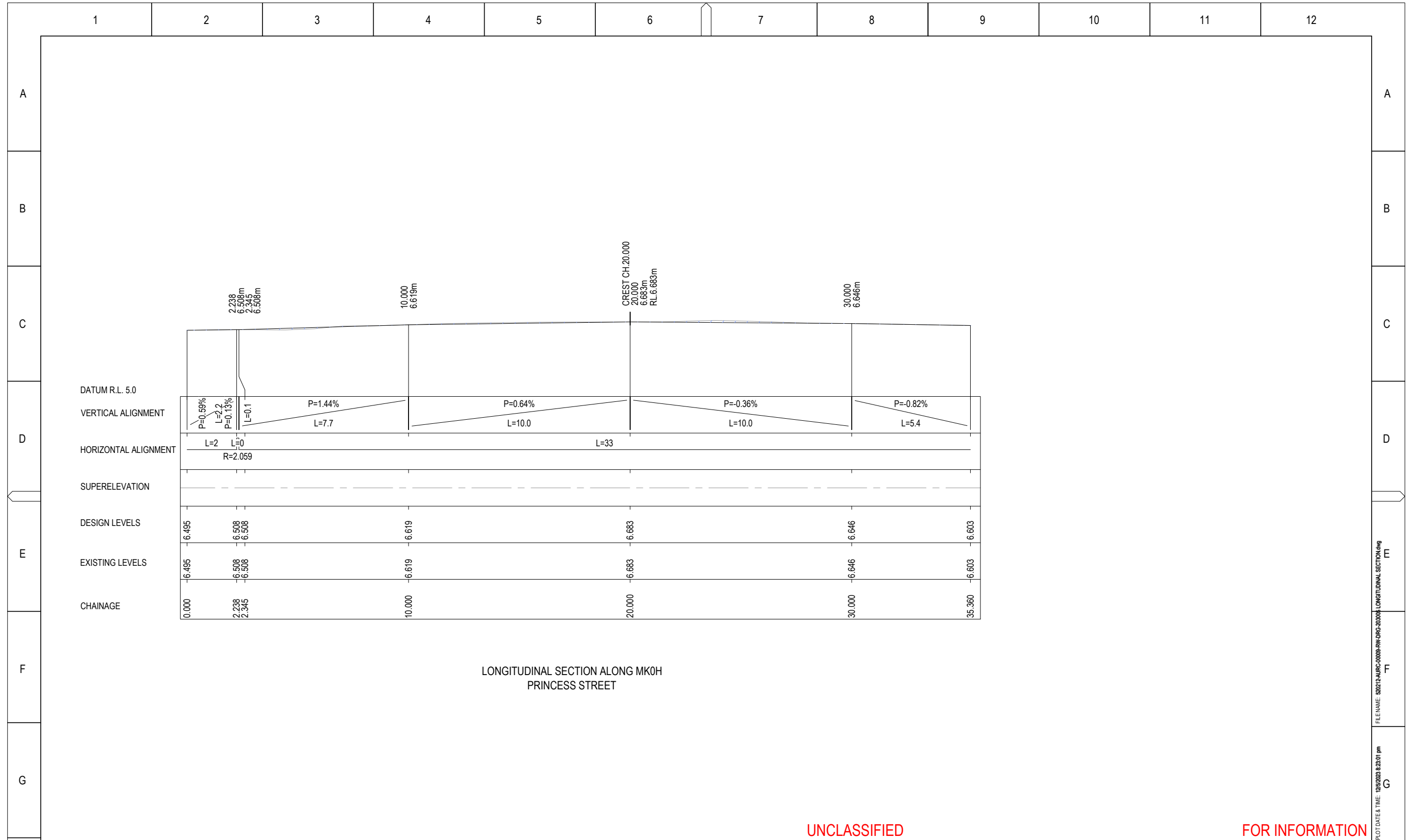


FILE NAME: 520212-AURC-00009-CV-DRG-203003 TYPICAL CROSS SECTION.dwg  
PLOT DATE & TIME: 13/08/2024 22:44 pm

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<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>REV</th> <th>DESCRIPTION</th> <th>DESIGNER INITIAL/DATE</th> <th>VERIFIED INITIAL/DATE</th> <th>APPROVED INITIAL/DATE</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>ISSUED FOR 100% DETAIL DESIGN</td> <td>G.H 2023/05/12</td> <td>A.J 2023/05/12</td> <td></td> </tr> <tr> <td>A</td> <td>ISSUED FOR 80% DETAIL DESIGN</td> <td>G.H 2023/03/20</td> <td>V.T 2023/03/20</td> <td></td> </tr> </tbody> </table>	REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE	B	ISSUED FOR 100% DETAIL DESIGN	G.H 2023/05/12	A.J 2023/05/12		A	ISSUED FOR 80% DETAIL DESIGN	G.H 2023/03/20	V.T 2023/03/20		<p>COORDINATE SYSTEM: MGA_ZONE_55/MGA2020</p> <p>HEIGHT DATUM: AHD</p> <p>DESIGN LOT CODE:</p>	<p>PREPARED FOR:</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DRAWN</td> <td>K.GREWAR</td> <td>2023/05/12</td> </tr> <tr> <td>DESIGNED</td> <td>B.GOUWS</td> <td>2023/05/12</td> </tr> <tr> <td>DRG CHECK</td> <td>G.HATTINGH</td> <td>2023/05/12</td> </tr> <tr> <td>DESIGN CHECK</td> <td>G.HATTINGH</td> <td>2023/05/12</td> </tr> <tr> <td>PROJ/DES MNGR</td> <td>V.TIET</td> <td>2023/05/12</td> </tr> <tr> <td>APPROVED</td> <td>M.HENAWAY</td> <td>2023/05/12</td> </tr> </table>	DRAWN	K.GREWAR	2023/05/12	DESIGNED	B.GOUWS	2023/05/12	DRG CHECK	G.HATTINGH	2023/05/12	DESIGN CHECK	G.HATTINGH	2023/05/12	PROJ/DES MNGR	V.TIET	2023/05/12	APPROVED	M.HENAWAY	2023/05/12	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DRAWING SET No:</td> <td>PART:</td> <td>SHEET: 1</td> <td>OF 1</td> <td>A1</td> </tr> <tr> <td>STATUS: FOR REVIEW</td> <td>BRIDGE No:</td> <td colspan="3"></td> </tr> <tr> <td>DRG No: 520212-AURC-00009-CV-DRG-203003</td> <td>REV B</td> <td>VER</td> <td>EDMS No: 520212-00009</td> <td>AMD No:</td> </tr> </table>	DRAWING SET No:	PART:	SHEET: 1	OF 1	A1	STATUS: FOR REVIEW	BRIDGE No:				DRG No: 520212-AURC-00009-CV-DRG-203003	REV B	VER	EDMS No: 520212-00009	AMD No:
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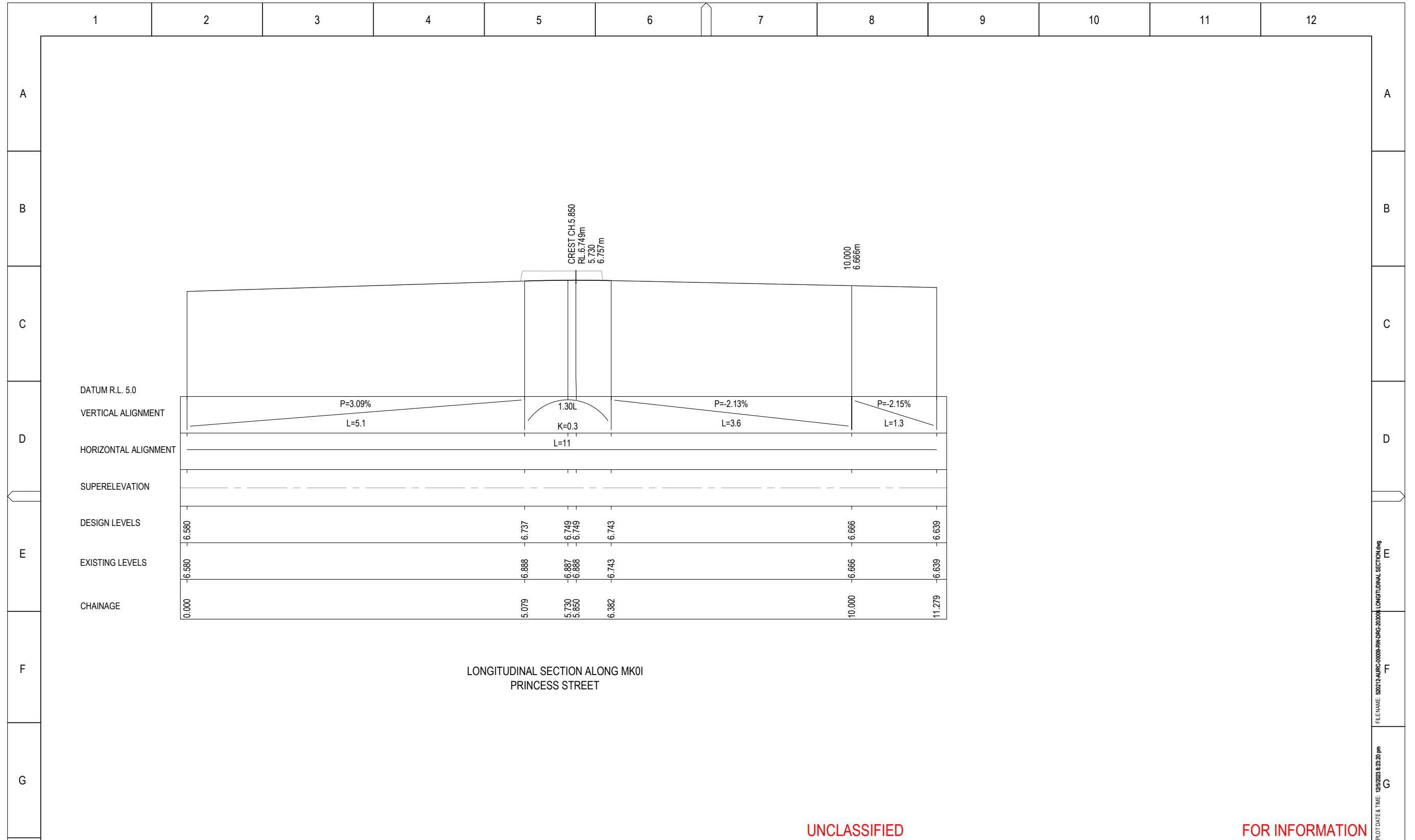
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PLOT DATE & TIME: 15/08/2023 8:23:01 pm

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	PREPARED FOR:		DRAWN: K.GREWAR 2023/05/12 DESIGNED: B.GOUWS 2023/05/12 DRG CHECK: G.HAITINGH 2023/05/12 DESIGN CHECK: G.HAITINGH 2023/05/12 PROJ/DES MNGR: V.TIET 2023/05/12 APPROVED: M.HENAWAY 2023/05/12		DRAWING SET No: STATUS: FOR REVIEW		PART: SHEET: 1 OF 4 A1 BRIDGE No:	
	COORDINATE SYSTEM: MGA_ZONE_55/MGA2020 HEIGHT DATUM: AHD DESIGN LOT CODE:		CONNECT SYDNEY		DRG No: 520212-AURC-00009-CV-DRG-203005		REV: B VER: EDMS No: 520212-00009 AMD No:	
	B ISSUED FOR 100% DETAIL DESIGN G.H 2023/05/12 A.J 2023/05/12		A ISSUED FOR 80% DETAIL DESIGN G.H 2023/03/24 G.H 2023/03/24		REV: B DESCRIPTION: _____ DESIGNER INITIAL/DATE: _____ VERIFIED INITIAL/DATE: _____ APPROVED INITIAL/DATE: _____			





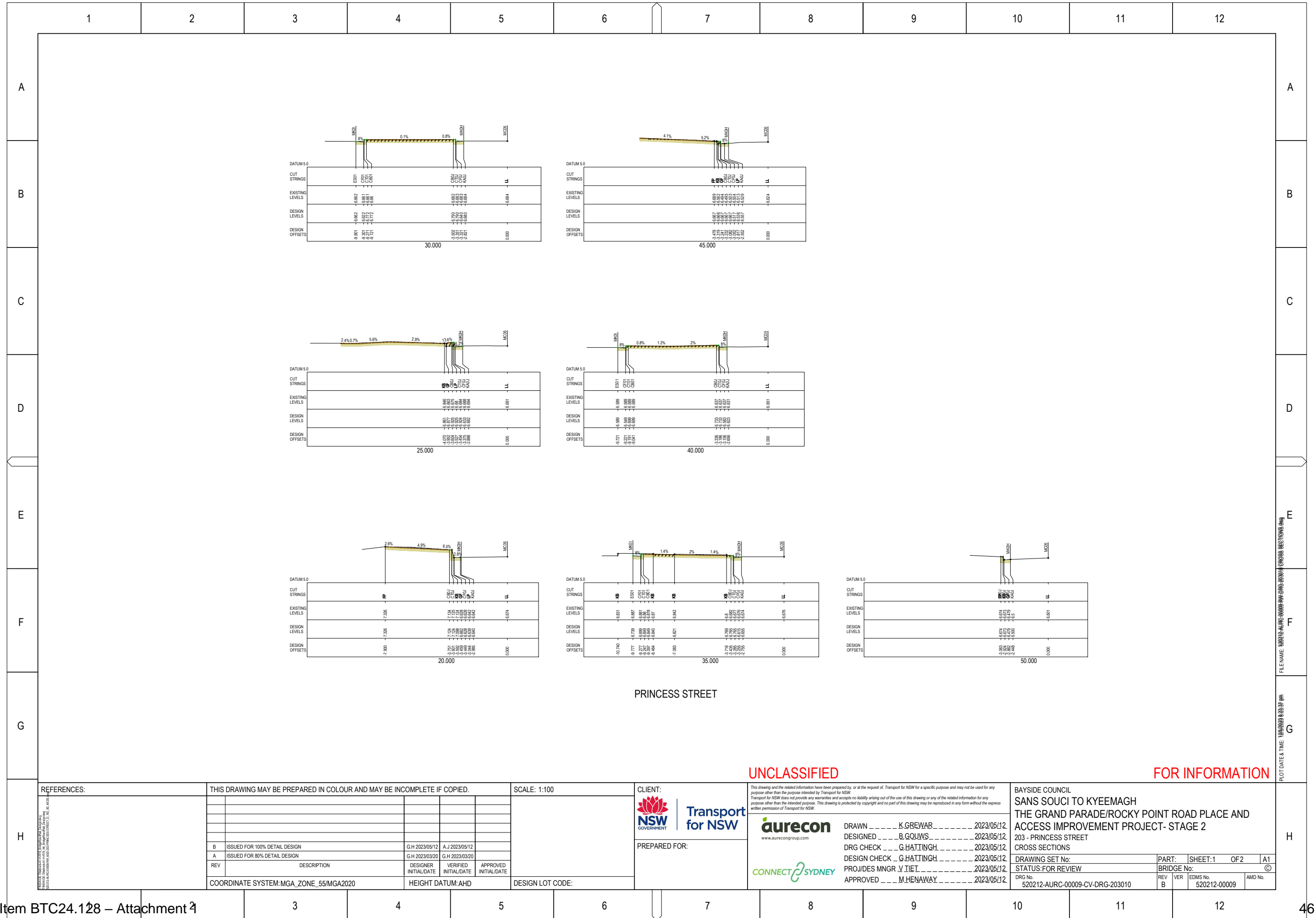
LONGITUDINAL SECTION ALONG MK01  
PRINCESS STREET

FILE NAME: 520212-AURC-00009-CV-DRG-203006 LONGITUDINAL SECTION.dwg  
PLOT DATE & TIME: 15/08/2024 8:23:20 pm

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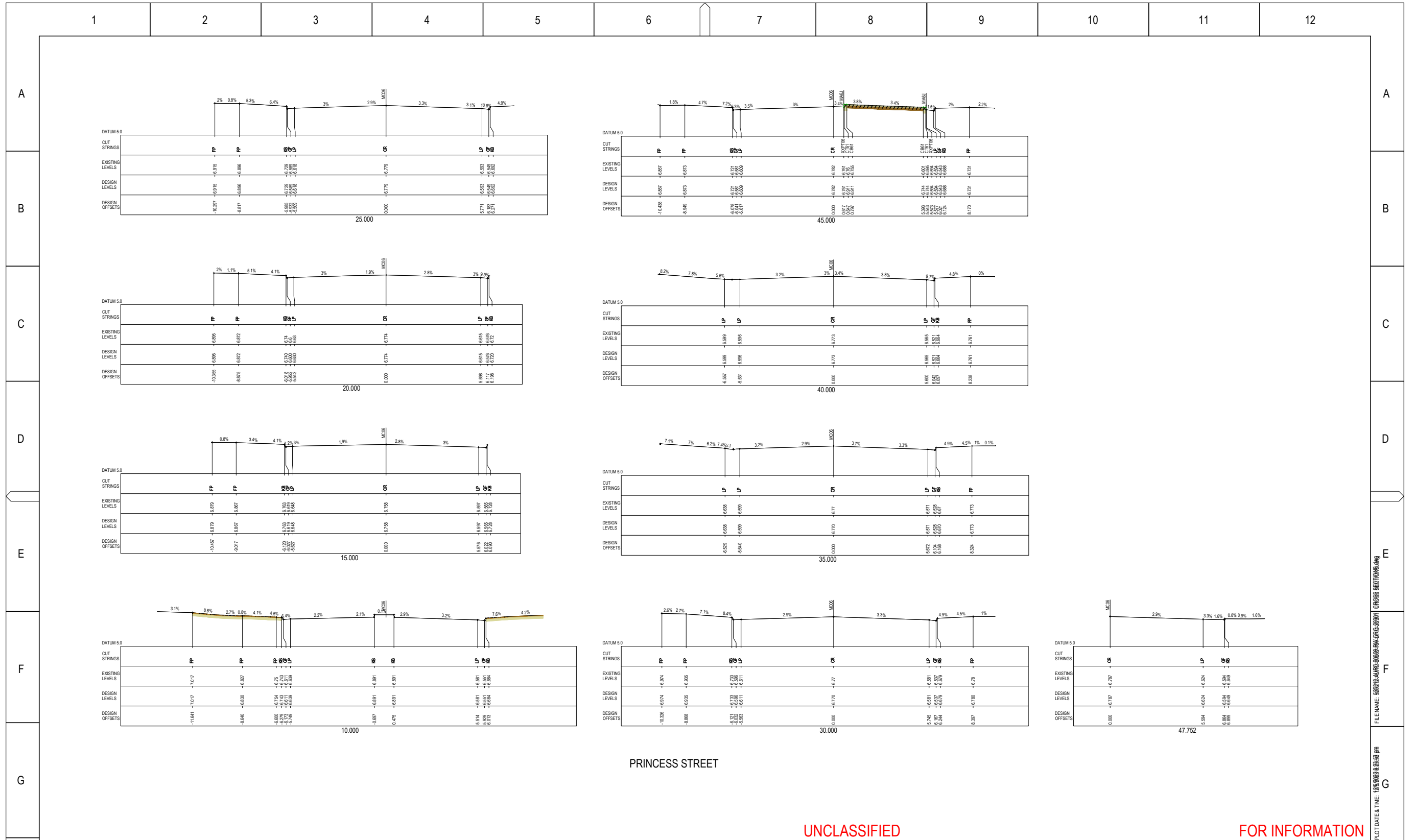
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					SCALE 1:50	NSW GOVERNMENT Transport for NSW			DRAWN ___ K.GREWAR ___ 2023/05/12 DESIGNED ___ B.GOUWS ___ 2023/05/12 DRG CHECK ___ G.HAITINGH ___ 2023/05/12 DESIGN CHECK ___ G.HAITINGH ___ 2023/05/12 PROJ/DES MNGR ___ V.TIET ___ 2023/05/12 APPROVED ___ M.HENAWAY ___ 2023/05/12
					PREPARED FOR:	DRAWING SET No: _____ PART: SHEET: 2 OF 4 A1 STATUS: FOR REVIEW BRIDGE No: _____ DRG No: 520212-AURC-00009-CV-DRG-203006 REV B VER EDMS No: 520212-00009 AMD No: _____			



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	B ISSUED FOR 100% DETAIL DESIGN G.H 2023/05/12 A.J 2023/05/12			PREPARED FOR: aurecon <small>www.aurecongroup.com</small> CONNECT SYDNEY	DRAWN _____ K.GREWAR _____ 2023/05/12 DESIGNED _____ B.GOUWS _____ 2023/05/12 DRG CHECK _____ G.HATTINGH _____ 2023/05/12 DESIGN CHECK _____ G.HATTINGH _____ 2023/05/12 PROJ/DES MNGR _____ V.TIET _____ 2023/05/12 APPROVED _____ M.HENAWAY _____ 2023/05/12			DRAWING SET No: _____ PART: SHEET:1 OF2 A1 STATUS:FOR REVIEW BRIDGE No: _____ DRG No. 520212-AURC-00009-CV-DRG-203010 REV B VER EDMS No. 520212-00009 AMD No. _____
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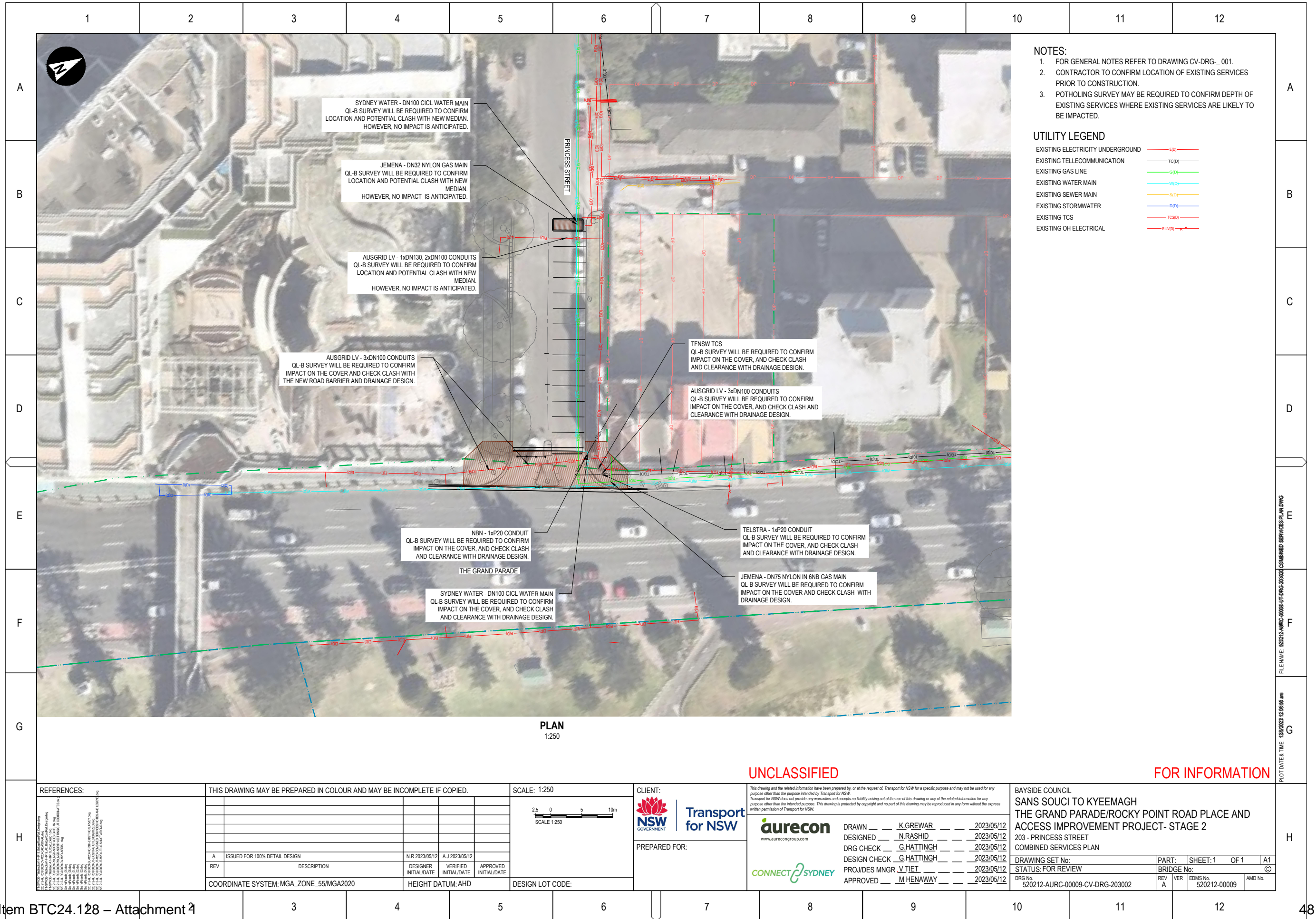
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	<p>REV DESCRIPTION DESIGNER INITIAL/DATE VERIFIED INITIAL/DATE APPROVED INITIAL/DATE</p>	<p>DESIGN LOT CODE:</p>	<p>FILE NAME: 520212-AURC-00009-CV-DRG-203011 CROSS SECTIONS.dwg</p> <p>PLOT DATE &amp; TIME: 14/08/2024 10:00:00 AM</p>	<p>H</p>
	<p>COORDINATE SYSTEM: MGA_ZONE_55/MGA2020</p> <p>HEIGHT DATUM: AHD</p> <p>DESIGN LOT CODE:</p>	<p>DESIGN LOT CODE:</p>	<p>FILE NAME: 520212-AURC-00009-CV-DRG-203011 CROSS SECTIONS.dwg</p> <p>PLOT DATE &amp; TIME: 14/08/2024 10:00:00 AM</p>	<p>H</p>
	<p>COORDINATE SYSTEM: MGA_ZONE_55/MGA2020</p> <p>HEIGHT DATUM: AHD</p> <p>DESIGN LOT CODE:</p>	<p>DESIGN LOT CODE:</p>	<p>FILE NAME: 520212-AURC-00009-CV-DRG-203011 CROSS SECTIONS.dwg</p> <p>PLOT DATE &amp; TIME: 14/08/2024 10:00:00 AM</p>	<p>H</p>





- NOTES:**
- FOR GENERAL NOTES REFER TO DRAWING CV-DRG-001.
  - CONTRACTOR TO CONFIRM LOCATION OF EXISTING SERVICES PRIOR TO CONSTRUCTION.
  - POTHOLES SURVEY MAY BE REQUIRED TO CONFIRM DEPTH OF EXISTING SERVICES WHERE EXISTING SERVICES ARE LIKELY TO BE IMPACTED.

**UTILITY LEGEND**

EXISTING ELECTRICITY UNDERGROUND	ED
EXISTING TELECOMMUNICATION	TC(D)
EXISTING GAS LINE	GD
EXISTING WATER MAIN	WD
EXISTING SEWER MAIN	SD
EXISTING STORMWATER	SD
EXISTING TCS	TCS(D)
EXISTING OH ELECTRICAL	E(LVD)

PLAN  
1:250

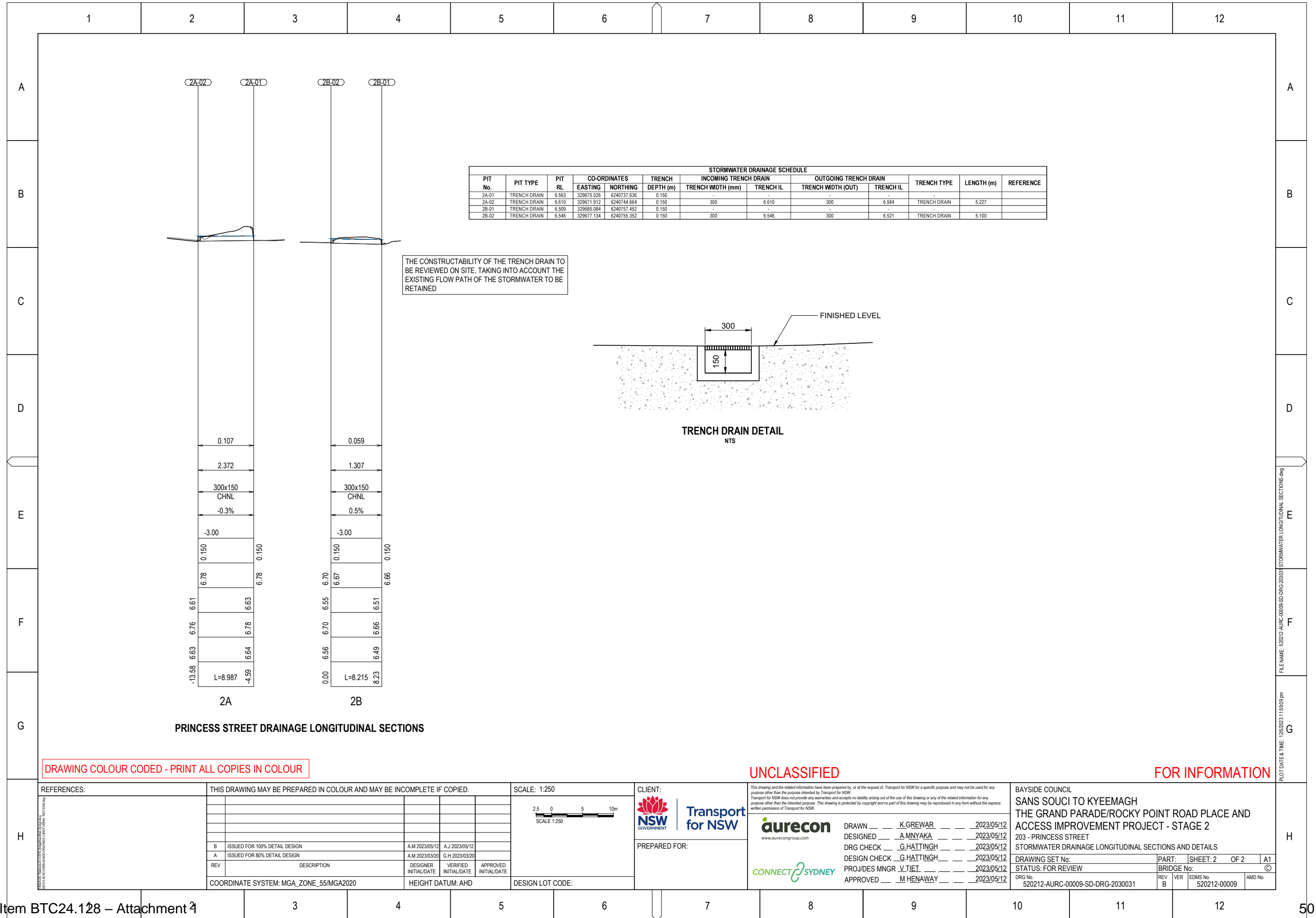
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FOR INFORMATION

<p><b>REFERENCES:</b></p> <p>1. 2023/05/12 - CIVIL ENGINEERING DESIGN SPECIFICATIONS FOR ROADWAY CONSTRUCTION (CIVIL) - 2023 EDITION</p> <p>2. 2023/05/12 - CIVIL ENGINEERING DESIGN SPECIFICATIONS FOR ROADWAY CONSTRUCTION (ELECTRICAL) - 2023 EDITION</p> <p>3. 2023/05/12 - CIVIL ENGINEERING DESIGN SPECIFICATIONS FOR ROADWAY CONSTRUCTION (SEWER AND WATER) - 2023 EDITION</p> <p>4. 2023/05/12 - CIVIL ENGINEERING DESIGN SPECIFICATIONS FOR ROADWAY CONSTRUCTION (STORMWATER) - 2023 EDITION</p> <p>5. 2023/05/12 - CIVIL ENGINEERING DESIGN SPECIFICATIONS FOR ROADWAY CONSTRUCTION (TELECOMMUNICATIONS) - 2023 EDITION</p> <p>6. 2023/05/12 - CIVIL ENGINEERING DESIGN SPECIFICATIONS FOR ROADWAY CONSTRUCTION (TCS) - 2023 EDITION</p> <p>7. 2023/05/12 - CIVIL ENGINEERING DESIGN SPECIFICATIONS FOR ROADWAY CONSTRUCTION (OH ELECTRICAL) - 2023 EDITION</p>	<p>THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.</p>			<p>SCALE: 1:250</p>	<p>CLIENT:</p> <p><b>NSW GOVERNMENT</b>   <b>Transport for NSW</b></p>	<p>This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW.</p> <p>Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.</p>	<p>BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT- STAGE 2 203 - PRINCESS STREET COMBINED SERVICES PLAN</p>										
	<table border="1"> <tr> <th>REV</th> <th>DESCRIPTION</th> <th>DESIGNER INITIAL/DATE</th> <th>VERIFIED INITIAL/DATE</th> <th>APPROVED INITIAL/DATE</th> </tr> <tr> <td>A</td> <td>ISSUED FOR 100% DETAIL DESIGN</td> <td>N.R. 2023/05/12</td> <td>A.J. 2023/05/12</td> <td></td> </tr> </table>	REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE	A	ISSUED FOR 100% DETAIL DESIGN	N.R. 2023/05/12	A.J. 2023/05/12		<p>COORDINATE SYSTEM: MGA_ZONE_55/MGA2020</p>	<p>HEIGHT DATUM: AHD</p>	<p>DESIGN LOT CODE:</p>	<p>PREPARED FOR:</p>	<p>DRAWN: K.GREWAR 2023/05/12</p> <p>DESIGNED: N.RASHID 2023/05/12</p> <p>DRG CHECK: G.HATTINGH 2023/05/12</p> <p>DESIGN CHECK: G.HATTINGH 2023/05/12</p> <p>PROJ/DES MNGR: V.TIET 2023/05/12</p> <p>APPROVED: M.HENAWAY 2023/05/12</p>	<p>DRAWING SET No: PART: SHEET: 1 OF 1 A1</p> <p>STATUS: FOR REVIEW BRIDGE No: ©</p> <p>DRG No: 520212-AURC-00009-CV-DRG-203002</p> <p>REV: A VER: EDMS No: 520212-00009 AMD No:</p>
	REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE												
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FILE NAME: 520212-AURC-00009-SD-DRG-203003 STORMWATER LONGITUDINAL SECTIONS.dwg  
PLOT DATE & TIME: 13/08/2023 11:59:09 pm

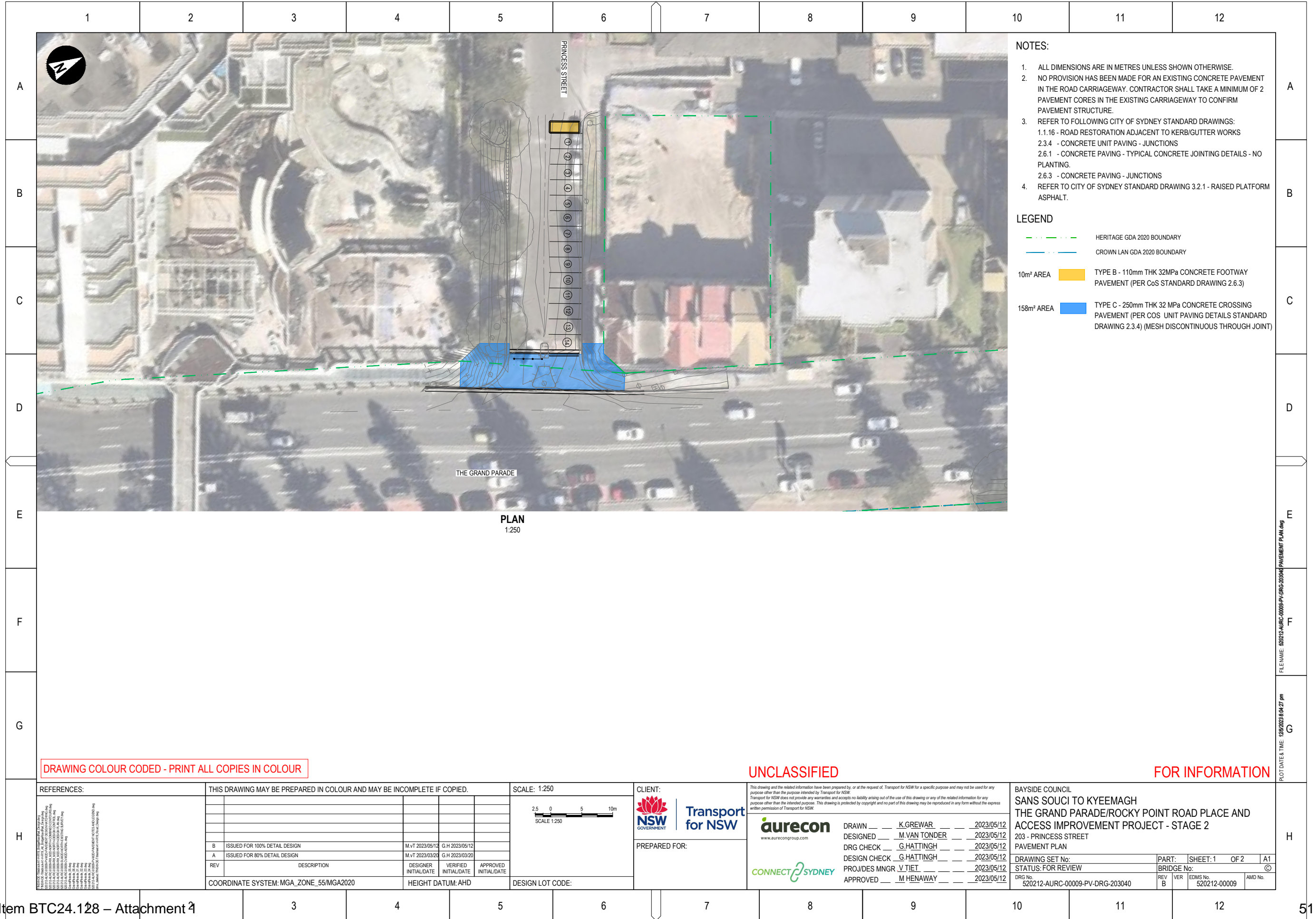
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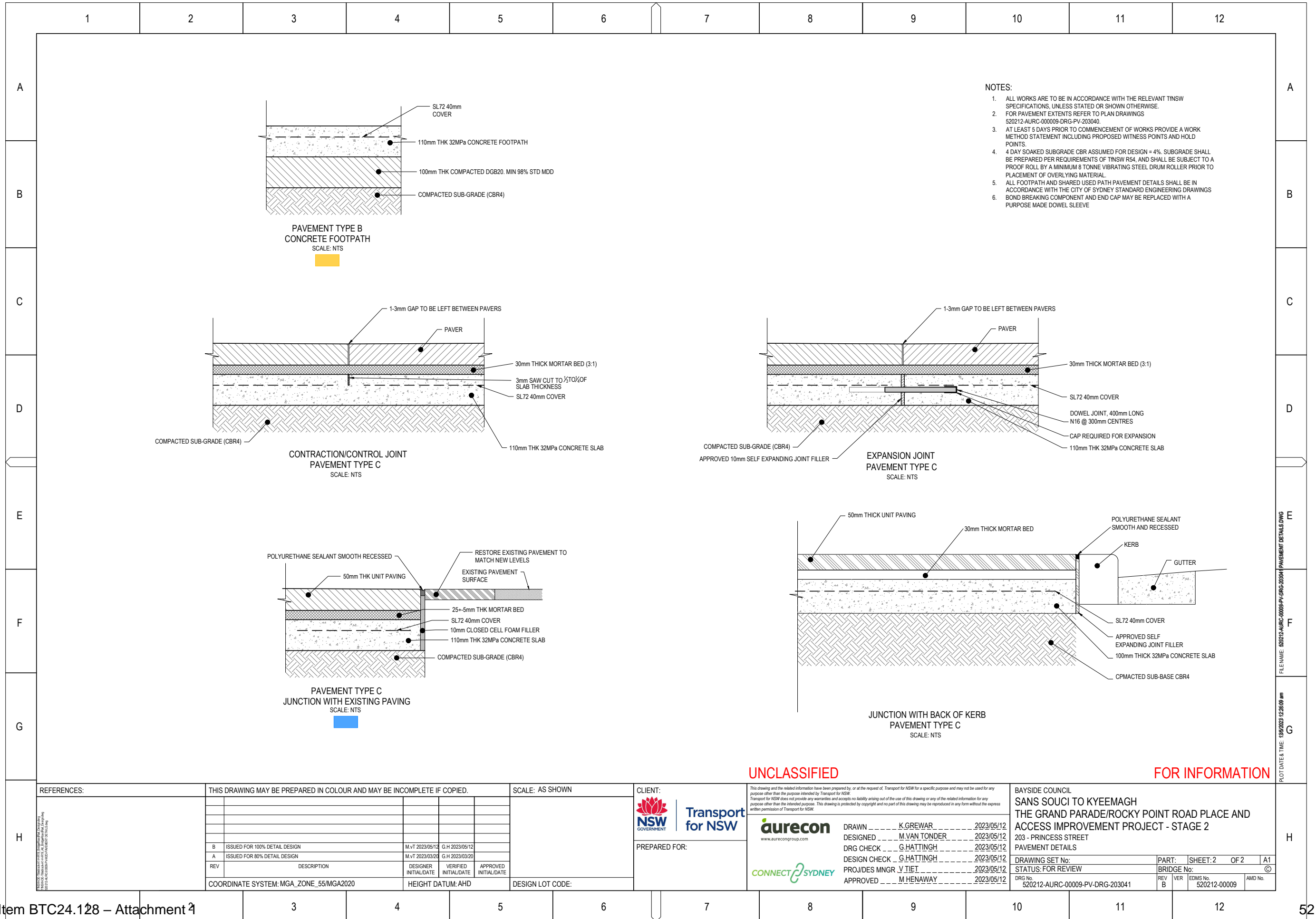
FOR INFORMATION

REFERENCES: B ISSUED FOR 100% DETAIL DESIGN A ISSUED FOR 80% DETAIL DESIGN REV DESCRIPTION COORDINATE SYSTEM: MGA_ZONE_55/MGA2020 HEIGHT DATUM: AHD DESIGN LOT CODE:	THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.	SCALE: 1:250 SCALE 1:250	CLIENT: Transport for NSW PREPARED FOR:	This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.	BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT - STAGE 2 203 - PRINCESS STREET STORMWATER DRAINAGE LONGITUDINAL SECTIONS AND DETAILS DRAWING SET No: PART: SHEET: 2 OF 2 A1 STATUS: FOR REVIEW BRIDGE No: DRG No: 520212-AURC-00009-SD-DRG-2030031 REV B VER EDMS No: 520212-00009 AMD No:	
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FILE NAME: 520212-AURC-00009-CV-DRG-203060 TURNING PATHS PLAN.DWG  
PLOT DATE & TIME: 13/08/2024 2:51:58 pm

FOR INFORMATION

<p><b>H</b></p> <p>REFERENCES:</p> <p>THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.</p> <p>SCALE: 1:250</p> <p>CLIENT: <b>NSW GOVERNMENT</b>   <b>Transport for NSW</b></p> <p>PREPARED FOR:</p> <p><b>aurecon</b> www.aurecongroup.com</p> <p><b>CONNECT SYDNEY</b></p>	<p>DRAWN: <u>K.GREWAR</u> 2023/05/12</p> <p>DESIGNED: <u>B.GOUWS</u> 2023/05/12</p> <p>DRG CHECK: <u>G.HATTINGH</u> 2023/05/12</p> <p>DESIGN CHECK: <u>G.HATTINGH</u> 2023/05/12</p> <p>PROJ/DES MNGR: <u>V.TIET</u> 2023/05/12</p> <p>APPROVED: <u>M.HENAWAY</u> 2023/05/12</p>		<p>BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT- PHASE 2 203 - PRINCESS STREET VEHICLE TURNING PATHS PLAN</p>											
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<p>UNCLASSIFIED</p>														

## Bayside Traffic Committee

14/08/2024

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Item No	BTC24.129
Subject	<b>Princess Street, Brighton-Le-Sands - Renewal of 25m Works Zone for 46 Weeks</b>
Report by	Traffic Engineer
File	SF23/8612
Electorate	Rockdale

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### Summary

Council has received a request from the developers at 64-68 The Grand Parade, Brighton Le Sands, for the renewal of a 25m 'Works Zone' to facilitate construction activities for a period of 46 Weeks

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### Officer Recommendation

- 1 That approval be given to the renewal of a 25.0m 'Works Zone, 7:00 am- 6:30 pm, Mon – Fri and 8:00 am – 3:30 pm Sat' restriction, at Princess Street between Princess Lane and The Grand Parade for a duration of 46 weeks, subject to relevant conditions. including (but not limited to):
    - Conditions Outlined in the Notice of Approval (DA-2020/241)
  - 2 All inbound construction vehicles approaching the site must turn left from The Grand Parade into Bay Street and right into Moate Street and then right again into Princess Street. All outbound construction vehicles leaving the site must turn left into The Grand Parade from Princess Street.
  - 3 That approval be given to the movement of 'Heavy Rigid Vehicles' and be limited to the movement of an 11.0m 'Heavy Rigid Vehicle' (HRV).
  - 4 That other existing parking restrictions on Princess Street not be changed on account of this proposal unless modification of parking restriction approvals have been given by Bayside Council obtained through Council's Traffic & Road Safety team and two-way traffic flow be maintained in Princess Street at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
  - 5 The applicant must ensure that the construction vehicles do not queue within Princess Street and any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
  - 6 That the applicant notifies Council 6 weeks in advance of required extensions to the 46 weeks 'Works Zone'.
  - 7 Turning vehicles shall not at any time make use of private property driveways or Council kerb and footpath to turn and travel to and from the site.
-



### Background

It is often recommended that kerb side parking surrounding a construction site be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal/delivery of associated materials.

To facilitate construction activity, it is recommended that a works zone be provided.

#### Works Zone



This sign means that a driver must not stop in a works zone unless the driver’s vehicle is engaged in construction work in or near the zone. Any vehicle may stop to pick up or set down passengers. Restrictions may apply at certain times only, as shown on the sign.

Hours of operation; ‘7:00 am – 6:30 pm, Monday – Friday and 8:00 am – 3:30 pm, Saturday’ will apply to this Works Zone.

---

### Financial Implications

- Not applicable  The installation of Works Zone signs and stems are born by the applicant
- Included in existing approved budget
- Additional funds required

---

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

---

### Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

## Community Engagement

N/A

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## Attachments

Princess Street, Brighton-Le-Sands - Works Zone signs.pdf [↓](#)

BTC 14/08/2024  
Princess Street, Brighton-LE-Sands  
Proposed Works Zone





## Bayside Traffic Committee

14/08/2024

---

Item No	BTC24.130
Subject	<b>Rideshare arrangements at Sydney Airport and impacts on Wolli Creek</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8612
Electorate	Rockdale/Heffron

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### Summary

Council has previously received a petition from residents in the Wolli Creek area, due to ongoing parking and behavioural issues associated with rideshare drivers wanting to access Sydney Airport International (T1) terminal precinct.

This report provides an update on these matters.

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### Officer Recommendation

That the report and response from SACL indicating that Sydney Airport will address this issue in the near future be noted by the Committee.

---

### Background

Council moved a notice of motion at its meeting in April 2024 following a submission of a petition from residents in the Wolli Creek area. Council resolved:

- 1. That Council investigates the utilisation of local streets in Wolli Creek by rideshare drivers as an unofficial 'rank' for Airport passengers.*
- 2. That Council approaches Sydney Airport Corporation Limited to work collaboratively to provide constructive solutions to prevent local Wolli Creek Streets being utilised as a holding lot by rideshare drivers.*
- 3. That a report be brought back to the Traffic Committee on the investigation.*

There has been ongoing parking and behavioural issues caused by rideshare drivers in the Wolli Creek area, where on-street parking is already limited, as drivers wait to access the Sydney Airport International (T1) terminal precinct. Drivers commonly park across driveways, double park or illegally park while waiting to receive a trip request.

Council has been undertaking targeted enforcement of the Wolli Creek area in an attempt to minimise the illegal parking behaviours of rideshare drivers. Over 2,200 fines have been issued thus far in 2024 in the period up to 30 July for the streets in Wolli Creek impacted by rideshare drivers.

Council has met with Sydney Airport Corporation Limited (SACL) and followed up with written correspondence. The reply from SACL is attached to this report.

SACL have indicated that discussions with rideshare operators are at an advanced stage and they expect a solution to the issues raised to be announced shortly. It is anticipated this will be in the form of a specific waiting area for rideshare drivers within the terminal precinct (Sydney Airport Land), which will alleviate issues in Wolli Creek. The Sydney Gateway project is due for completion in late 2024 which will allow for an area to be allocated.

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### Financial Implications

Not applicable   
Included in existing approved budget   
Additional funds required

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### Community Strategic Plan

Theme One – In 2032 Bayside will be a vibrant place   
Theme Two – In 2032 Our people will be connected in a creative City   
Theme Three – In 2032 Bayside will be green, resilient and sustainable   
Theme Four – In 2032 Bayside will be a prosperous community

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### Risk Management – Risk Level Rating

No risk   
Low risk   
Medium risk   
High risk   
Very High risk   
Extreme risk

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### Community Engagement

N/A

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### Attachments

Letter from Scott Charlton to Bayside Mayor Cr Bill Saravinovski [↓](#)

Sydney Airport Corporation Limited  
ACN 082 578 809

The Nigel Love Building, 10 Arrivals Court, Locked Bag 5000  
Sydney International Airport, NSW 2020 Australia

T +61 2 9667 9111

# SYD

11 July 2024

Councillor Bill Saravinovski  
Mayor  
Bayside Council  
PO Box 21  
ROCKDALE NSW 2216

Via email: [mayor@bayside.nsw.gov.au](mailto:mayor@bayside.nsw.gov.au)

Dear Councillor Saravinovski

**Re: Rideshare arrangements at Sydney Airport**

Thank you for your recent letter concerning the inappropriate use of local residential streets in Wollie Creek by rideshare operators. This followed on from the discussion we had when I met with yourself, other councillors and council's General Manager on 28 June 2024.

I understand that the General Manager and council officers also subsequently met with our Senior Adviser Government and Community Relations, Ted Plummer, to discuss this and other council-related matters.

As I indicated during our meeting, the behaviour of some rideshare operators in the Wollie Creek area is clearly appalling and council and local residents rightly want the matter resolved. It is clearly unacceptable for so many operators to park in residential areas (where on-street parking is already scarce), to park across residents' driveways or car park entrances and, for some at least, to engage in anti-social activities such as those described at our meeting.

I can assure you, other councillors and Wollie Creek residents that Sydney Airport is working to resolve this problem as soon as possible. Discussions with rideshare operators are at an advanced stage and we expect there to be a solution to the problem announced shortly. That solution will likely involve some onsite work to be completed before it becomes operational.

I anticipate that the solution in our International (T1) terminal precinct will be very similar to the solution we successfully introduced in our Domestic (T2/T3) terminal precinct in December 2023. That involved identifying a specific waiting area for rideshare operators within the terminal precinct itself. This in turn would reduce and I would hope eliminate altogether the problem in Wollie Creek.

As soon as we have finalised discussions with relevant stakeholders, I will contact you again.

Yours sincerely



**Scott Charlton**  
Chief Executive Officer

**Sydney Airport**

**Bayside Traffic Committee****14/08/2024**

Item No	BTC24.131
Subject	<b>Teralba Road, Brighton-Le-Sands - Proposed closure and angle parking</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8612
Electorate	Rockdale

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**Summary**

Council has received plans from Transport for NSW (TfNSW) for the proposed closure of Teralba Road at the intersection of The Grand Parade, Brighton-Le-Sands to allow for the installation of angled parking bays. The proposal is no longer being carried out by TfNSW, however Council wishes to continue with the proposal. This report is seeking in-principle support of the concept plans.

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**Officer Recommendation**

That the proposed closure of Teralba Road, Brighton Le Sands at the intersection of The Grand Parade, Brighton-Le-Sands and installation of angle parking be supported in principle.

---

**Background**

In late 2022 TfNSW engaged with Council and the broader community of Brighton-Le-Sands for proposed Access and Place Improvements on The Grand Parade.

Key components of the proposal was the extended use of the existing third lane on The Grand Parade for traffic and goods on this state road corridor - which carries up to 71,000 vehicles a day. The proposed change included the addition of a further 54 new timed parking spaces, which would create up to 505 more parking opportunities for locals, customers or beach goers through the day near businesses in Brighton Le-Sands and Sans Souci. In the evenings, outside of the proposed clearway hours and during the busiest periods for parking, it was proposed to add an additional 29 parking spaces in Brighton Le-Sands and 6 in Sans Souci.

Following engagement with Council and the community, taking into consideration the new M6 that should ease pressure on The Grand Parade, particularly during peak periods, TfNSW decided not to proceed with the proposed clearway restrictions and in turn the proposed works to create additional parking spaces in the Brighton-Le-Sands and Sans Souci area.

Council has expressed a desire to proceed with the plans to increase the availability of on-street parking in the Brighton-Le-Sands and Sans Souci area and is therefore seeking in principle support to continue with the plans for Teralba Road, developed by TfNSW.

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## Financial Implications

- |                                      |                                     |  |
|--------------------------------------|-------------------------------------|--|
| Not applicable                       | <input type="checkbox"/>            |  |
| Included in existing approved budget | <input checked="" type="checkbox"/> | 102263 – Teralba Road Closure & Additional Parking |
| Additional funds required            | <input type="checkbox"/>            |  |
- 

## Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input checked="" type="checkbox"/> |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input type="checkbox"/>            |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input type="checkbox"/>            |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input checked="" type="checkbox"/> |
- 

## Risk Management – Risk Level Rating

- |                |                                     |
|----------------|-------------------------------------|
| No risk        | <input type="checkbox"/>            |
| Low risk       | <input type="checkbox"/>            |
| Medium risk    | <input type="checkbox"/>            |
| High risk      | <input checked="" type="checkbox"/> |
| Very High risk | <input type="checkbox"/>            |
| Extreme risk   | <input type="checkbox"/>            |
- 

## Community Engagement

Extensive community consultation will be undertaken as part of the next stage of this project to progress the proposed road closure, which would need further approval from TfNSW.

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## Attachments

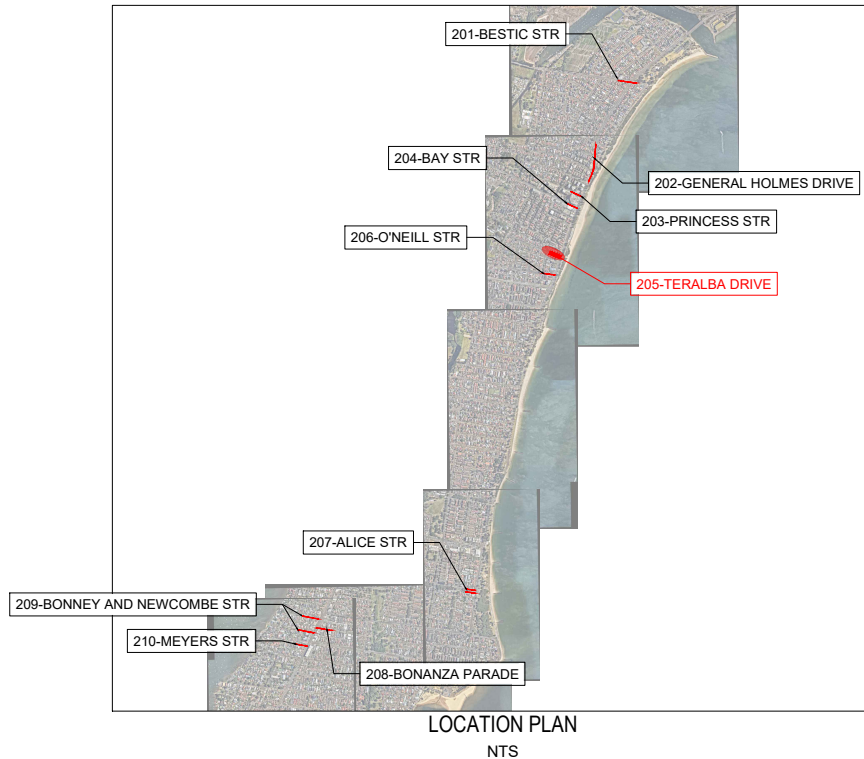
Teralba Road, Brighton Le Sands - TfNSW Plans [↓](#)

# BAYSIDE COUNCIL

## SANS SOUCI TO KYEEMAGH

### THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT

#### 205 - TERALBA ROAD 100% DETAIL DESIGN



STAGE 2 - 205 - TERALBA ROAD	
DRAWING NUMBER	DRAWING DESCRIPTION
520212-AURC-00009-CV-DRG-205000	COVER SHEET AND DRAWING LIST
520212-AURC-00009-CV-DRG-205001	GENERAL NOTES
520212-AURC-00009-CV-DRG-205002	GENERAL ARRANGEMENT AND SETTING OUT PLAN
520212-AURC-00009-CV-DRG-205004	TYPICAL CROSS SECTION
520212-AURC-00009-CV-DRG-205005	LONGITUDINAL SECTION
520212-AURC-00009-CV-DRG-205006	LONGITUDINAL SECTION
520212-AURC-00009-CV-DRG-205007	LONGITUDINAL SECTION
520212-AURC-00009-CV-DRG-205008	LONGITUDINAL SECTION
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520212-AURC-00009-CV-DRG-205010	CROSS SECTIONS
520212-AURC-00009-CV-DRG-205011	CROSS SECTIONS
520212-AURC-00009-CV-DRG-205020	COMBINED SERVICES PLAN
520212-AURC-00009-SD-DRG-205030	STORMWATER DRAINAGE PLAN
520212-AURC-00009-SD-DRG-205031	STORMWATER DRAINAGE LONGITUDINAL SECTION AND DETAILS
520212-AURC-00009-PV-DRG-205040	PAVEMENT PLAN
520212-AURC-00009-PV-DRG-205041	PAVEMENT DETAILS
520212-AURC-00009-CV-DRG-205060	VEHICLES TURNING PATHS PLAN

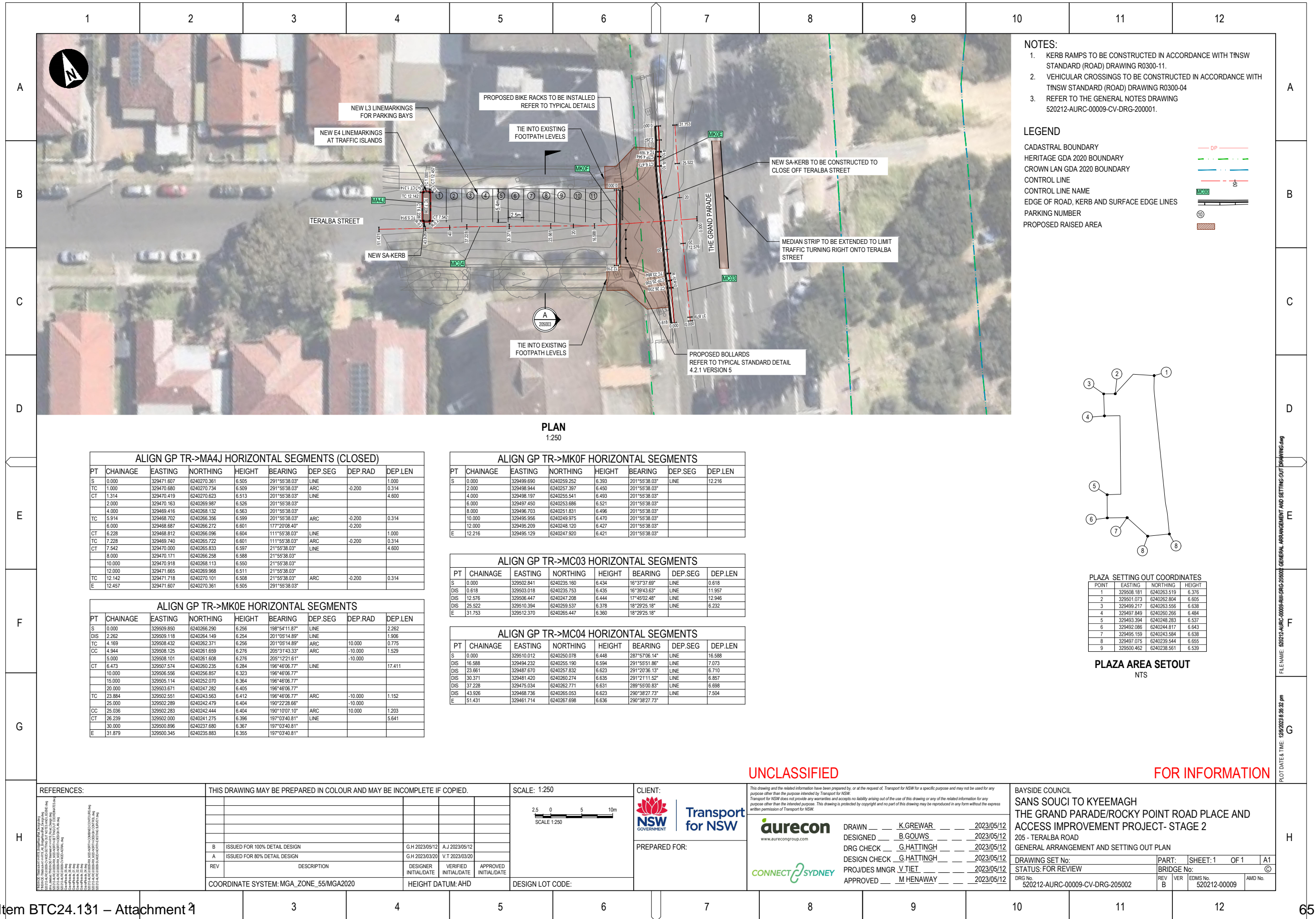
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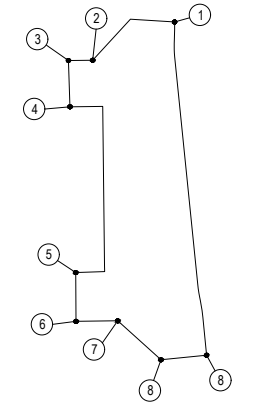
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A	<p><b>GENERAL</b></p> <ol style="list-style-type: none"> <li>THE INFORMATION CONTAINED IN THESE DRAWINGS PRODUCED BY AURECON IS SOLELY FOR THE USE OF TRANSPORT FOR NSW FOR THE PURPOSE FOR WHICH IT HAS BEEN PREPARED. AURECON AUSTRALIA PTY LTD UNDERTAKES NO DUTY TO OR ACCEPTS NO RESPONSIBILITY TO ANY THIRD PARTY WHO MAY RELY UPON THIS DOCUMENT.</li> <li>ALL WORKS SHALL BE PERFORMED IN ACCORDANCE WITH TNSW STANDARD DRAWINGS AND SPECIFICATIONS UNLESS OTHERWISE SHOWN.</li> <li>ANY DISCREPANCIES OR OMISSIONS FROM THESE DOCUMENTS SHALL BE REFERRED TO AURECON FOR CLARIFICATION AND APPROVED BY TNSW.</li> <li>ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL CHAINAGES AND LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.</li> <li>ALL DIMENSIONS RELEVANT TO SETTING OUT OR OFF-SITE WORK SHALL BE VERIFIED BY THE CONTRACTOR BEFORE CONSTRUCTION AND FABRICATION HAS COMMENCED.</li> <li>DO NOT SCALE FROM DRAWINGS.</li> <li>ORIGIN OF LEVELS - AHD COORDINATES TO MGA20 - MAP GRID AUSTRALIA 2020.</li> <li>WHERE A PROPRIETARY ITEM (OR EQUIVALENT) IS SPECIFIED, AND AN EQUIVALENT ITEM IS PROPOSED, THE CONTRACTOR SHALL PROVIDE MANUFACTURERS SPECIFICATIONS FOR BOTH PRODUCTS TO TNSW FOR APPROVAL AND DEMONSTRATE THAT THE PRODUCT PERFORMANCE IS EQUIVALENT OR BETTER, PRIOR TO USE.</li> <li>ALL PROPRIETARY PRODUCTS ARE TO BE INSTALLED FIXED AND TESTED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.</li> <li>DURING CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE STRUCTURES AND EXCAVATIONS ARE MAINTAINED IN A SAFE AND STABLE CONDITION AT ALL TIME AND NO PART IS TO BE OVERSTRESSED. THE CONTRACTOR SHALL DEVELOP WORK METHOD STATEMENTS FOR ALL ERECTION OF STRUCTURAL STEEL/FORMWORK/DEMOLITION/EXCAVATION/TILT PANELS ETC. AND PROVIDE TEMPORARY WORKS SUCH AS BRACING, PROPPING AND SHORING ETC. TO KEEP THE WORKS AND EXCAVATIONS STABLE AND FREE FROM WATER AT ALL TIMES. THE CONTRACTOR IS TO ENGAGE A STRUCTURAL ENGINEER TO DESIGN AND CERTIFY THE TEMPORARY WORKS.</li> </ol> <p><b>UTILITY SERVICES</b></p> <ol style="list-style-type: none"> <li>THESE DRAWINGS SHALL TO BE READ IN CONJUNCTION WITH ALL PUBLIC OR PRIVATE SERVICE PROVIDER DRAWINGS, INCLUDING BUT NOT LIMITED TO: <ul style="list-style-type: none"> <li>JEMENA DRAWINGS</li> <li>AUSGRID DRAWINGS</li> <li>NBN DRAWINGS</li> <li>SYDNEY WATER DRAWINGS</li> <li>TNSW SIGNAL PLAN DRAWINGS</li> <li>TELSTRA, OPTUS, AND TPG DRAWINGS</li> <li>SYDNEY TRAINS DRAWINGS</li> </ul> </li> <li>EXISTING UTILITIES SHOWN ON DRAWINGS ARE INDICATIVE ONLY AND MAY NOT INCLUDE ALL SERVICES PRESENT. AURECON TAKES NO RESPONSIBILITY FOR THE UTILITY INFORMATION AS SHOWN ON THESE DRAWINGS.</li> <li>IT IS THE CONTRACTORS RESPONSIBILITY TO LIAISE WITH EACH UTILITY SERVICE PROVIDER ON SITE, TO LOCATE AND IDENTIFY THE SIZE, POSITION, LINE AND LEVEL OF ALL UTILITY SERVICES IN BOTH PUBLIC AND PRIVATE LAND, PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.</li> <li>THE CONTRACTOR MUST TAKE EVERY PRECAUTION TO PROTECT EXISTING AND NEW UTILITY SERVICES THROUGH THE COURSE OF THE CONTRACT.</li> <li>ALL WORKS INVOLVING UTILITY SERVICES TO BE UNDERTAKEN TO THE SATISFACTION OF THE UTILITY SERVICE PROVIDER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ENGAGING WITH THE UTILITY SERVICE PROVIDER, THE EXECUTION OF THE WORK TO THEIR REQUIREMENTS AND PROCUREMENT OF APPROVALS FOR WORKS UNDERTAKEN.</li> <li>ALL WORKS INVOLVING UTILITY SERVICES MUST ONLY BE UNDERTAKEN USING PLANS APPROVED BY THE UTILITY SERVICE PROVIDER.</li> <li>ALL SERVICE PIT COVERS AND MARKERS ARE TO BE PLACED IN ACCORDANCE WITH THE LOCATIONS AS SHOWN ON THE PUBLIC DOMAIN DRAWINGS, AND IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATION.</li> <li>ALL SERVICE PIT COVERS TO BE PLACED AT FINISHED SURFACE LEVELS TO MATCH THE PROPOSED LONGITUDINAL AND CROSS FALL GRADES OF THE FOOTPATH OR ROADWAY IT IS CONTAINED WITHIN.</li> <li>NO PIPE OR TRENCH SHALL BE LOCATED WITHIN THE ZONE OF INFLUENCE (1V:2H) OF A FOOTING.</li> <li>"WORKS AS CONSTRUCTED" SURVEY ON ALL UTILITY WORK SHALL BE RECORDED PRIOR TO ANY BACKFILLING.</li> <li>MAJOR OPTUS CABLES - OPTUS REPRESENTATIVE SHALL BE ON SITE WHEN EXCAVATION IS WITHIN 3m OF OPTUS CABLES.</li> <li>AUSGRID TRANSMISSION CABLES - AUSGRID SUPERVISOR SHALL BE ON SITE WHEN EXCAVATION IS WITHIN 2m OF TRANSMISSION CABLES.</li> <li>JEMENA GAS - JEMENA SUPERVISOR SHALL BE ON SITE WHEN EXCAVATION IS UNDERTAKEN AS REQUIRED BY JEMENA SPECIFICATIONS.</li> </ol> <p><b>SURVEY NOTES</b></p> <ol style="list-style-type: none"> <li>THE FOLLOWING SURVEY DATA HAS BEEN ADOPTED FOR THE PURPOSE OF DESIGN: - PROVIDED BY CONNECT SYDNEY</li> <li>THE SURVEY INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN. AURECON DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THE SURVEY BASE OR ITS SUITABILITY AS A BASIS FOR CONSTRUCTION DRAWINGS. SHOULD DISCREPANCIES BE ENCOUNTERED DURING CONSTRUCTION BETWEEN THE SURVEY DATA AND ACTUAL FIELD DATA, CONTACT THE PRINCIPAL'S REPRESENTATIVE.</li> <li>CONTRACTOR TO VERIFY SURVEY AND SETOUT INFORMATION PRIOR TO CONSTRUCTION.</li> </ol> <p><b>CITY OF SYDNEY STANDARD DRAWINGS</b></p> <table border="1"> <thead> <tr> <th>REFERENCE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td>1.1 SERIES</td><td>KERB &amp; GUTTER</td></tr> <tr><td>2.1 SERIES</td><td>FOOTWAYS - GENERAL FOOTPATH</td></tr> <tr><td>2.2 SERIES</td><td>FOOTWAYS - GRANITE PAVING</td></tr> <tr><td>2.3 SERIES</td><td>FOOTWAYS - CONCRETE UNIT PAVING</td></tr> <tr><td>2.4 SERIES</td><td>FOOTWAYS - BRICK PAVING</td></tr> <tr><td>2.5 SERIES</td><td>FOOTWAYS - ASPHALT PAVING</td></tr> <tr><td>2.6 SERIES</td><td>FOOTWAYS - CONCRETE PAVING</td></tr> <tr><td>2.7 SERIES</td><td>TGSIs</td></tr> <tr><td>2.8.1</td><td>CONTINUOUS FOOTPATH TREATMENTS</td></tr> <tr><td>3.1 SERIES</td><td>ROAD PAVEMENTS</td></tr> <tr><td>3.2 SERIES</td><td>PCTC</td></tr> <tr><td>4.1 - 4.5 SERIES</td><td>STREET FURNITURE</td></tr> <tr><td>5.1 SERIES</td><td>STREET LIGHTING</td></tr> <tr><td>6.1 - 6.3 SERIES</td><td>ROAD SIGNAGE AND PAVEMENT MARKINGS</td></tr> <tr><td>7.1 SERIES</td><td>STORMWATER DRAINAGE - PITS AND PIPES</td></tr> <tr><td>7.2 SERIES</td><td>STORMWATER DRAINAGE - RAINGARDENS</td></tr> <tr><td>8.1 SERIES</td><td>SURVEY MARKS - PERMANENT SURVEY MARKS</td></tr> <tr><td>9.1 SERIES</td><td>PAVEMENT RESTORATIONS</td></tr> </tbody> </table>											REFERENCE	DESCRIPTION	1.1 SERIES	KERB & GUTTER	2.1 SERIES	FOOTWAYS - GENERAL FOOTPATH	2.2 SERIES	FOOTWAYS - GRANITE PAVING	2.3 SERIES	FOOTWAYS - CONCRETE UNIT PAVING	2.4 SERIES	FOOTWAYS - BRICK PAVING	2.5 SERIES	FOOTWAYS - ASPHALT PAVING	2.6 SERIES	FOOTWAYS - CONCRETE PAVING	2.7 SERIES	TGSIs	2.8.1	CONTINUOUS FOOTPATH TREATMENTS	3.1 SERIES	ROAD PAVEMENTS	3.2 SERIES	PCTC	4.1 - 4.5 SERIES	STREET FURNITURE	5.1 SERIES	STREET LIGHTING	6.1 - 6.3 SERIES	ROAD SIGNAGE AND PAVEMENT MARKINGS	7.1 SERIES	STORMWATER DRAINAGE - PITS AND PIPES	7.2 SERIES	STORMWATER DRAINAGE - RAINGARDENS	8.1 SERIES	SURVEY MARKS - PERMANENT SURVEY MARKS	9.1 SERIES	PAVEMENT RESTORATIONS	A
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C	<p><b>SITWORKS</b></p> <ol style="list-style-type: none"> <li>THE CONTRACTOR TO MAKE SMOOTH CONNECTION TO ANY EXISTING WORKS.</li> <li>ON COMPLETION OF THE WORKS, THE CONTRACTOR MUST RESTORE OR REINSTATE ANY AREAS, STRUCTURES, PAVEMENTS OR UTILITY SERVICES DAMAGED OR DIRTIED DURING THE CONSTRUCTION, TO THE SATISFACTION OF CoS AND TNSW. ALL TRENCH BACKFILL MATERIAL SHALL BE COMPACTED TO THE SAME DENSITY AS THE ADJACENT MATERIAL.</li> <li>ALL SERVICE TRENCHES UNDER VEHICULAR PAVEMENTS SHALL BE BACKFILLED IN ACCORDANCE WITH CoS STANDARD DRAWINGS.</li> <li>ASPHALTIC CONCRETE SHALL CONFORM TO RMS QA SPECIFICATION R116</li> <li>ALL BASECOURSE MATERIAL SHALL BE IGNEOUS ROCK QUARRIED MATERIAL TO COMPLY WITH RMS QA SPECIFICATION 3051 - GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS, COMPACTED TO 98% MODIFIED DENSITY IN ACCORDANCE WITHAS1289 5.2.1. FREQUENCY OF COMPACTION TESTING TO BE NO LESS THAN 1 TEST PER 50m2 OF BASECOURSE MATERIAL PLACED.</li> <li>ALL SUBBASECOURSE MATERIAL SHALL BE IGNEOUS ROCK QUARRIED MATERIAL TO COMPLY WITH RMS QA SPECIFICATION 3051 - GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS, COMPACTED TO 95% MODIFIED DENSITY IN ACCORDANCE WITHAS1289 5.2.1. FREQUENCY OF COMPACTION TESTING TO BE NO LESS THAN 1 TEST PER 50m2 OF BASECOURSE MATERIAL PLACED.</li> <li>THE USE OF RECYCLED MATERIALS IS ENCOURAGED BY CoS AND TNSW. IF THE CONTRACTOR INTENDS TO USE RECYCLED MATERIALS, A RECYCLED MATERIAL COMPLYING WITH RMS QA SPECIFICATION 3051 - GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS WILL BE CONSIDERED, SUBJECT TO MATERIAL SAMPLES AND APPROPRIATE CERTIFICATIONS BEING PROVIDED TO THE SATISFACTION OF CoS.</li> <li>THE CONTRACTOR IS TO CONTINUE TO PROVIDE CERTIFICATION FOR ALL RECYCLED MATERIALS DURING THE COURSE OF CONSTRUCTION, AND WHERE MATERIAL THAT DOES NOT COMPLY, THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT WITH A SUITABLY COMPLIANT MATERIAL AT THEIR OWN COST.</li> <li>SHOULD THE CONTRACTOR WISH TO USE A RECYCLED PRODUCT, THE INTENT SHALL BE CLEARLY INDICATED IN THEIR TENDER AND THE PRICE DIFFERENCE BETWEEN AN IGNEOUS PRODUCT AND A RECYCLED PRODUCT SHALL BE CLEARLY NOTED.</li> <li>ANY EXCAVATION OR SAW CUTTING OF THE ROAD SURFACE SHALL BE REINSTATED WITH APPROPRIATE WATERPROOFING BY THE CONTRACTOR.</li> </ol> <p><b>KERB NOTES</b></p> <ol style="list-style-type: none"> <li>FOR STANDARDS KERB DRAWING DETAILS TO THE CITY OF SYDNEY STANDARDS DRAWINGS - C1 - KERB AND GUTTER.</li> </ol> <p><b>STORMWATER DRAINAGE</b></p> <ol style="list-style-type: none"> <li>CARE IS TO BE TAKEN WITH LEVELS OF STORMWATER LINES. GRADES SHOWN ARE NOT TO BE REDUCED WITHOUT APPROVAL.</li> <li>GRATES AND COVERS SHALL CONFORM TO CITY OF SYDNEY SPECIFICATION (B10).</li> <li>AT ALL TIMES DURING CONSTRUCTION, ADEQUATE SAFETY PROCEDURES SHALL BE TAKEN TO PREVENT PERSONNEL FROM FALLING INTO PITS AND OPEN TRENCHES.</li> <li>ALL EXISTING STORMWATER DRAINAGE LINES AND PITS THAT ARE TO REMAIN, AND ANY PART OF THAT SYSTEM IDENTIFIED AS WARRANTING REPAIR SHALL BE REPORTED TO CoS FOR FURTHER DIRECTION.</li> <li>CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT PIPES FROM DAMAGE DUE TO HEAVY CONSTRUCTION LOADING. CONTRACTOR TO UNDERTAKE PRE AND POST CONSTRUCTION CCTV INSPECTIONS FOR ALL PIPELINES IMPACTED BY THE WORKS, AND TO BE PROVIDED TO CITY OF SYDNEY FOR ACCEPTANCE PRIOR TO HAND-OVER.</li> <li>THE CONTRACTOR IS TO MANAGE AND STAGE CONSTRUCTION WORKS, INCLUDING PROVIDING TEMPORARY DIVERSION WORKS, IF NECESSARY, TO ENSURE ANY EXISTING DRAINAGE SYSTEM IS ABLE TO PERFORM TO ITS CURRENT STANDARD.</li> <li>THE CONTRACTOR SHALL PROTECT THE WORKS IN PROGRESS. ANY DAMAGE TO THE WORKS IN PROGRESS, INCLUDING FROM STORMWATER FLOWS OR FLOODING, IS AT THE CONTRACTOR'S RISK.</li> </ol>											C																																						
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E	<p><b>SAFETY</b></p> <ol style="list-style-type: none"> <li>THE CONTRACTOR IS RESPONSIBLE FOR SAFETY ONSITE.</li> <li>THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL EXCAVATION WORKS IN A STABLE CONDITION, AND ENSURING NO PART SHALL BE OVERSTRESSED DURING CONSTRUCTION ACTIVITIES. PROVISION OF TEMPORARY BRACING, SHORING AND BATTERING IS BY THE CONTRACTOR AS REQUIRED TO PROVIDE A SAFE WORKING ENVIRONMENT.</li> <li>THE CONTRACTOR MUST MAKE PROVISION FOR THE SAFETY OF NORMAL VEHICULAR TRAFFIC AND PEDESTRIANS, AND OTHERS INCLUDING UNAUTHORISED INTRUDERS.</li> <li>ALL PITS, MANHOLES, PUMPSTATIONS AND OTHER CONFINED SPACES SHOULD BE FITTED WITH A CONFINED SPACE WARNING SIGN.</li> </ol> <p><b>OTHER ENVIRONMENTAL NOTES</b></p> <ol style="list-style-type: none"> <li>ACCEPTABLE RECEPTORS WILL BE PROVIDED FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHING, LIGHT WEIGHT MATERIALS AND LITTER.</li> </ol>											E																																						
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- NOTES:**
- KERB RAMPS TO BE CONSTRUCTED IN ACCORDANCE WITH TNSW STANDARD (ROAD) DRAWING R0300-11.
  - VEHICULAR CROSSINGS TO BE CONSTRUCTED IN ACCORDANCE WITH TNSW STANDARD (ROAD) DRAWING R0300-04
  - REFER TO THE GENERAL NOTES DRAWING 520212-AURC-00009-CV-DRG-200001.

**LEGEND**

- CADASTRAL BOUNDARY
- HERITAGE GDA 2020 BOUNDARY
- CROWN LAN GDA 2020 BOUNDARY
- CONTROL LINE
- CONTROL LINE NAME
- EDGE OF ROAD, KERB AND SURFACE EDGE LINES
- PARKING NUMBER
- PROPOSED RAISED AREA



**PLAZA SETTING OUT COORDINATES**

POINT	EASTING	NORTHING	HEIGHT
1	329508.181	6240263.519	6.376
2	329501.073	6240262.804	6.605
3	329496.217	6240263.595	6.638
4	329497.949	6240260.266	6.464
5	329493.394	6240248.283	6.537
6	329492.086	6240244.617	6.643
7	329495.159	6240243.584	6.638
8	329497.075	6240239.544	6.655
9	329500.462	6240238.561	6.539

**PLAZA AREA SETOUT**  
NTS

**PLAN**  
1:250

**ALIGN GP TR->MA4J HORIZONTAL SEGMENTS (CLOSED)**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.RAD	DEP.LEN
S	0.000	329471.607	6240270.361	6.505	291°55'38.03"	LINE		1.000
TC	1.000	329470.680	6240270.734	6.509	291°55'38.03"	ARC	-0.200	0.314
CT	1.314	329470.419	6240270.623	6.513	201°55'38.03"	LINE		4.600
	2.000	329470.163	6240269.987	6.526	201°55'38.03"			
	4.000	329469.416	6240268.132	6.563	201°55'38.03"			
TC	5.914	329468.702	6240266.356	6.599	201°55'38.03"	ARC	-0.200	0.314
	6.000	329468.687	6240266.272	6.601	177°20'08.40"			
CT	6.228	329468.812	6240266.096	6.604	111°55'38.03"	LINE		1.000
TC	7.228	329469.740	6240265.722	6.601	111°55'38.03"	ARC	-0.200	0.314
CT	7.542	329470.000	6240265.533	6.597	211°55'38.03"	LINE		4.600
	8.000	329470.171	6240266.258	6.588	211°55'38.03"			
	10.000	329470.918	6240268.113	6.550	211°55'38.03"			
	12.000	329471.665	6240269.968	6.511	211°55'38.03"			
TC	12.142	329471.718	6240270.101	6.508	211°55'38.03"	ARC	-0.200	0.314
E	12.457	329471.607	6240270.361	6.505	291°55'38.03"			

**ALIGN GP TR->MK0F HORIZONTAL SEGMENTS**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.LEN
S	0.000	329499.690	6240259.252	6.393	201°55'38.03"	LINE	12.216
	2.000	329498.944	6240257.397	6.450	201°55'38.03"		
	4.000	329498.197	6240255.541	6.493	201°55'38.03"		
	6.000	329497.450	6240253.686	6.521	201°55'38.03"		
	8.000	329496.703	6240251.831	6.496	201°55'38.03"		
	10.000	329495.956	6240249.975	6.470	201°55'38.03"		
	12.000	329495.209	6240248.120	6.427	201°55'38.03"		
E	12.216	329495.129	6240247.920	6.421	201°55'38.03"		

**ALIGN GP TR->MC03 HORIZONTAL SEGMENTS**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.LEN
S	0.000	329502.841	6240235.160	6.434	16°37'37.89"	LINE	0.618
DIS	0.618	329503.018	6240235.753	6.435	16°39'43.63"	LINE	11.957
DIS	12.576	329506.447	6240247.208	6.444	17°45'02.48"	LINE	12.948
DIS	25.522	329510.394	6240259.537	6.378	18°29'25.18"	LINE	6.232
E	31.753	329512.370	6240265.447	6.360	18°29'25.18"		

**ALIGN GP TR->MC04 HORIZONTAL SEGMENTS**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.LEN
S	0.000	329510.012	6240250.078	6.448	287°57'06.14"	LINE	16.588
DIS	16.588	329494.232	6240255.190	6.594	291°55'51.86"	LINE	7.073
DIS	23.661	329487.670	6240257.832	6.623	291°20'36.13"	LINE	6.710
DIS	30.371	329481.420	6240260.274	6.636	291°21'11.52"	LINE	6.857
DIS	37.228	329475.034	6240262.771	6.631	289°55'00.83"	LINE	6.698
DIS	43.926	329468.736	6240265.053	6.623	290°38'27.73"	LINE	7.504
E	51.431	329461.714	6240267.698	6.636	290°38'27.73"		

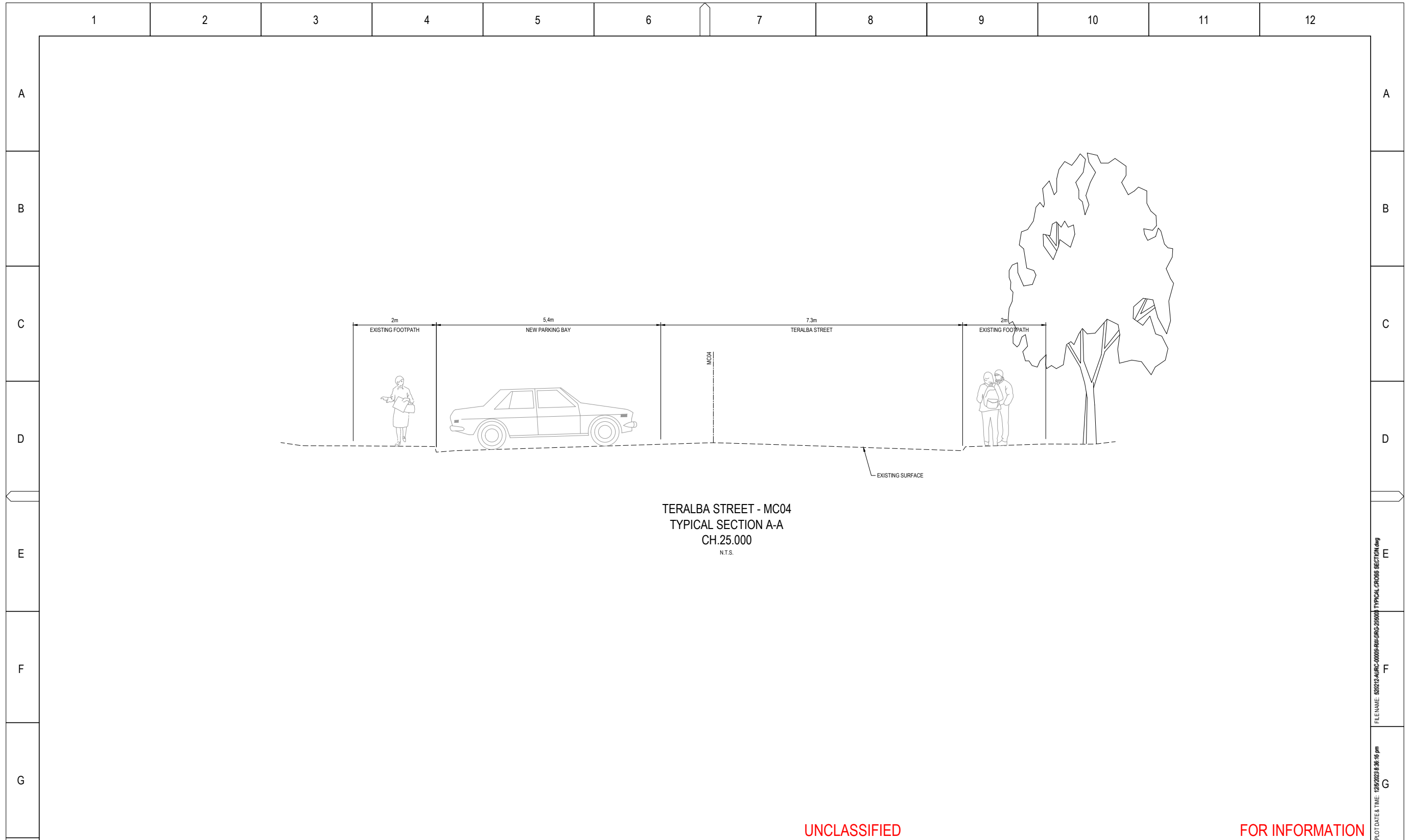
**ALIGN GP TR->MK0E HORIZONTAL SEGMENTS**

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG	DEP.RAD	DEP.LEN
S	0.000	329509.850	6240266.290	6.256	198°54'11.87"	LINE		2.262
DIS	2.262	329509.118	6240264.149	6.254	201°06'14.89"	LINE		1.906
CT	4.169	329508.432	6240262.371	6.256	201°06'14.89"	ARC	10.000	0.775
CC	4.944	329508.125	6240261.659	6.276	205°3'143.33"	ARC	-10.000	1.529
	5.000	329508.101	6240261.608	6.276	205°12'21.61"		-10.000	
CT	6.473	329507.574	6240260.235	6.284	196°46'06.77"	LINE		17.411
	10.000	329506.556	6240256.857	6.323	196°46'06.77"			
	15.000	329505.114	6240252.070	6.364	196°46'06.77"			
	20.000	329503.671	6240247.282	6.405	196°46'06.77"			
TC	23.884	329502.551	6240243.563	6.412	196°46'06.77"	ARC	-10.000	1.152
	25.000	329502.289	6240242.479	6.404	190°22'28.66"		-10.000	
CC	25.036	329502.283	6240242.444	6.404	190°10'07.10"	ARC	10.000	1.203
CT	26.239	329502.000	6240241.275	6.396	197°03'40.81"	LINE		5.641
	30.000	329500.896	6240237.680	6.367	197°03'40.81"			
E	31.879	329500.345	6240235.883	6.355	197°03'40.81"			

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<p><b>REFERENCES:</b></p> <p>520212-AURC-00009-CV-DRG-200001                  520212-AURC-00009-CV-DRG-200002                  520212-AURC-00009-CV-DRG-200003                  520212-AURC-00009-CV-DRG-200004                  520212-AURC-00009-CV-DRG-200005                  520212-AURC-00009-CV-DRG-200006                  520212-AURC-00009-CV-DRG-200007                  520212-AURC-00009-CV-DRG-200008                  520212-AURC-00009-CV-DRG-200009                  520212-AURC-00009-CV-DRG-200010                  520212-AURC-00009-CV-DRG-200011                  520212-AURC-00009-CV-DRG-200012                  520212-AURC-00009-CV-DRG-200013                  520212-AURC-00009-CV-DRG-200014                  520212-AURC-00009-CV-DRG-200015                  520212-AURC-00009-CV-DRG-200016                  520212-AURC-00009-CV-DRG-200017                  520212-AURC-00009-CV-DRG-200018                  520212-AURC-00009-CV-DRG-200019                  520212-AURC-00009-CV-DRG-200020                  520212-AURC-00009-CV-DRG-200021                  520212-AURC-00009-CV-DRG-200022                  520212-AURC-00009-CV-DRG-200023                  520212-AURC-00009-CV-DRG-200024                  520212-AURC-00009-CV-DRG-200025                  520212-AURC-00009-CV-DRG-200026                  520212-AURC-00009-CV-DRG-200027                  520212-AURC-00009-CV-DRG-200028                  520212-AURC-00009-CV-DRG-200029                  520212-AURC-00009-CV-DRG-200030                  520212-AURC-00009-CV-DRG-200031                  520212-AURC-00009-CV-DRG-200032                  520212-AURC-00009-CV-DRG-200033                  520212-AURC-00009-CV-DRG-200034                  520212-AURC-00009-CV-DRG-200035                  520212-AURC-00009-CV-DRG-200036                  520212-AURC-00009-CV-DRG-200037                  520212-AURC-00009-CV-DRG-200038                  520212-AURC-00009-CV-DRG-200039                  520212-AURC-00009-CV-DRG-200040                  520212-AURC-00009-CV-DRG-200041                  520212-AURC-00009-CV-DRG-200042                  520212-AURC-00009-CV-DRG-200043                  520212-AURC-00009-CV-DRG-200044                  520212-AURC-00009-CV-DRG-200045                  520212-AURC-00009-CV-DRG-200046                  520212-AURC-00009-CV-DRG-200047                  520212-AURC-00009-CV-DRG-200048                  520212-AURC-00009-CV-DRG-200049                  520212-AURC-00009-CV-DRG-200050</p>	<p>THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.</p>	<p>SCALE: 1:250</p>	<p>CLIENT:</p>	<p>This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.</p>	<p>BAYSIDE COUNCIL                  SANS SOUCI TO KYEEMAGH                  THE GRAND PARADE/ROCKY POINT ROAD PLACE AND                  ACCESS IMPROVEMENT PROJECT- STAGE 2                  205 - TERALBA ROAD                  GENERAL ARRANGEMENT AND SETTING OUT PLAN</p>	
	<p>ISSUED FOR 100% DETAIL DESIGN</p>	<p>ISSUED FOR 80% DETAIL DESIGN</p>	<p>DESIGNER INITIAL/DATE</p>	<p>VERIFIED INITIAL/DATE</p>	<p>APPROVED INITIAL/DATE</p>	<p>DRAWN: K.GREWAR 2023/05/12                  DESIGNED: B.GOUWS 2023/05/12                  DRG CHECK: G.HATTINGH 2023/05/12                  DESIGN CHECK: G.HATTINGH 2023/05/12                  PROJ/DES MNGR: V.TIET 2023/05/12                  APPROVED: M.HENAWAY 2023/05/12</p>
	<p>COORDINATE SYSTEM: MGA_ZONE_55/MGA2020</p>	<p>HEIGHT DATUM: AHD</p>	<p>DESIGN LOT CODE:</p>	<p>PREPARED FOR:</p>	<p>DRAWING SET No: 520212-AURC-00009-CV-DRG-205002</p>	<p>PART: SHEET: 1 OF 1 A1                  STATUS: FOR REVIEW                  BRIDGE No:                  REV B VER EDMS No: 520212-00009 AMD No:</p>
	<p>FILE NAME: 520212-AURC-00009-CV-DRG-205002 GENERAL ARRANGEMENT AND SETTING OUT PLAN.dwg</p>					
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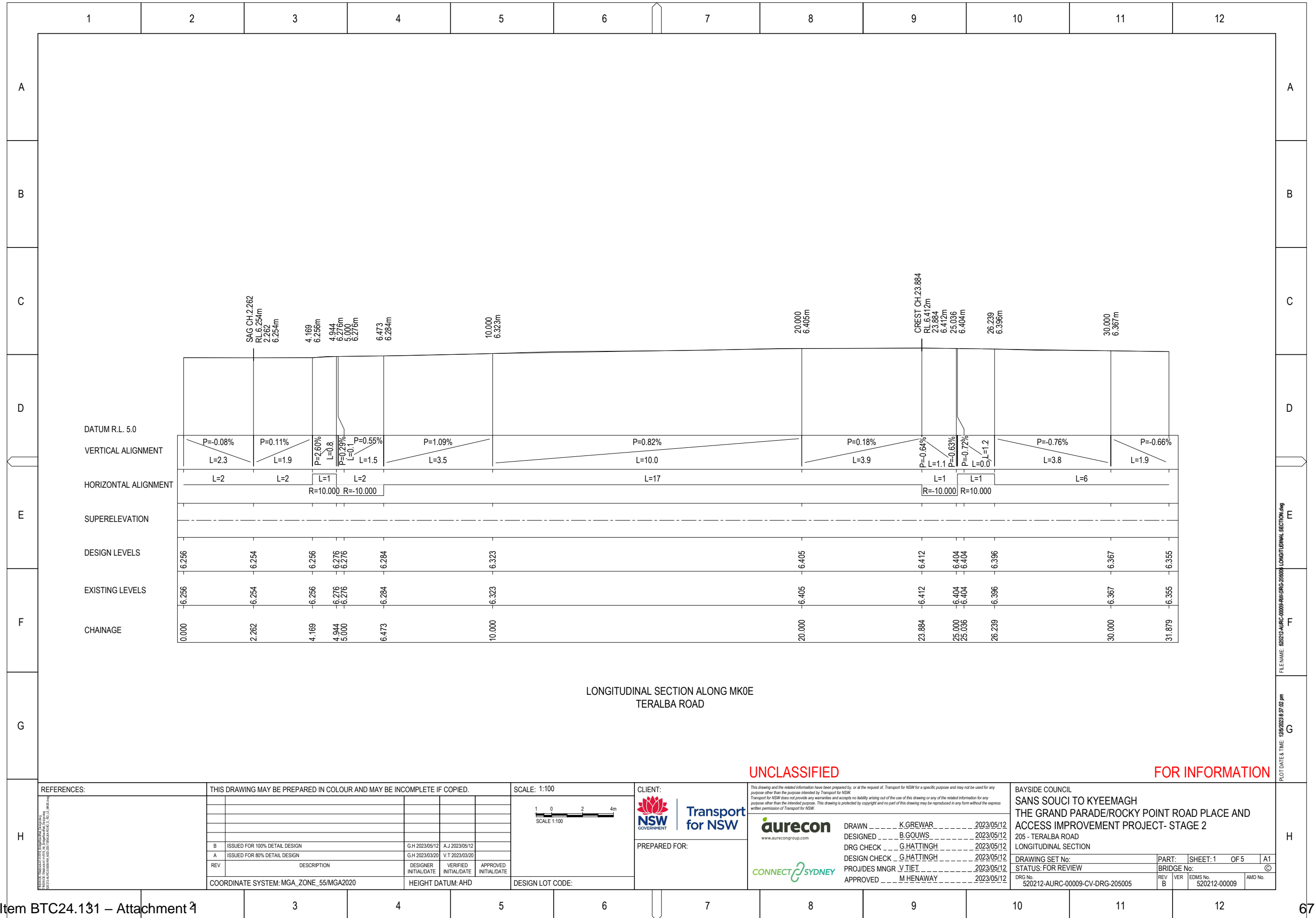


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REFERENCES:  THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.  SCALE: NOT TO SCALE  CLIENT:  PREPARED FOR:  DRAWN: K.GREWAR 2023/05/12 DESIGNED: B.GOUWS 2023/05/12 DRG CHECK: G.HATTINGH 2023/05/12 DESIGN CHECK: G.HATTINGH 2023/05/12 PROJ/DES MNGR: V.TIET 2023/05/12 APPROVED: M.HENAWAY 2023/05/12  BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT- STAGE 2 205 - TERALBA ROAD TYPICAL CROSS SECTIONS  DRAWING SET No: PART: SHEET: 1 OF 1 A1 STATUS: FOR REVIEW BRIDGE No: © DRG No: 520212-AURC-00009-CV-DRG-205003 REV B VER EDMS No: 520212-00009 AMD No:	COORDINATE SYSTEM: MGA_ZONE_55/MGA2020 HEIGHT DATUM: AHD DESIGN LOT CODE:
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	COORDINATE SYSTEM: MGA_ZONE_55/MGA2020 HEIGHT DATUM: AHD DESIGN LOT CODE:



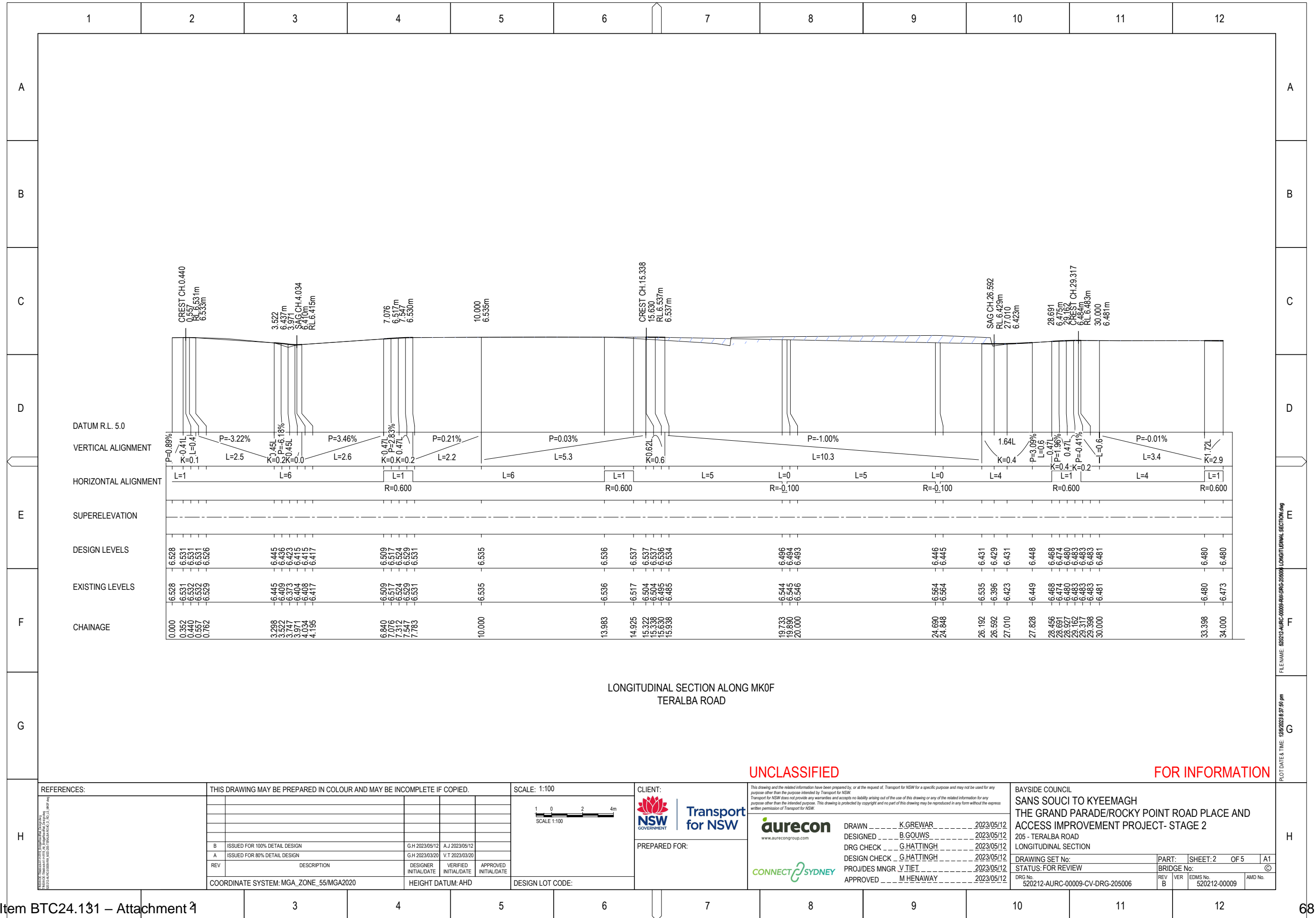


LONGITUDINAL SECTION ALONG MK0E TERALBA ROAD

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REFERENCES: THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED. SCALE: 1:100 	CLIENT: Transport for NSW	BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT- STAGE 2 LONGITUDINAL SECTION	
	PREPARED FOR: DRAWN: K.GREWAR 2023/05/12 DESIGNED: B.GOUWS 2023/05/12 DRG CHECK: G.HATTINGH 2023/05/12 DESIGN CHECK: G.HATTINGH 2023/05/12 PROJ/DES MNGR: V.TIET 2023/05/12 APPROVED: M.HENAWAY 2023/05/12		DRAWING SET No: STATUS: FOR REVIEW BRIDGE No: PART: SHEET: 1 OF 5 A1 REV B VER EDMS No. 520212-00009 AMD No.
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	B ISSUED FOR 100% DETAIL DESIGN G.H 2023/05/12 A.J 2023/05/12 A ISSUED FOR 80% DETAIL DESIGN G.H 2023/03/20 V.T 2023/03/20		DRAWN SET No: STATUS: FOR REVIEW BRIDGE No: PART: SHEET: 1 OF 5 A1 REV B VER EDMS No. 520212-00009 AMD No.

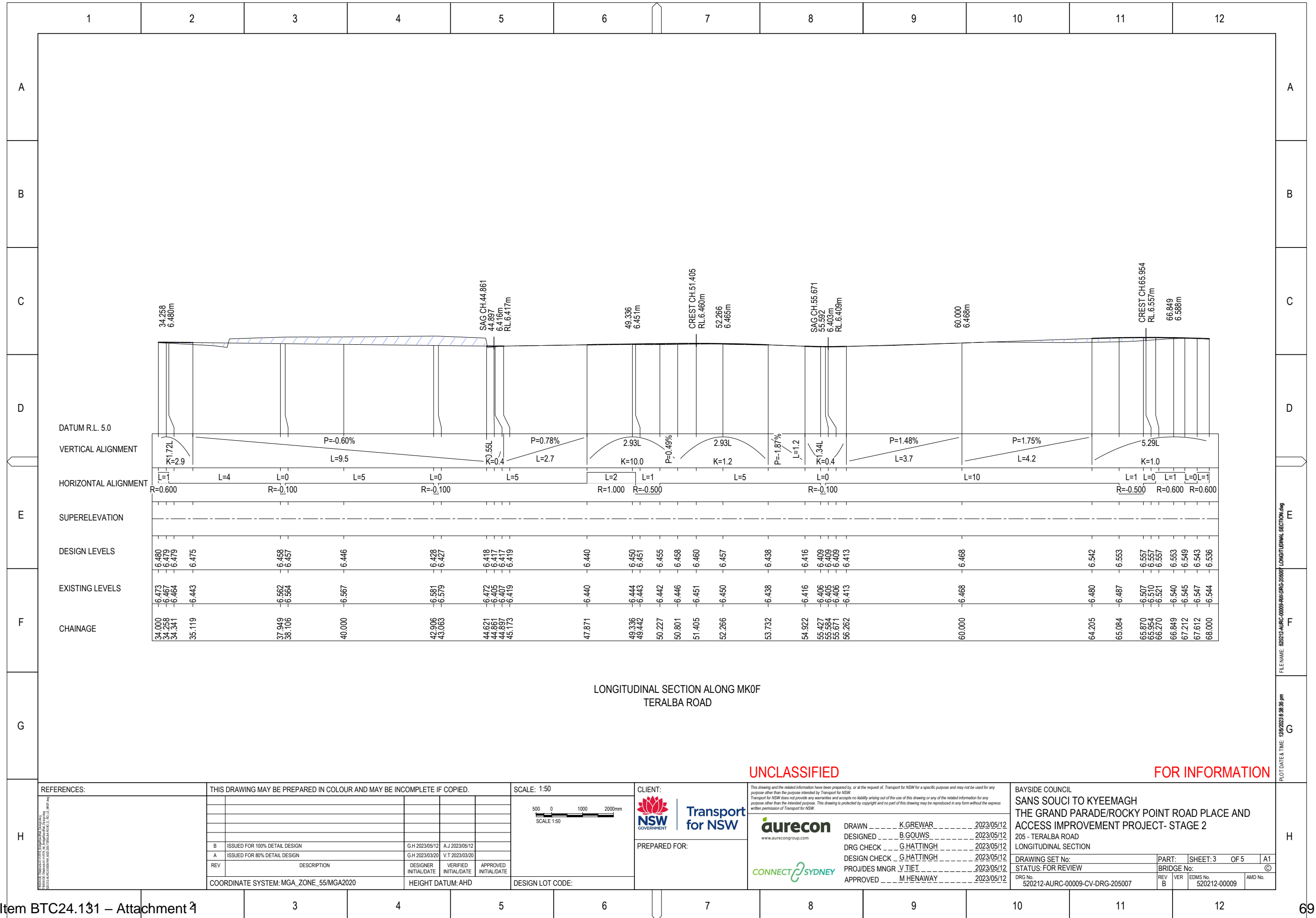


LONGITUDINAL SECTION ALONG MK0F TERALBA ROAD

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	COORDINATE SYSTEM: MGA_ZONE_55/MGA2020 HEIGHT DATUM: AHD DESIGN LOT CODE:
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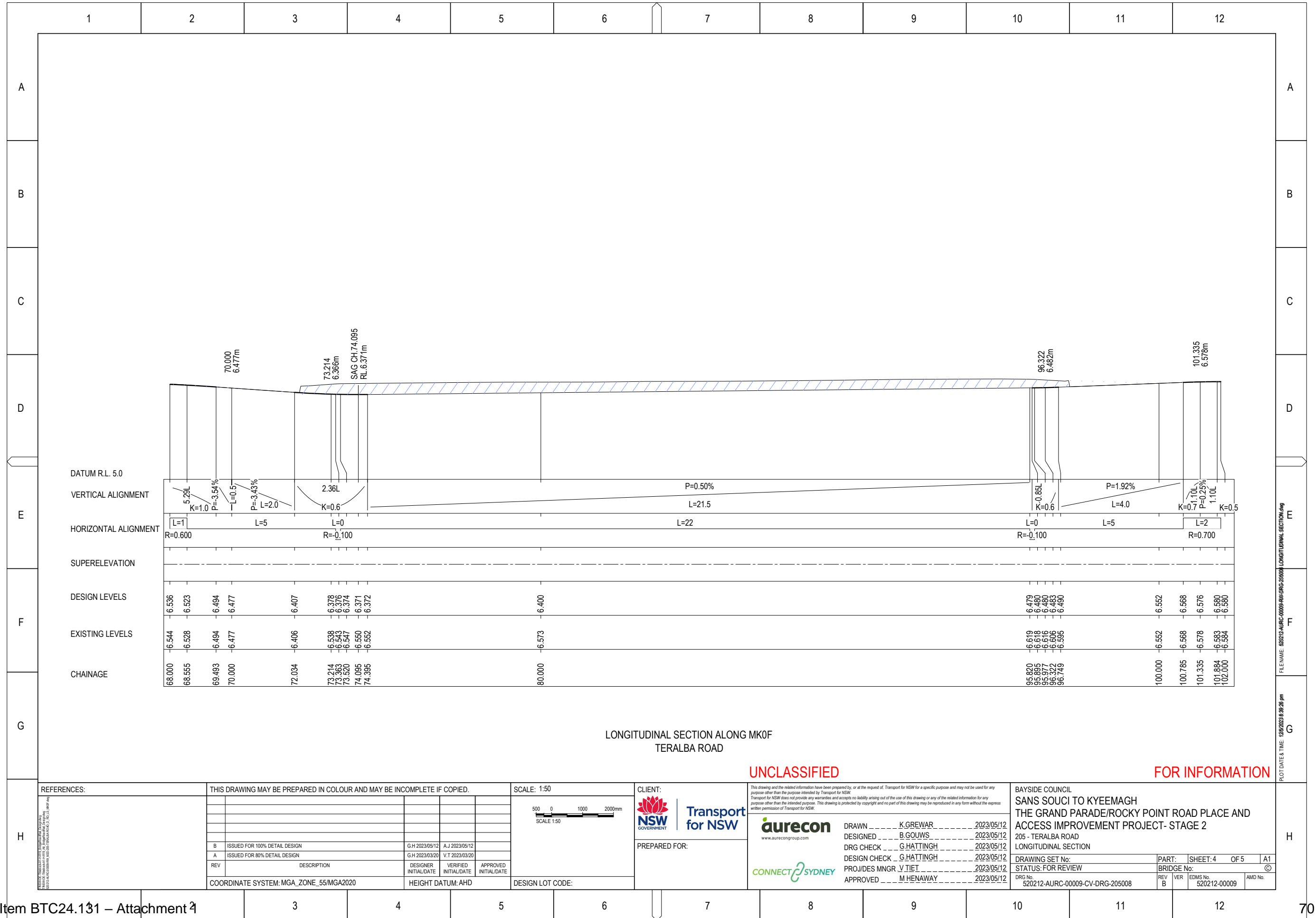
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PLOT DATE & TIME: 12/08/2024 8:29:29 pm

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	PREPARED FOR: aurecon www.aurecongroup.com			DRAWN: K.GREWAR 2023/05/12 DESIGNED: B.GOUWS 2023/05/12 DRG CHECK: G.HATTINGH 2023/05/12 DESIGN CHECK: G.HATTINGH 2023/05/12 PROJ/DES MNGR: V.TIET 2023/05/12 APPROVED: M.HENAWAY 2023/05/12
	REV: B ISSUED FOR 100% DETAIL DESIGN G.H 2023/05/12 A.J 2023/05/12 A ISSUED FOR 80% DETAIL DESIGN G.H 2023/03/20 V.T 2023/03/20			DRAWING SET No: PART: SHEET: 3 OF 5 A1 STATUS: FOR REVIEW BRIDGE No: ©
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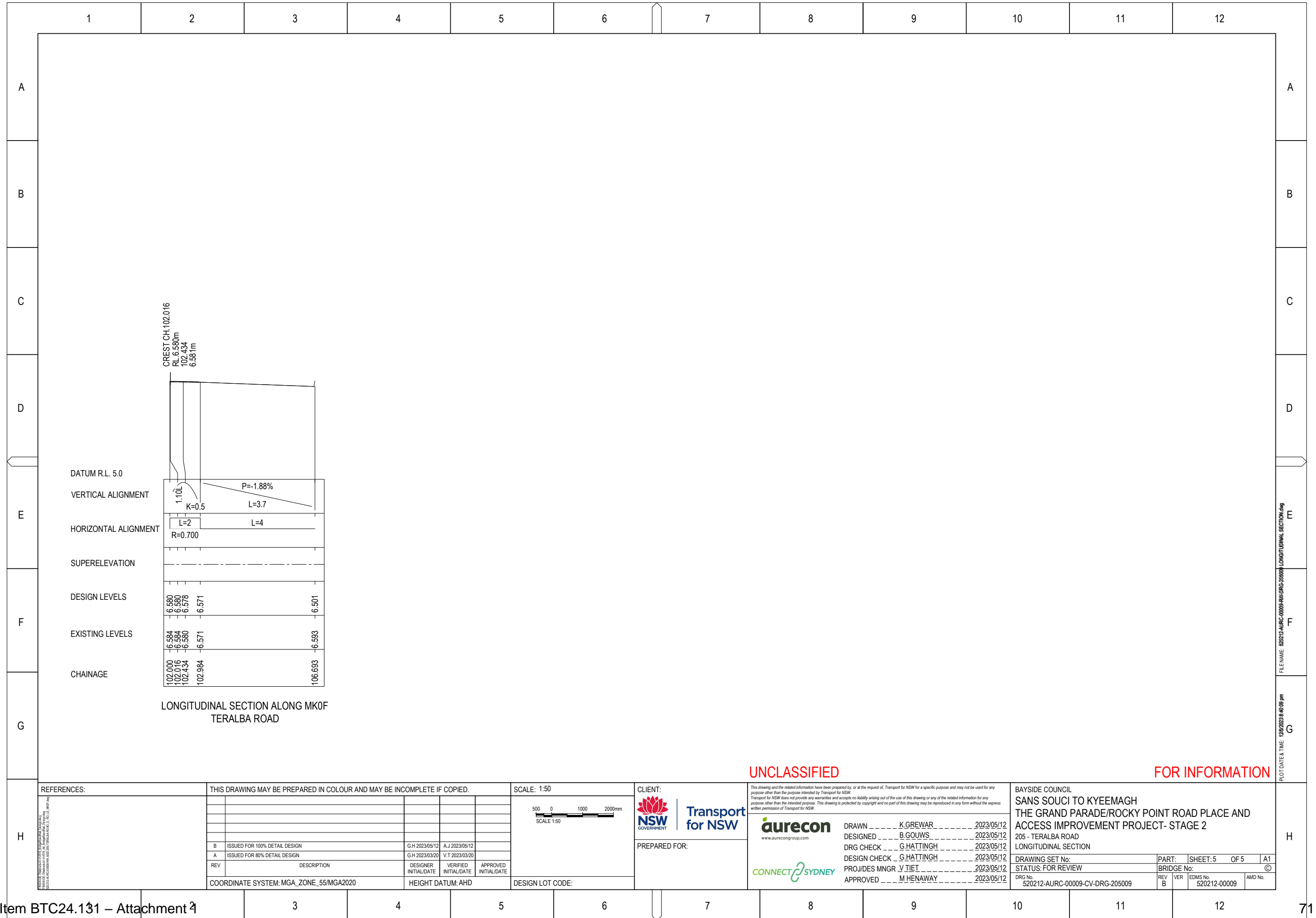


LONGITUDINAL SECTION ALONG MK0F  
TERALBA ROAD

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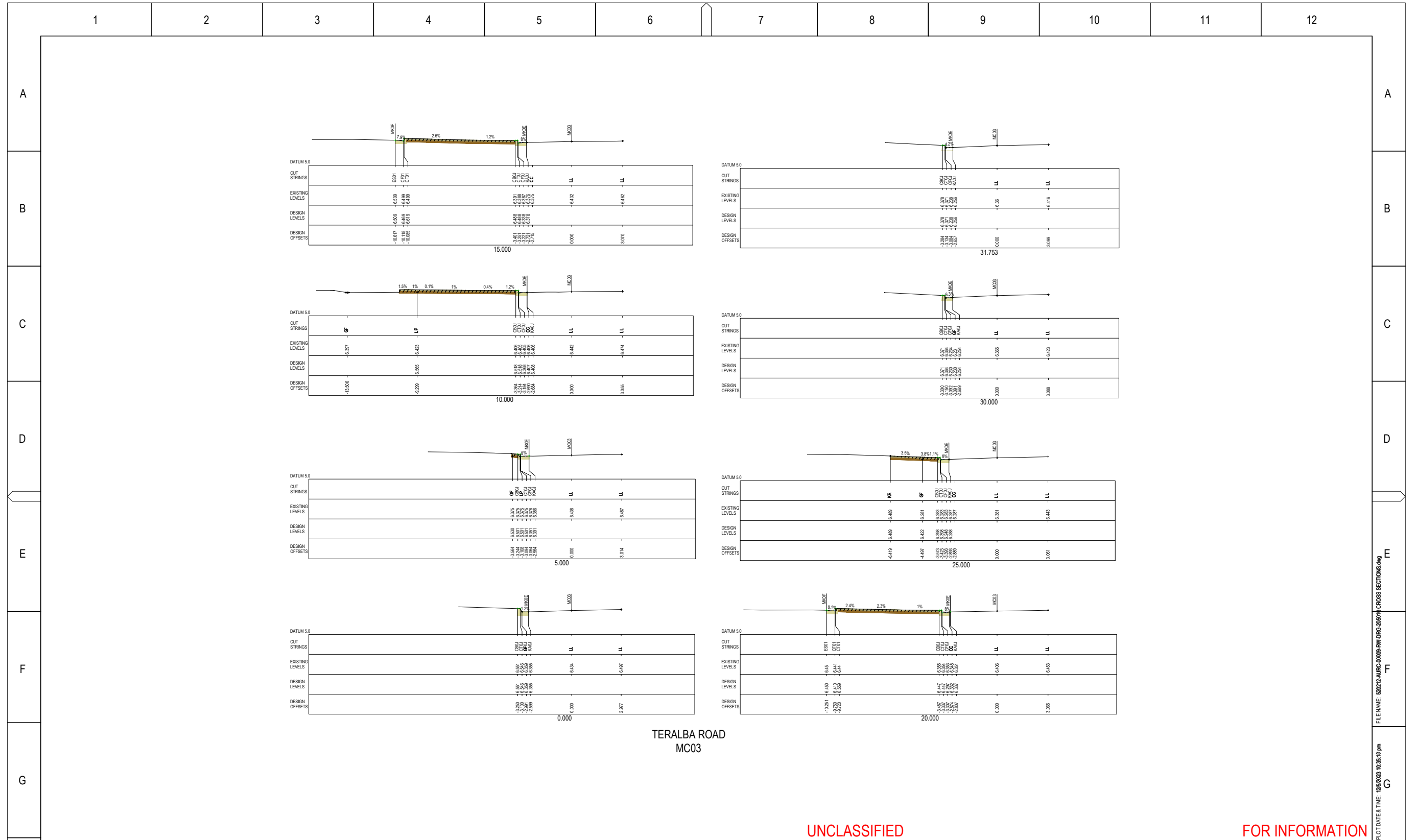


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	SCALE 1:50		NSW GOVERNMENT Transport for NSW		
	COORDINATE SYSTEM: MGA_ZONE_55/MGA2020 HEIGHT DATUM: AHD DESIGN LOT CODE:		PREPARED FOR: DRAWN: K.GREWAR DESIGNED: B.GOUWS DRG CHECK: G.HATTINGH DESIGN CHECK: G.HATTINGH PROJ/DES MNGR: V.TIET APPROVED: M.HENAWAY		
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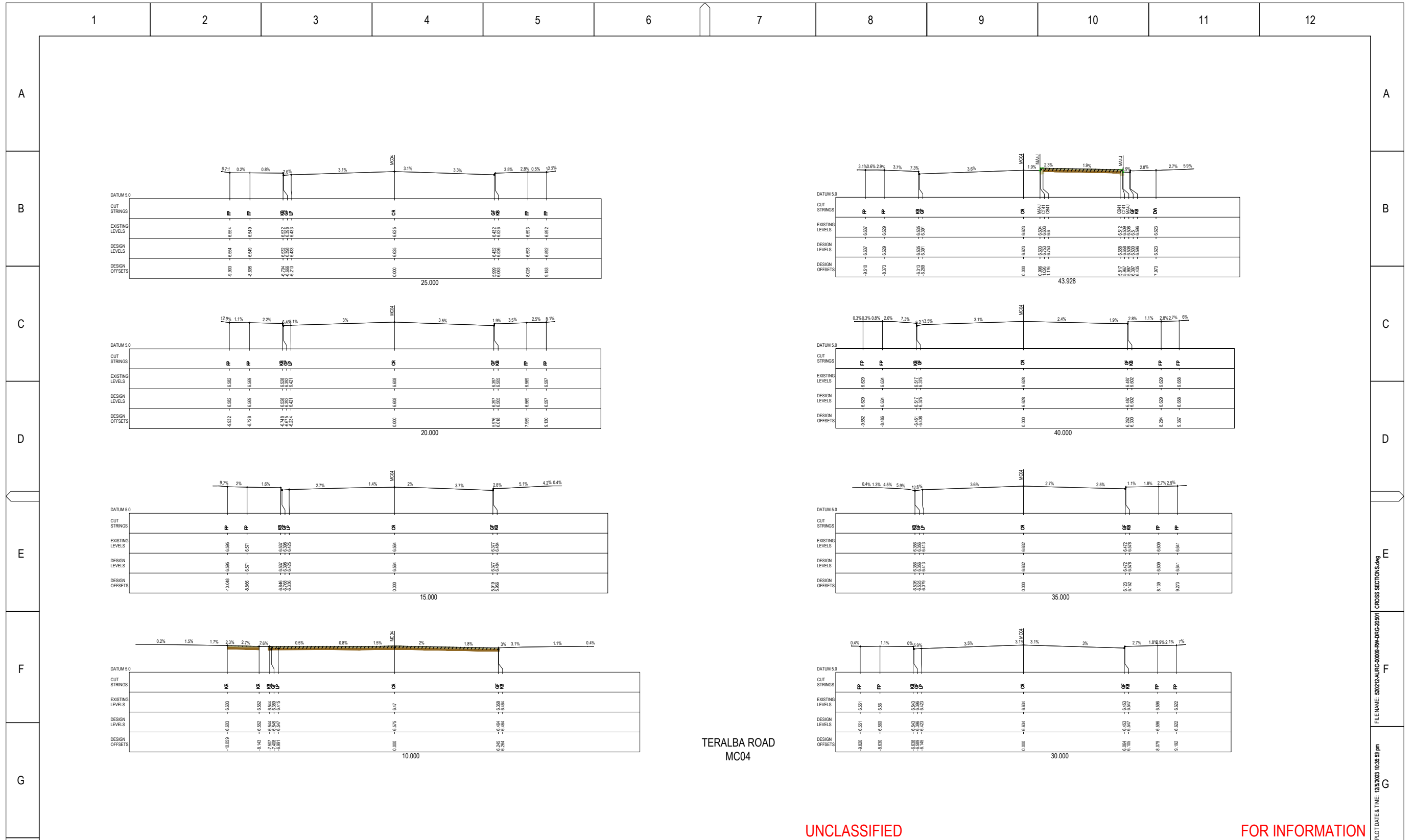
TERALBA ROAD  
MC03

FILE NAME: 520212-AURC-0009-RW-DRG-20510 CROSS SECTIONS.dwg  
PLOT DATE & TIME: 12/08/2023 10:38:17 pm

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FOR INFORMATION

<p>REFERENCES:</p> <p>520212-AURC-0009-RW-DRG-20510 CROSS SECTIONS.dwg</p>	THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.			SCALE: 1:100	<p>CLIENT:</p> <p>PREPARED FOR:</p>	<p>This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.</p>	<p>BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT- STAGE 2 205 - TERALBA ROAD CROSS SECTIONS</p>																		
	<table border="1"> <thead> <tr> <th>REV</th> <th>DESCRIPTION</th> <th>DESIGNER INITIAL/DATE</th> <th>VERIFIED INITIAL/DATE</th> <th>APPROVED INITIAL/DATE</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>ISSUED FOR 100% DETAIL DESIGN</td> <td>G.H 2023/05/12</td> <td>A.J 2023/05/12</td> <td></td> </tr> <tr> <td>A</td> <td>ISSUED FOR 80% DETAIL DESIGN</td> <td>G.H 2023/03/28</td> <td>V.T 2023/03/20</td> <td></td> </tr> </tbody> </table>			REV				DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE	B	ISSUED FOR 100% DETAIL DESIGN	G.H 2023/05/12	A.J 2023/05/12		A	ISSUED FOR 80% DETAIL DESIGN	G.H 2023/03/28	V.T 2023/03/20				<p>DRAWN _____ K.GREWAR _____ 2023/05/12</p> <p>DESIGNED _____ B.GOUWS _____ 2023/05/12</p> <p>DRG CHECK _____ G.HATTINGH _____ 2023/05/12</p> <p>DESIGN CHECK _____ G.HATTINGH _____ 2023/05/12</p> <p>PROJ/DES MNGR _____ V.TIET _____ 2023/05/12</p> <p>APPROVED _____ M.HENAWAY _____ 2023/05/12</p>	<p>DRAWING SET No: _____ PART: SHEET: 1 OF 2 A1</p> <p>STATUS: FOR REVIEW BRIDGE No: _____</p> <p>DRG No: 520212-AURC-0009-CV-DRG-20510</p>
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A	ISSUED FOR 80% DETAIL DESIGN	G.H 2023/03/28	V.T 2023/03/20																						
COORDINATE SYSTEM: MGA_ZONE_55/MGA2020			HEIGHT DATUM: AHD	DESIGN LOT CODE:	<p>REV B</p> <p>VER _____</p> <p>EDMS No: 520212-00009</p> <p>AMD No: _____</p>																				

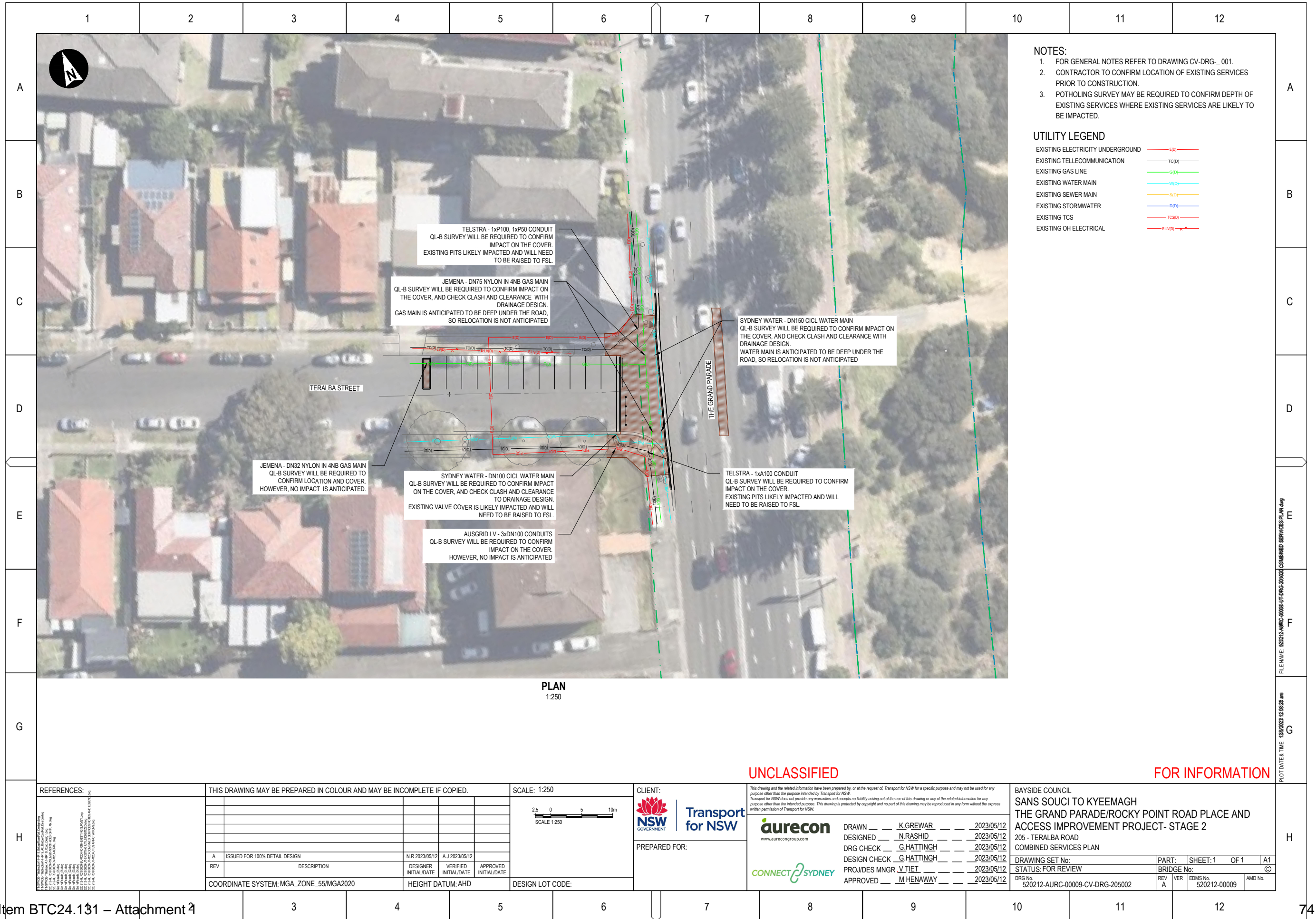


TERALBA ROAD  
MC04

FILE NAME: 520212-AURC-00009-RV-DRG-25001 CROSS SECTIONS.dwg  
PLOT DATE & TIME: 12/08/2023 10:36:58 pm

REFERENCES: THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED. SCALE: 1:100	CLIENT: Transport for NSW		UNCLASSIFIED FOR INFORMATION
	PREPARED FOR: K.GREWAR B.GOUWS G.HATTINGH G.HATTINGH V.TIET M.HENAWAY		
	DRAWING SET No: PART: SHEET: 2 OF 2 A1 STATUS: FOR REVIEW BRIDGE No:		
	DRG No: 520212-AURC-00009-CV-DRG-205011 REV B VER EDMS No: 520212-00009 AMD No:		









- NOTES:**
1. FOR NOTES REFER TO DRAWING 520212\_5062\_DRG\_TT\_2020001.
  2. PIPES TO BE CONSTRUCTED IN ACCORDANCE WITH CoS STANDARD DETAILS.
  3. EXISTING UTILITIES INFORMATION IS BASED ON A COMPILATION OF SURVEY DATA AND DBYD INFORMATION. ACTUAL LOCATION OF SERVICES AND IDENTITY OF PIT COVERS ARE TO BE CONFIRMED ON SITE.
  4. ANY SUBSOIL DRAINAGE IMPACTED BY THE WORKS TO BE REPLACED.
  5. THE CONSTRUCTABILITY OF THE TRENCH DRAIN TO BE REVIEWED ON SITE, TAKING INTO ACCOUNT THE EXISTING FLOW PATH OF THE STORMWATER TO BE RETAINED.
- LEGEND**
- |                                    |  |
|------------------------------------|--|
| HERITAGE GDA 2020 BOUNDARY         |  |
| CROWN LAN GDA 2020 BOUNDARY        |  |
| EXISTING STORMWATER                |  |
| EXISTING DRAINAGE PIPE TO BE MOVED |  |
| PROPOSED DRAINAGE PIPE             |  |
| PROPOSED TRENCH DRAIN              |  |
| PROPOSED CONCRETE CHANNEL          |  |
| PROPOSED DRAINAGE PIT              |  |
| PROPOSED JUNCTION BOX              |  |
| EXISTING DRAINAGE PIT              |  |
| EXISTING JUNCTION MANHOLE          |  |

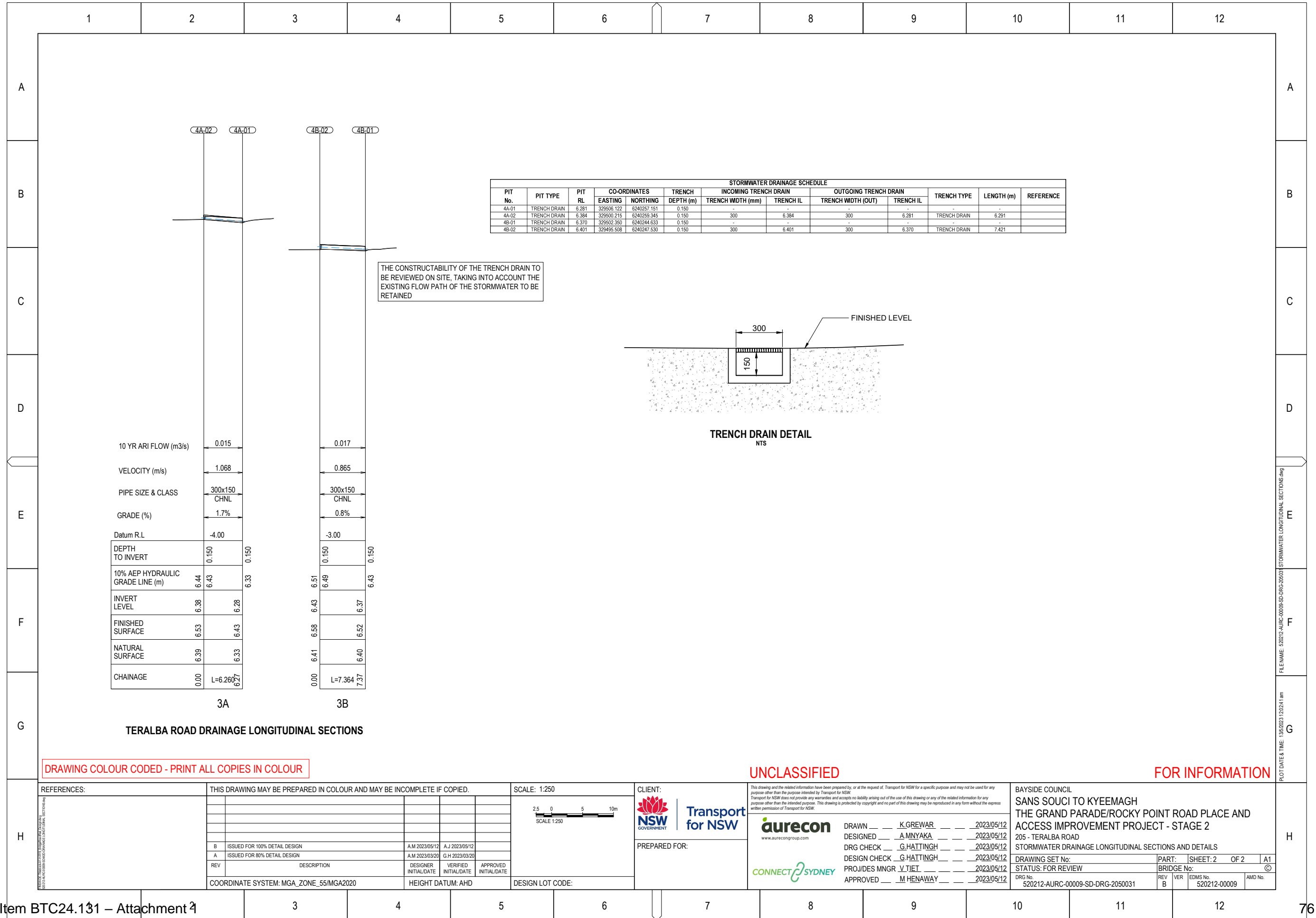
**PLAN**  
1:250

FILE NAME: 520212-AURC-00009-SD-DRG-2050030 STORMWATER DRAINAGE PLAN.dwg  
PLOT DATE & TIME: 19/08/2023 12:02:29 pm

**UNCLASSIFIED**

**FOR INFORMATION**

<p><b>REFERENCES:</b></p> <p><small>520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath 520212 - Mainroads (2016) - Bayside/Bayside-Blackheath-Blackheath</small></p>	<p>THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.</p>		<p>SCALE: 1:250</p>	<p>CLIENT:</p> <p> <b>Transport for NSW</b></p>	<p><small>This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.</small></p>	<p>BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT- STAGE 2 STORMWATER DRAINAGE PLAN</p> <table border="1"> <tr> <td>DRAWING SET No:</td> <td>PART:</td> <td>SHEET: 1</td> <td>OF 2</td> <td>A1</td> </tr> <tr> <td>STATUS: FOR REVIEW</td> <td>BRIDGE No:</td> <td colspan="3">©</td> </tr> <tr> <td>DRG No. 520212-AURC-00009-SD-DRG-2050030</td> <td>REV B</td> <td>VER</td> <td>EDMS No. 520212-00009</td> <td>AMD No.</td> </tr> </table>	DRAWING SET No:	PART:	SHEET: 1	OF 2	A1	STATUS: FOR REVIEW	BRIDGE No:	©			DRG No. 520212-AURC-00009-SD-DRG-2050030	REV B	VER	EDMS No. 520212-00009	AMD No.															
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THE CONSTRUCTABILITY OF THE TRENCH DRAIN TO BE REVIEWED ON SITE, TAKING INTO ACCOUNT THE EXISTING FLOW PATH OF THE STORMWATER TO BE RETAINED

FILE NAME: 520212-AURC-00009-SD-DRG-205003 STORMWATER LONGITUDINAL SECTIONS.dwg  
PLOT DATE & TIME: 13/08/2023 12:02:41 pm

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

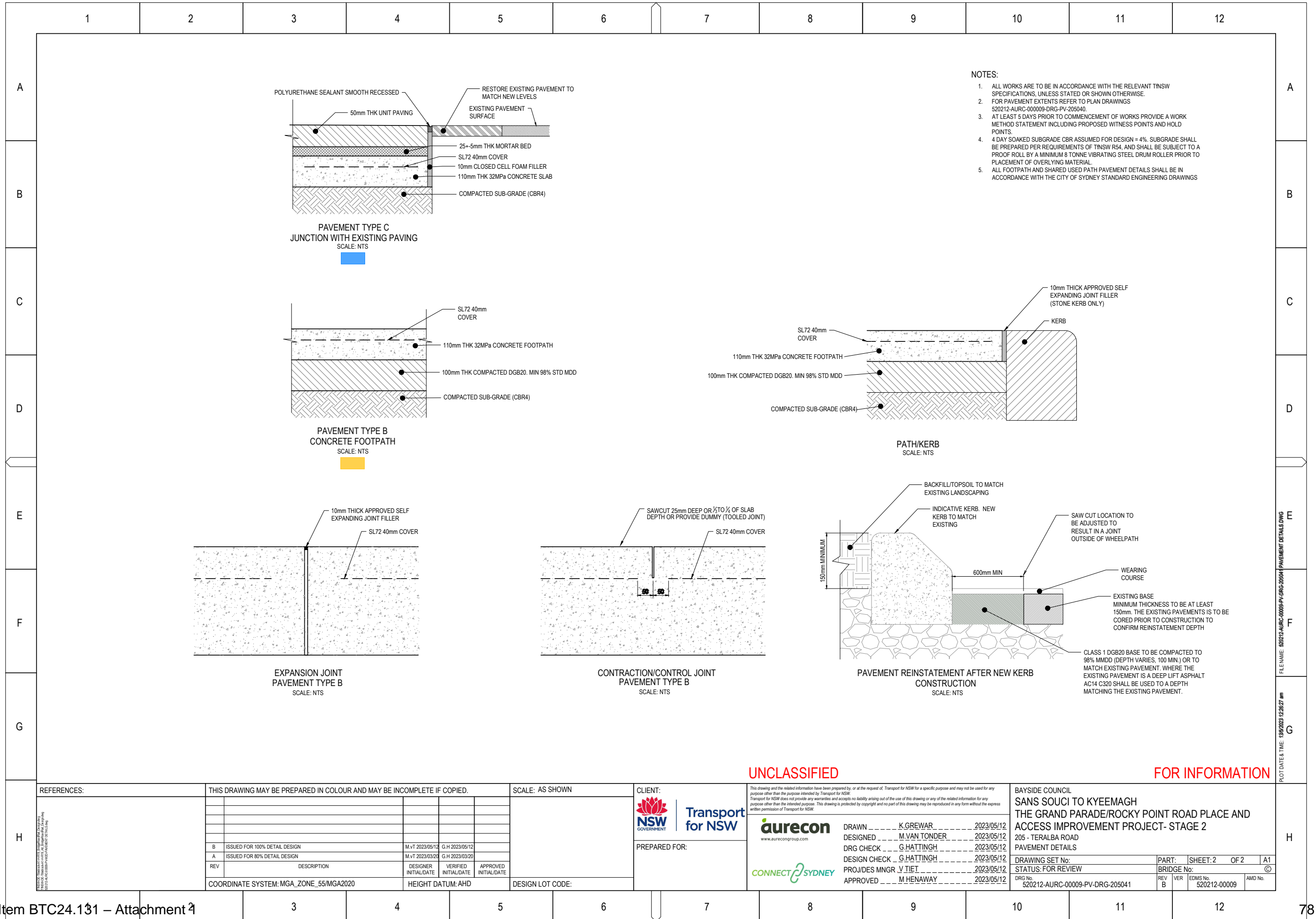
UNCLASSIFIED

FOR INFORMATION

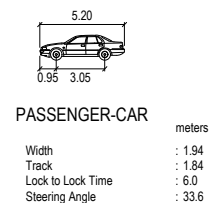
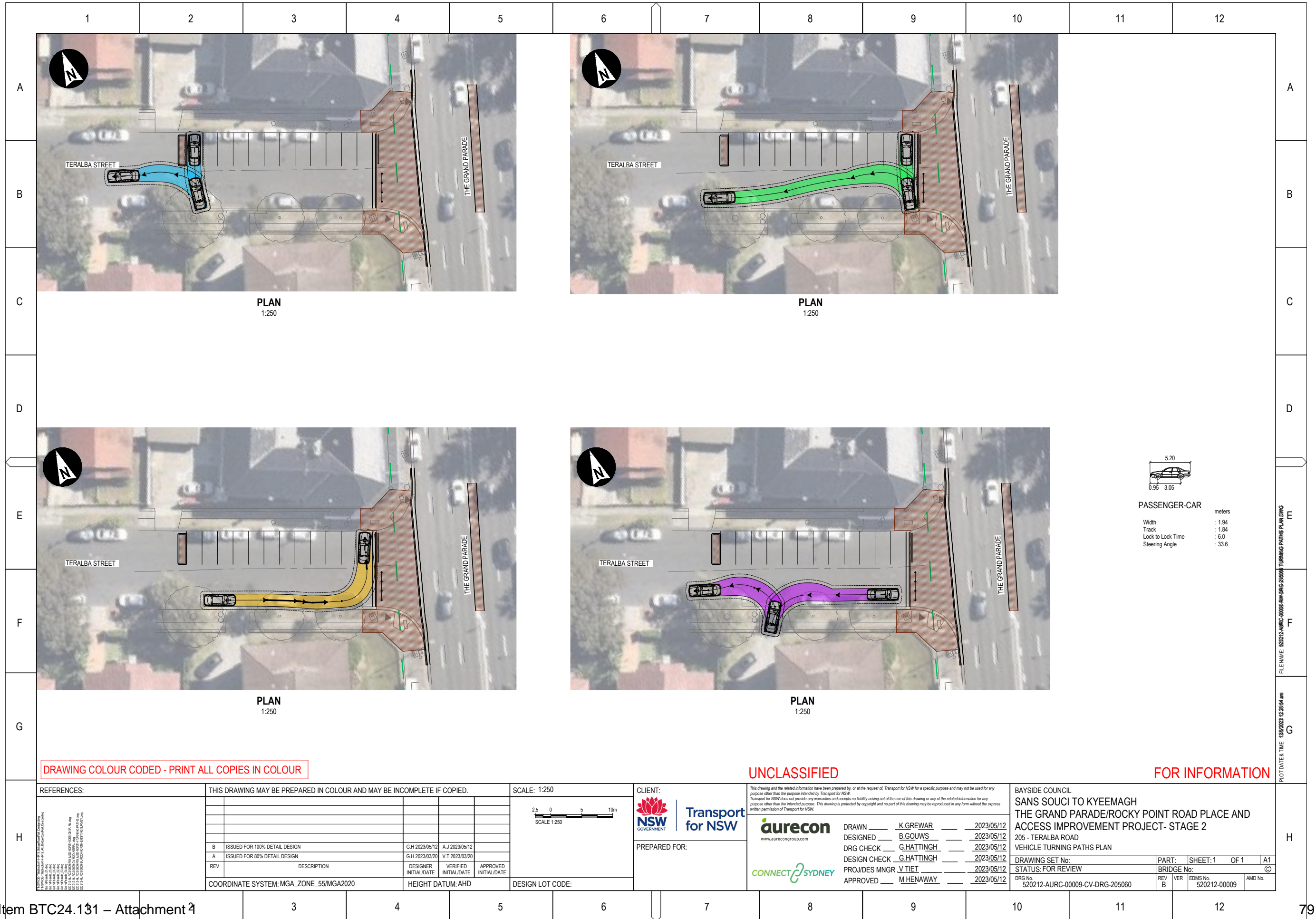
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			PREPARED FOR:		











FILE NAME: B02012-AURC-00009-CV-DRG-205060 TURNING PATHS PLAN.DWG  
 PLOT DATE & TIME: 18/08/2023 12:28:54 AM

**DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR**

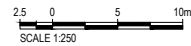
**UNCLASSIFIED**

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BAYSIDE COUNCIL  
 SANS SOUCI TO KYEEMAGH  
 THE GRAND PARADE/ROCKY POINT ROAD PLACE AND  
 ACCESS IMPROVEMENT PROJECT- STAGE 2  
 205 - TERALBA ROAD  
 VEHICLE TURNING PATHS PLAN

PROJECT: BAYSIDE COUNCIL SANS SOUCI TO KYEEMAGH ACCESS IMPROVEMENT PROJECT- STAGE 2  
 DRAWING: THE GRAND PARADE/ROCKY POINT ROAD PLACE AND ACCESS IMPROVEMENT PROJECT- STAGE 2 VEHICLE TURNING PATHS PLAN  
 SHEET: 1 OF 1  
 DATE: 18/08/2023 12:28:54 AM

REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE
B	ISSUED FOR 100% DETAIL DESIGN	G.H 2023/05/12	A.J 2023/05/12	
A	ISSUED FOR 80% DETAIL DESIGN	G.H 2023/03/20	V.T 2023/03/20	

COORDINATE SYSTEM: MGA\_ZONE\_55/MGA2020 HEIGHT DATUM: AHD DESIGN LOT CODE:

PREPARED FOR:

DRAWN	K.GREWAR	2023/05/12
DESIGNED	B.GOUWS	2023/05/12
DRG CHECK	G.HATTINGH	2023/05/12
DESIGN CHECK	G.HATTINGH	2023/05/12
PROJ/DES MNGR	V.TIET	2023/05/12
APPROVED	M.HENAWAY	2023/05/12

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STATUS: FOR REVIEW	BRIDGE No:			
DRG No: 520212-AURC-00009-CV-DRG-205060	REV B	VER	EDMS No: 520212-00009	AMD No:



## Bayside Traffic Committee

14/08/2024

Item No	BTC24.132
Subject	<b>Update on Outstanding Matters Referred to the Bayside Traffic Committee by the Chair</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8612
Electorate	Heffron, Kogarah, Maroubra, Rockdale

### Summary

This report provides update on outstanding matters referred to the Bayside Traffic Committee by the Chair, outlining the current actions taken and the progress status of each matter.

### Officer Recommendation

That the update on outstanding matters referred to the Bayside Traffic Committee by the Chair be noted.

### Background

Below is an update on the outstanding matters raised at the Traffic Committee Meetings by the Chair.

Item	Matter raised	Action	Status
12 July 2023 BTC23.088	<b>Hale Street &amp; Botany Road, Botany</b> Sign knocked down again and provide update on pedestrian markings.	Given the markings in the vicinity to the Traffic Signal, a signal design needs to be undertaken. Consultant has been engaged. Once the design has been finalised, it will be presented to TfNSW for approval.	<b>Complete</b> – TfNSW have given approval and bollards have now been installed at this location.
8 May 2024 BTC24.070	<b>33 Union Street, Kogarah</b>	Request for a disabled parking space outside of the property.	<b>In Progress</b> – Council Officers have contacted the residents by phone and letter and are awaiting a response to proposed 1P zone.
10 July 2024 BTC24.119	<b>Railway Street, Kogarah</b>	Faded linemarking near angled parking space to be reinstated to allow safe pedestrian movements.	<b>Complete</b> – Approved at previous BTC meeting and work order for linemarking works has been issued.
10 July 2024 BTC24.119	<b>Oriental Street &amp; Forest Road, Bexley</b>	Missing No Stopping sign near the pedestrian traffic signal.	<b>Complete</b> – Site inspection undertaken. Existing linemarking is in place in the absence of signs. All signs and lines in this location are compliant with relevant standards.

### Financial Implications

- Not applicable
  - Included in existing approved budget
  - Additional funds required
- 

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
  - Theme Two – In 2032 Our people will be connected in a creative City
  - Theme Three – In 2032 Bayside will be green, resilient and sustainable
  - Theme Four – In 2032 Bayside will be a prosperous community
- 

### Risk Management – Risk Level Rating

- No risk
  - Low risk
  - Medium risk
  - High risk
  - Very High risk
  - Extreme risk
- 

### Community Engagement

N/A

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### Attachments

Nil

## Bayside Traffic Committee

14/08/2024

Item No	BTC24.133
Subject	<b>Matters referred to the Bayside Traffic Committee by the Chair</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8612
Electorate	Heffron, Kogarah, Maroubra, Rockdale

### Summary

This is a standing item for matters referred to the Committee by the Chair.

### Officer Recommendation

That the matters raised by the Chair be received, noted and action taken as necessary.

### Background

This is a standing item for matters referred to the Committee by the Chair.

### Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

### Community Strategic Plan

Theme One – In 2032 Bayside will be a vibrant place	<input type="checkbox"/>
Theme Two – In 2032 Our people will be connected in a vibrant place	<input checked="" type="checkbox"/>
Theme Three – In 2032 Bayside will be green, resilient and sustainable	<input checked="" type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input type="checkbox"/>

### Risk Management – Risk Level Rating

No risk	<input checked="" type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input type="checkbox"/>
High risk	<input type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

## **Community Engagement**

Not applicable.

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## **Attachments**

Nil

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## Bayside Traffic Committee

14/08/2024

Item No	BTC24.134
Subject	<b>General Business</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8612
Electorate	Heffron, Kogarah, Maroubra, Rockdale

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### Summary

This report outlines the matters that the Bayside Traffic Committee considers, in particular 'items without notice' and 'informal items'.

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### Officer Recommendation

That the matters raised in General Business be received, noted and action taken as necessary.

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### Background

The following information is provided accordance with S5.3.2 and S8 of Transport for NSW's *A guide to the delegation to councils for the regulation of traffic Including the operation of Traffic Committees*.

#### Items without notice

Items which do not appear on the agenda (that is items without notice), should only be considered if the elected Council has referred the matter to the Committee, and Council officers have been able to prepare a report on the proposal in the normal manner. Items raised without notice should be referred to the next Committee meeting (or dealt with separately between meetings) if any member of the committee requests time to consider the issue. Items without notice are referred to Council officers in the first instance unless the members of the Committee agree to consider the item.

Matters that have been investigated and warrant the exercise of the Delegation to Council for the Regulation of Traffic, will be referred to the Bayside Traffic Committee at the next available opportunity.

Other matters that have been investigated and do not require exercise of the Delegation to Council are dealt with as administrative matters and the appropriate response and action will be provided (such as providing advice to customers, referral of matters to the relevant authority, replacement of missing signs, repainting line marking). These matters will not be referred to the Bayside Traffic Committee.

#### Informal Items - Traffic Engineering Advice

In accordance with the Roads and Maritime Service Guidelines, the Bayside Traffic Committee (BTC) members may wish to consider traffic issues or seek advice, on matters that are outside the Delegation to Council for the Regulation of Traffic from the Roads and Maritime Service (such as installation of speed limits or traffic control signals).



As these issues do not require the exercise of delegated functions at that point in time (though they may or may not require it in the future) they should not be dealt with as formal items by the BTC. The BTC members may take advantage of the knowledge and experience of the other members to help them to resolve or clarify an issue. When wishing to utilise the expertise of the BTC members in this manner, Council will include items on the agenda under a separate Informal Items section. Informal items should be dealt with after the formal BTC items where Council intends to exercise a delegated function have been considered. Any outcomes from discussions on informal items cannot be included in the BTC report to the Council. However, Council can use any outcomes from these discussions in their deliberations on such issues.

### Financial Implications

- Not applicable
- Included in existing approved budget
- Additional funds required

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a vibrant place
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

### Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

### Community Engagement

Not applicable.

### Attachments

Nil