

**Minutes of Local Traffic Committee Meeting
Held at Council Chambers, Petersham Service Centre on 7 August 2018**

Meeting commenced at 10.03am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.

COMMITTEE REPRESENTATIVES PRESENT

Clr Marghanita Da Cruz	Leichhardt Ward (Chair)
Mr Kieren Ash	Representative for Ron Hoenig MP, Member for Heffron
Sgt John Micallef	NSW Police – Burwood Police Area Command
A/Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Sgt Paul Vlachos	NSW Police – Inner West Police Area Command
Mr Daryl Ninham	Roads and Maritime Services

COUNCILLORS AND OFFICERS IN ATTENDANCE

SC Sam Tohme	NSW Police – Burwood Police Area Command
Mr Asith Nagodavithane	Transit Systems – Inner West Bus Services
Mr Colin Jones	Inner West Bicycle Coalition
Mr Wal Petschler	IWC's Group Manager Roads, Traffic and Stormwater
Mr John Stephens	IWC's Traffic and Transport Services Manager
Mr Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Ms Jenny Adams	IWC's A/Coordinator Traffic and Parking Services (South)
Mr Joe Di Cesare	IWC's Coordinator Design Services
Mr Davide Torresan	IWC's Civil Engineer
Ms Christina Ip	IWC's Business Administration Officer

VISITORS

Ms Carolyn Ridley	Item 4 – Resident
Mr Sava Savcic	Item 4 – Resident
Mr Peter Cassilles	Item 8 – Resident
Mr Cameron Crew	Item 13 – Resident
Resident	Item 13 – Resident
Mr Ken Moxham	Item 21 – Resident
Ms Jenny Griffith	Item 21 – Resident
Mr Graham Griffith	Item 21 – Resident
Mr Philip Drew	Item 21 – Bunnings
Mr Ross Nettle	Item 21 – TTPA Traffic Consultant Bunnings

APOLOGIES:

Ms Jo Haylen MP	Member for Summer Hill
Ms Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Ms Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Clr Julie Passas	Deputy Mayor – Ashfield Ward
Mr George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee Meeting held on Tuesday, 3 July 2018 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 3 July 2018 were adopted at Council's meeting held on 24 July 2018, subject to staff reviewing the proposal to remove parking spaces in Item 19 Nowranie Lane Summer Hill – Proposed 'No parking' restrictions.

**LTC0818 Item 1 Seven Bridges Walk - Special Event - (Leichhardt & Balmain Ward/
Balmain Electorate/ Leichhardt LAC)****SUMMARY**

The Cancer Council NSW Seven Bridges Walk event will be held on Sunday, 28 October 2018 at various locations in Sydney including areas within the Inner West Council. The Event is in its thirteenth year of operation and the applicant seeks approval again in 2018.

Officer's Recommendation

THAT The Cancer Council NSW Seven Bridges Walk to held on Sunday, 28 October 2018 be approved, subject to a current Public Liability Insurance Policy which includes the Inner West Council being an interested party being submitted by the event organiser prior to the event.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT The Cancer Council NSW Seven Bridges Walk to held on Sunday, 28 October 2018 be approved, subject to a current Public Liability Insurance Policy which includes the Inner West Council being an interested party being submitted by the event organiser prior to the event.

For motion: Unanimous

**LTC0818 Item 2 Tempe Reserve – Installation of 'No Stopping' restrictions on both
sides of the maintenance access for the Alexandra Canal Bridge and
desalination pipeline easement (Marrickville Ward / Heffron
Electorate / Inner West- Marrickville LAC)****SUMMARY**

A request has been received from Council's Parks Section to install 'No Stopping' restrictions in Tempe Recreation Reserve at the entrances to the maintenance access road for the Alexandra Canal Bridge and desalination pipeline easement. It has been reported that on numerous occasions vehicles have been parked across the entrances to the access road and pipeline easement.

It is recommended that the installation of 'No Stopping' restrictions be approved, in order to

deter illegal parking blocking the access to these roadways.

Officer's Recommendation

THAT the installation of full-time 'No Stopping' restrictions in Tempe Recreation Reserve along the northern and southern sides of the access road between the existing Shared Path and the access gates to the roadways be APPROVED, in order to deter illegal parking blocking access and improve vehicular access to the roadways.

DISCUSSION

The representative for the Member for Heffron advised that vehicles are driving across the footpath onto Tempe Reserve. This matter will be referred to the Trees, Parks and Sportsfields section for their attention and action.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of full-time 'No Stopping' restrictions in Tempe Recreation Reserve along the northern and southern sides of the access road between the existing Shared Path and the access gates to the roadways be APPROVED, in order to deter illegal parking blocking access and improve vehicular access to the roadways.

For motion: Unanimous

**LTC0818 Item 3 Big Bike Day 2018 Special Event (Leichhardt and Balmain Ward/
Balmain Electorate/ Leichhardt LAC)**

SUMMARY

As part of NSW Bike Week 2018, Council is running 'Big Bike Day', a celebration of cycling. Big Bike Day is to be held on Sunday, 23 September 2018.

Officer's Recommendation

THAT:

- 1. The Big Bike Day 2018 event proposed to be held on Sunday, 23 September 2018 be supported; and**
- 2. Council's Environmental Officer seeks consent from the Office of Environment and Heritage (OEH) for the portion of the route through Callan Park.**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

- 1. The Big Bike Day 2018 event proposed to be held on Sunday, 23 September 2018 be supported; and**

2. Council's Environmental Officer seeks consent from the Office of Environment and Heritage (OEH) for the portion of the route through Callan Park.

For motion: Unanimous

LTC0818 Item 4 Dixon Avenue, Dulwich Hill – Proposed Traffic Calming Design Plan 10005 - Improving pedestrian safety at its intersection with Old Canterbury Road (Ashfield Ward/ Summer Hill Electorate/ Ashfield & Inner West LAC)

SUMMARY

A detailed design plan has been finalised for the proposed traffic calming improvements in Dixon Avenue, Dulwich Hill at its intersection with Old Canterbury Road, as part of the Dulwich Hill North LATM study implementation. The proposal to install kerb extensions and construct an entry threshold treatment (at-grade) to improve motorists' visibility of pedestrians will improve pedestrian safety and traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent the intersection regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

Officer's Recommendation

THAT the detailed design plan of the kerb extension with a new at-grade threshold and associated signs and line markings at the intersection of Dixon Avenue and Old Canterbury Road, Dulwich Hill (as per the attached design plan No. 10005) be APPROVED.

DISCUSSION

Public speaker: Ms Carolyn Ridley attended at 10:08am.

Ms Ridley stated that she does not support the proposed design and made the following comments:

- Only one option was proposed in the consultation letter she received
- Closing the road would address pedestrian and vehicle safety issues in the street and would be more cost effective than the proposed design.
- Not everyone in Dixon Street speaks English and some residents would have had difficulty understanding the consultation letter and the proposal.
- The current proposal would result in loss of two parking spaces. There is potential to retain one of the parking spaces if the kerb extension was reduced.

(Ms Ridley left at 10:13am)

Public speaker: Mr Sava Savcic attended at 10:14am.

Mr Savcic stated that he supports the recommendation and stated that:

- The proposed design will make it safer for pedestrians including young children and elderly pedestrians
- His father nearly lost his life due to a motorist speeding towards Dixon Street and colliding with his father's vehicle
- In response to the consultation letter, he sent a petition to Council with signatures from residents who supported the proposal.

- Visibility is poor when exiting his property on Old Canterbury Road due to parking permitted close to his driveway. He requested Council relocate the 'No Stopping' sign further from his driveway to improve sight lines.

Clr Da Cruz asked the speaker whether there are residents with language difficulties in the street. Mr Savcic stated that language is not an issue and residents he spoke to understood the proposal and supported it.

(Mr Savcic left at 10:17am)

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan of the kerb extension with a new at-grade threshold and associated signs and line markings at the intersection of Dixson Avenue and Old Canterbury Road, Dulwich Hill (as per the attached design plan No. 10005) be APPROVED.

For motion: Unanimous

LTC0818 Item 5 Sydney Steel Road, Marrickville – Sydney Metro City and Southwest Project - Proposed Angled Parking and pedestrian thoroughfare (Marrickville Ward/Summer Hill Electorate/Inner West LAC)

SUMMARY

Sydney Steel Road, Marrickville contains one of the Sydney Metro City and Southwest construction sites, specifically servicing the Precast Facility for the Tunnel and Station Excavation contractor for TfNSW. Concerns have been raised regarding pedestrian safety when exiting from the shared path connecting Sydney Steel Road to Shirlow Street and a request has been received to provide a safe access path for users of the shared path facility which connects these two roads.

In addition, the area on the western side of Sydney Steel Road has been used as informal 90° angled parking area for many years and with the Sydney Metro site in operation, this angle parking area is proposed to be formalised with '90° angle parking rear to kerb vehicles under 6m only' restrictions. The existing 'No Parking' restrictions will now be extended to encompass the newly created turning head at the southern end of Sydney Steel Road, Marrickville.

It is also proposed to install wheel stops along the rear of the angle parking spaces to provide a pathway to allow pedestrians to gain access to the existing footpath at the eastern end of Sydney Steel Road. This pathway would provide a facility that is physically separated from vehicle traffic and improve safety at this location.

Officer's Recommendation

THAT:

- 1. The installation of full-time 'No Parking' restrictions be installed along the turning head of Sydney Steel Road be approved to allow for large vehicles to perform a U-turn with safety;**
- 2. '90° angle parking rear to kerb Vehicles under 6m only' restrictions (approximately 100 metres in length) be installed on the western side of Sydney Steel Road between the 'No Parking' restrictions and the existing footpath to**

improve the safety of motorists exiting these spaces;

3. Wheel stops be installed along the length of the angle parking area to provide a separated pathway for pedestrians;
4. Cost of the works be borne by Sydney Metro City and Southwest: and
5. Sydney Metro City and Southwest be notified in terms of this report.

DISCUSSION

The representative for the Inner West Bicycle Coalition requested that Council consider installing bicycle logos on Sydney Steel Road to alert motorists that cyclists use the road.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of full-time 'No Parking' restrictions be installed along the turning head of Sydney Steel Road be approved to allow for large vehicles to perform a U-turn with safety;
2. '90° angle parking rear to kerb Vehicles under 6m only' restrictions (approximately 100 metres in length) be installed on the western side of Sydney Steel Road between the 'No Parking' restrictions and the existing footpath to improve the safety of motorists exiting these spaces;
3. Wheel stops be installed along the length of the angle parking area to provide a separated pathway for pedestrians;
4. Cost of the works be borne by Sydney Metro City and Southwest: and
5. Sydney Metro City and Southwest be notified in terms of this report.

For motion: Unanimous

LTC0818 Item 6 Moore Street at Ainsworth Street, Leichhardt - Proposed 'No Stopping' zones (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)

SUMMARY

Council has received a request to signpost the statutory 'No Stopping' restrictions on Moore Street at the intersection of Ainsworth street, Leichhardt in order to prevent illegal parking and improve sight lines.

Officer's Recommendation

THAT:

1. A 12m 'No Stopping' zone be installed on the northern side of Moore Street, east of Ainsworth Street; and
2. A 10m 'No Stopping' zone on the northern side of Moore Street, west of Ainsworth Street.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

- 1. A 12m 'No Stopping' zone be installed on the northern side of Moore Street, east of Ainsworth Street; and**
- 2. A 10m 'No Stopping' zone on the northern side of Moore Street, west of Ainsworth Street.**

For motion: Unanimous

LTC0818 Item 7 Bedwin Road/ Edinburgh Road/ Edgeware Road, Marrickville – Sydney Metro City and Southwest Project – Temporary traffic Signal installation and associated changes to line markings and parking restrictions (Marrickville Ward/Summer Hill Electorate/Inner West LAC)

SUMMARY

A detailed design plan has been approved by RMS for the temporary traffic signal installation at the intersection of Bedwin Road / Edinburgh Road, Marrickville as part of the Sydney Metro City and Southwest infrastructure project. These traffic signals were identified as a safety improvement to the intersection in the Environmental Impact Statement (EIS) for the operation of the Marrickville Tunnel Boring Machines (TBM) launch site and the operation of the precast segment factory for the tunnel lining. It is recommended that the proposed detailed design plans consisting of line marking and signposting be approved and that the temporary traffic signals be endorsed.

Officer's Recommendation

THAT:

- 1. The design plans for the temporary traffic signals at the intersection of Bedwin Road / Edinburgh Road/ Edgeware Road, Marrickville (as per the attached design plan No. 6201) be ENDORSED;**
- 2. The applicant is to design the intersection pavement to be a slip resistant due to curve linear nature of the intersection;**
- 3. Council request RMS to make the signals permanent at this location;**
- 4. The cost of the installation of the traffic signals and reconstruction of slip resistant pavement through the intersection be borne by Sydney Metro City and Southwest; and**
- 5. Sydney Metro City and Southwest be notified in terms of this report.**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

- 1. The design plans for the temporary traffic signals at the intersection of Bedwin Road / Edinburgh Road/ Edgeware Road, Marrickville (as per the attached design plan No. 6201) be ENDORSED;**
- 2. The applicant is to design the intersection pavement to be a slip resistant due to curve linear nature of the intersection;**
- 3. Council request RMS to make the signals permanent at this location;**
- 4. The cost of the installation of the traffic signals and reconstruction of slip resistant pavement through the intersection be borne by Sydney Metro City and Southwest; and**
- 5. Sydney Metro City and Southwest be notified in terms of this report.**

For motion: Unanimous

LTC0818 Item 8 Constitution Road, Dulwich Hill – Proposed Splitter Islands and Central Median Design Plans (Ashfield Ward/Summer Hill Electorate/Ashfield & Inner West LAC)**SUMMARY**

A detailed design plan has been finalised for the proposed traffic calming improvements in Constitution Road, Dulwich Hill, between Williams Parade and Denison Road, as part of the Dulwich Hill North LATM study implementation. The proposal for a central median island on Constitution Road with raised mountable splitter islands at the intersection of Constitution Road and Denison Road will improve safety and calm traffic.

Consultation was undertaken with owners and occupiers of properties adjacent to Constitution Road, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plans be approved.

Officer's Recommendation

THAT the design plans for the proposed central median island and raised mountable splitter islands with associated signs and line markings in Constitution Road, Dulwich Hill, between Williams Parade and Denison Road (as per the attached design plan No. 10008) be APPROVED.

DISCUSSION

Public speaker: Mr Peter Cassilles attended at 10:34am.

Mr Cassilles stated that he generally supported the proposed changes; however, he had concerns with some technical aspects of the plan and stated that:

- the north-western approach of the roundabout does not have a 'No Stopping' zone.

This approach should be consistent with the other three approaches of the roundabout.

- Sightlines are poor for drivers exiting the driveway of the unit complex on the corner of Constitution Road and Denison Road. There is no distance between the end of the driveway and the parking lane which allows vehicles to be parked up to the intersection. There is a bend in Constitution Road where the unit complex is situated so there is no sight distance for vehicles travelling north on the road.
- Parking at the bend of Denison Road (close to Old Canterbury Road) also needs to be addressed. Vehicles are often parked back to back where the road bends at a 90 degree angle. The location needs to be investigated to check that this parking is safe and consistent with other locations.

(Mr Cassilles left at 10:39am)

The RMS representative stated that RMS generally supports the recommendation; however, agreed with the speaker's comments regarding missing 'No Stopping' signs and requested that 'No Stopping' zones be installed on all approaches to the roundabout. The representative also requested for confirmation that there is adequate distance for vehicles to pass between the proposed splitter islands and the existing parking lane on all approaches.

Council Officers stated that seven additional responses were received after the consultation period ended. Two respondents supported the proposal and five objected. The respondents who objected seemed to support the proposal; however wanted a pedestrian crossing to address pedestrian safety in addition to the proposed changes.

Clr Da Cruz noted that there are no refuge islands proposed at the roundabout. Council Officers advised that the splitter islands cannot be widened to accommodate the full width of a pedestrian refuge island as required by technical directions of the RMS due to the narrow road.

The Committee members were advised that requests for a pedestrian crossing on Constitution Road can be investigated as a separate issue.

The Committee members agreed to incorporate the RMS request into the recommendation.

COMMITTEE RECOMMENDATION

THAT:

- 1. the design plans for the proposed central median island and raised mountable splitter islands with associated signs and line markings in Constitution Road, Dulwich Hill, between Williams Parade and Denison Road (as per the attached design plan No. 10008) be APPROVED.**
- 2. 'No Stopping' zones be included at all approaches to the roundabout.**
- 3. Council Officers confirm with RMS that there is sufficient space between the proposed splitter islands and the existing parking lane for vehicles to pass through.**

For motion: Unanimous

**LTC0818 Item 9 Eltham Street, Dulwich Hill – Proposed Splitter Islands - Design Plans
(Ashfield Ward/Summer Hill Electorate/Inner West LAC)****SUMMARY**

A detailed design plan has been finalised for the proposed traffic calming improvements in Eltham Street, Dulwich Hill at its intersection with Denison Road, as part of the Dulwich Hill North LATM study implementation. The proposal for raised mountable splitter islands with associated signs and line markings on Eltham Street at Denison Road will improve safety and calm traffic.

Consultation was undertaken with owners and occupiers of properties adjacent to Eltham Street and Denison Road, regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plans be approved.

Officer's Recommendation

THAT the design plans for the proposed raised mountable splitter islands with associated signs and line markings in Eltham Street, Dulwich Hill at its intersection with Denison Road (as per the attached design plan No. 10001) be APPROVED.

DISCUSSION

The RMS representative requested that 'No Stopping' zones be installed on all approaches to the roundabout and that Council confirm that there is adequate lane width for travelling between the splitter islands and the parking lane.

The Transit Systems representative stated that school buses use the roundabout and asked for confirmation that the buses will be able to pass through the intersection under the proposed design. Council Officers advised that the proposed splitter islands will be mountable to accommodate large vehicles.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the design plans for the proposed raised mountable splitter islands with associated signs and line markings in Eltham Street, Dulwich Hill at its intersection with Denison Road (as per the attached design plan No. 10001) be APPROVED.

For motion: Unanimous

LTC0818 Item 10 Wood Street, Ashfield - Proposed kerb extensions and rain garden design plans (Ashfield Ward/ Summer Hill Electorate/ Ashfield LAC)**SUMMARY**

Detailed design plans have been finalised for the proposed traffic calming improvements in Wood Street, Ashfield, as part of Council's Capital Works Program for Kerb and Gutter. The proposal for kerb extensions, kerb and footpath renewal and a rain garden with associated signs and line marking will improve pedestrian safety and the streetscape amenity in the area.

A notification was undertaken with owners and occupiers of properties in Wood Street, regarding the proposals. It is recommended that the proposed detailed design plans be approved.

Officer's Recommendation

THAT the detailed design plans of the kerb extensions, kerb and footpath renewal and rain garden with associated signs and line markings in Wood Street, Ashfield (as per the attached design plan Nos. RC532A) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plans of the kerb extensions, kerb and footpath renewal and rain garden with associated signs and line markings in Wood Street, Ashfield (as per the attached design plan Nos. RC532A) be APPROVED.

For motion: Unanimous

LTC0818 Item 11 Temporary Road Closure to carryout sewer works on North Street, Balmain (Balmain Ward/ Balmain Electorates/Leichhardt LAC)**SUMMARY**

An application has been received from Ozzy States Pty Ltd for the temporary full road closure of North Street (between Cardwell Street and Darling Street) Balmain between 9am and 5pm, Monday, 3 September to Saturday, 8 September 2018 (one week); with a further two weeks of contingency from Monday, 10 September to Saturday, 22 September 2018 in order to carryout sewer works on North Street, Balmain. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary full road closure of North Street (between Cardwell Street and Darling Street), Balmain between 9am and 5pm, Monday, 3 September to Saturday, 8 September 2018 (one week) with a further two weeks of contingency from Monday, 10 September to Saturday, 22 September 2018 be approved, in order to carryout sewer works on North Street, Balmain, subject to the following conditions:

- 1. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;**
- 2. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;**
- 3. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;**
- 4. Notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;**
- 5. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at**

- each end of the street at least 7 days prior to the closure;
6. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 28 days in advance of the closure with the applicant making reasonable provision for residents;
 7. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
 8. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
 9. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
 10. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
 11. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
 12. The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
 13. All work is to be carried out in accordance with Work Cover requirements; and
 14. The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of North Street (between Cardwell Street and Darling Street), Balmain between 9am and 5pm, Monday, 3 September to Saturday, 8 September 2018 (one week) with a further two weeks of contingency from Monday, 10 September to Saturday, 22 September 2018 be approved, in order to carryout sewer works on North Street, Balmain, subject to the following conditions:

1. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
2. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;
3. A Road Occupancy License be obtained by the applicant from the Roads and

- Maritime Services' Transport Management Centre;
4. Notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;
 5. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
 6. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 28 days in advance of the closure with the applicant making reasonable provision for residents;
 7. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
 8. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
 9. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
 10. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
 11. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
 12. The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
 13. All work is to be carried out in accordance with Work Cover requirements; and
 14. The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

For motion: Unanimous

LTC0818 Item 12 Temporary Road Closure of Applebee Street, St Peters to carry out sewer works (Marrickville Ward/ Heffron Electorate/ Newtown LAC)

SUMMARY

At its meeting on 24 July 2018, Council endorsed the recommendation of the Traffic Committee to approve a temporary road closure by GJ Building and Contracting at Applebee Street (between Lackey Street and Hutchinson Street), St Peters periodically between 6:00pm to 11:00pm from Hutchinson Street to Short Street and between 7:00am to 5:30pm from Short Street to Lackey Street for a period of four weeks from 30/7/2018 till 31/8/2018 including two weeks of contingency to carry out sewer works associated with a development.

The applicant has subsequently requested an additional two week period for the road closure as the approved hours are less than that originally applied for.

Officer's Recommendation

THAT the proposed temporary full road closure of Applebee Street, St Peters (between Lackey Street and Hutchinson Street) periodically between 6:00pm to 11:00pm from Hutchinson Street to Short Street and/or 7:00am to 5:30pm from Short Street to Lackey Street for a period of four weeks from 30/7/2018 till 31/8/2018 with a further two weeks of contingency from 1/9/2018 till 14/9/2018 in order to carry out sewer works on Applebee Street, St Peters, be approved subject to the following conditions:

- 1. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;**
- 2. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;**
- 3. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;**
- 4. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the Fire and Rescue NSW and the NSW Ambulance Services;**
- 5. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;**
- 6. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;**
- 7. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;**
- 8. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;**
- 9. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;**
- 10. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;**
- 11. Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;**
- 12. The operation of the mobile crane shall not give rise to an "offensive noise" as**

defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;

13. All work is to be carried out in accordance with Work Cover requirements; and
14. The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

DISCUSSION

Council Officers advised that there are plans for a community street party in Applebee Street on 21 September, after the conclusion of the proposed sewer works. Council Officers stated that details of the proposed event will be submitted to the Committee for consideration via email.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Applebee Street, St Peters (between Lackey Street and Hutchinson Street) periodically between 6:00pm to 11:00pm from Hutchinson Street to Short Street and/or 7:00am to 5:30pm from Short Street to Lackey Street for a period of four weeks from 30/7/2018 till 31/8/2018 with a further two weeks of contingency from 1/9/2018 till 14/9/2018 in order to carry out sewer works on Applebee Street, St Peters, be approved subject to the following conditions:

1. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
2. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;
3. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;
4. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the Fire and Rescue NSW and the NSW Ambulance Services;
5. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
6. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
7. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
8. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
9. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect

to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;

10. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
11. Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
12. The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
13. All work is to be carried out in accordance with Work Cover requirements; and
14. The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

For motion: Unanimous

**LTC0818 Item 13 Henry Lane, Lewisham - Proposed 'No Parking' restrictions
(Stanmore Ward/ Summer Hill Electorate/ Inner West LAC)**

SUMMARY

Representations have been received from local residents for the installation of full time 'No Parking' restrictions in Henry Lane, Lewisham along the rear boundaries of Nos.15-19 Jubilee Street, as vehicular access to off-street parking is often blocked by parked vehicles in the laneway. Residents adjoining the subject section of laneway have been consulted and a revised proposal has been presented for the installation 'No Parking' restrictions in Henry Lane, across the rear boundaries of Nos.13-19 Jubilee Street, Lewisham. Residents have been notified of the revised proposal.

Officer's Recommendation

THAT a 24m 'No Parking' restriction on the northern side of Henry Lane along the rear boundaries of Nos.13 to 19 Jubilee Street, Lewisham be approved.

DISCUSSION

Public speakers: Mr Cameron Crew and another resident attended at 10:39am.

Mr Crew stated that he does not support the recommendation and stated that:

- There are a number of apartment blocks close to Henry Lane and residents of those apartment blocks often utilise parking in Jubilee Street which has made it difficult for Jubilee Street residents to find parking even though there is a Resident Parking Scheme in place.
- Commuters often park in local streets as Lewisham train station does not have commuter parking.
- He understands that service vehicles need to use the lane; however, parking is an issue in many areas of the Inner West and if restrictions were to be implemented for all these areas, half of Newtown lanes would have parking restrictions.

- He believe that the request for parking restrictions in Henry Lane is due to the parking of a boat in the lane which has upset a neighbour. He believes that this is a matter of neighbours communicating and is not a Council issue.
- He encourages Council to maintain parking in the area including in Henry Lane.

The second resident in attendance stated that he supported the proposal and stated that:

- Rear access from Henry Lane is regularly blocked by parked cars
- Residents of Jubilee Street and Henry Street are part of the Resident Parking Scheme and there should not be a need for those residents to park in Henry Lane.
- Commuters and residents of nearby apartments often park in the laneway.
- Parking of cars and trailers in the lane impedes the flow of traffic and causes poor visibility for vehicles moving through the lane, especially when children play in the laneway.
- The sandstone gutters in the lane have been damaged over time due to vehicles hitting the kerbs whilst parking which would cost Council significant amounts to repair.

(The residents left at 10:47am)

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of a 24m 'No Parking' restriction on the northern side of Henry Lane along the rear boundaries of Nos.13 to 19 Jubilee Street, Lewisham be approved.

For motion: Unanimous

LTC0818 Item 14 Edith Street, St Peters - Proposed 'No Parking' and 'No Stopping' Restrictions (Marrickville Ward/ Heffron Electorate/ Inner West LAC)

SUMMARY

Following receipt of a petition, site investigations and consultation, Council is proposing to implement 'No Parking' and 'No Stopping' restrictions in Edith Street, St Peters to allow for improved vehicular access for properties in the narrow section of the street and at associated intersections. Residents have been notified of the proposal to install 'No Parking' in sections of Edith Street on the northern and southern sides and 'No Stopping' restrictions at several intersections. It is recommended that the proposal be approved.

Officer's Recommendation

THAT the following changes to parking conditions be approved:

1. **Conversion of unrestricted parking to 'No Parking' on the northern side of Edith Street across the frontages of property No.5 to property No.33 Edith Street, St Peters;**
2. **Conversion of unrestricted parking to 'No Parking' on the southern side of Edith Street between Roberts Street and Princes Highway, St Peters;**
3. **Implementation of 10m 'No Stopping' restrictions on the southern side of Edith Street east of Roberts Street, St Peters; and**
4. **Implementation of 10m 'No Stopping' restrictions on the southern side of Edith**

Street west of Princes Highway, St Peters.

DISCUSSION

Council Officers tabled an additional comment that was received after the conclusion of the consultation period. A resident commented that the existing narrow footpath should be removed to widen the street. The Committee noted the resident's comment.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the following changes to parking conditions be approved:

- 1. Conversion of unrestricted parking to 'No Parking' on the northern side of Edith Street across the frontages of property No.5 to property No.33 Edith Street, St Peters;**
- 2. Conversion of unrestricted parking to 'No Parking' on the southern side of Edith Street between Roberts Street and Princes Highway, St Peters;**
- 3. Implementation of 10m 'No Stopping' restrictions on the southern side of Edith Street east of Roberts Street, St Peters; and**
- 4. Implementation of 10m 'No Stopping' restrictions on the southern side of Edith Street west of Princes Highway, St Peters.**

For motion: Unanimous

LTC0818 Item 15 Change in Parking Meter Operational Hours in side streets of Leichhardt, Rozelle and Balmain (Leichhardt and Balmain Ward / Balmain Electorate / Leichhardt LAC)

SUMMARY

Council at its meeting held on 13 March 2018 considered a report regarding parking meter operations in Leichhardt, Rozelle and Balmain and subsequently resolved to turn off parking meters at 7pm on Norton Street, Leichhardt; Darling Street, Rozelle and Darling Street, Balmain.

The Council also resolved to initiate consultation with the community, including Chamber of Commerce, businesses and surrounding residents on the proposal to turn off parking meters at 7pm in the adjoining side streets and extend 30 minute parking to those streets and receive a report back on the outcome of that consultation.

A separate report will be prepared to Council for its meeting to be held on 28 August 2018 outlining the outcome of this consultation.

This report identifies the regulatory signage that would need to be changed, should Council proceed with the proposal to turn off the parking meters in the side streets in Balmain, Rozelle and Leichhardt at 7pm.

Officer's Recommendation

THAT in the event that Council resolves to switch off the parking meters in the side streets of Balmain, Rozelle and Leichhardt at 7pm, the changes to regulatory signage indicated in Table 1 of this report be supported.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT in the event that Council resolves to switch off the parking meters in the side streets of Balmain, Rozelle and Leichhardt at 7pm, the changes to regulatory signage indicated in Table 1 of this report be supported.

For motion: Unanimous

**LTC0818 Item 16 Smith Lane, Summer Hill - Proposed 'No Parking' restrictions.
(Ashfield Ward/ Summer Hill Electorate/ Ashfield LAC)**

SUMMARY

Council has received concerns from a resident regarding vehicles parking on the northern side of Smith Lane along the rear boundaries of Nos.58 to 62 Smith Street and subsequently impeding driveway access to these properties.

Officer's Recommendation

THAT the installation of full-time 'No Parking' restrictions (approx. 15 metres in length) on the northern side of Smith Lane, along the rear boundaries of Nos. 58 to 62 Smith Street, Summer Hill, be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the installation of full-time 'No Parking' restrictions (approx. 15 metres in length) on the northern side of Smith Lane, along the rear boundaries of Nos. 58 to 62 Smith Street, Summer Hill, be approved.

For motion: Unanimous

LTC0818 Item 17 Minor Traffic Facilities (All Wards/All Electorates/All LACs)

SUMMARY

This report considers minor traffic facility applications received by Inner West Council, and includes 'Disabled Parking' and 'Works Zone' requests.

Officer's Recommendation

THAT:

- 1. The 6m 'Disabled Parking' space in front of No.118 Cecily Street, Lilyfield be removed as the zone is no longer required;**
- 2. A 5.5m 'Disabled Parking' zone be installed in front of No.79 Flood Street, Leichhardt (adjacent to the neighbouring driveway);**

3. A 3.6m (45-degree angle parking) 'Disabled Parking' zone be installed in front of No.173 Trafalgar Street, Annandale;
4. A 6m 'Disabled Parking' zone be installed in front of No.35 Darling Street, Balmain East;
5. A 5.5m 'Disabled Parking' zone be installed on Norman Street on the side boundary of No.72A Terry Street, Rozelle;
6. A 6m 'Disability Parking' zone be installed on the southern side of Robert Street, Petersham adjacent to property no .36 Charles Street, Petersham;
7. A 6m 'Disability Parking' zone be installed on the eastern side of Australia Street in front of property no. 94 Australia Street, Camperdown;
8. A 12 'Works Zone 7.00am – 5.30pm Mon-Sat' be installed on the southern side of Applebee street adjacent to property no.63 - 81 Princes Highway, St Peters;
9. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of No.14 and No.14A Susan Lane, Annandale;
10. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of No.63 and No.65 Rowntree Street, Balmain;
11. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed on Clay street on the side of No.52 Reynolds Street, Balmain;
12. A 8m 'Works Zone 7.00am – 6.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front No.16 Spencer Street, Summer Hill; and
13. A 9m 'Works Zone '7.00am – 6.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of No.9 Leopold Street, Croydon Park.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The 6m 'Disabled Parking' space in front of No.118 Cecily Street, Lilyfield be removed as the zone is no longer required;
2. A 5.5m 'Disabled Parking' zone be installed in front of No.79 Flood Street, Leichhardt (adjacent to the neighbouring driveway);
3. A 3.6m (45-degree angle parking) 'Disabled Parking' zone be installed in front of No.173 Trafalgar Street, Annandale;
4. A 6m 'Disabled Parking' zone be installed in front of No.35 Darling Street, Balmain East;
5. A 5.5m 'Disabled Parking' zone be installed on Norman Street on the side boundary of No.72A Terry Street, Rozelle;
6. A 6m 'Disability Parking' zone be installed on the southern side of Robert Street, Petersham adjacent to property no .36 Charles Street, Petersham;
7. A 6m 'Disability Parking' zone be installed on the eastern side of Australia Street in front of property no. 94 Australia Street, Camperdown;
8. A 12 'Works Zone 7.00am – 5.30pm Mon-Sat' be installed on the southern side of Applebee street adjacent to property no.63 - 81 Princes Highway, St Peters;

9. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of No.14 and No.14A Susan Lane, Annandale;
10. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed in front of No.63 and No.65 Rowntree Street, Balmain;
11. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' be installed on Clay street on the side of No.52 Reynolds Street, Balmain;
12. A 8m 'Works Zone 7.00am – 6.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front No.16 Spencer Street, Summer Hill; and
13. A 9m 'Works Zone '7.00am – 6.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of No.9 Leopold Street, Croydon Park.

For motion: Unanimous

LTC0818 Item 18 Dudley Street, Dulwich Hill - Improving road safety in the street adjacent to the pedestrian refuge and temporary 'Works Zone' (Marrickville Ward/ Summer Hill electorate / Inner West LAC)

SUMMARY

Council is proposing to install full time 'No Stopping' restrictions at the section of Dudley Street between Wardell Road and the existing 'Bus Zone' (southern side of Dudley Street) in order to provide adequate sightlines between vehicles and pedestrians crossing Dudley Street at Wardell Road. In the process the 'Bus Zone' will be shortened by 4 metres and moved 6 metres to the west. It is envisioned that the amendments will improve road safety at this location.

Concurrently, Council has been approached for a 'Works Zone' for the development at Nos.6-12A Dudley Street, Dulwich Hill. The 'Works Zone' is temporary and is proposed immediately east of the 'Bus Zone' on the southern side of Dudley Street, to assist in the delivery of materials to the site in a safe manner. The 'Works Zone' will be provided for a minimum of 6 months.

The existing 'Loading Zone' (9m) and short term parking (18m) will be relocated to the northern side of Dudley Street adjacent to the 'Bus Zone' for the duration of the works.

At the conclusion of the 'Works Zone' this parking will be reinstated to the south side of Dudley Street, immediately east of the 'Bus Zone', replacing the 'Works Zone' and short term 1-hour parking restrictions.

It is recommended that the proposed changes be approved in order to improve road safety at this location and accommodate the temporary 'Works Zone'.

Officer's Recommendation

THAT:

1. Full time 'No Stopping' restrictions be installed for a length of 26 metres on the southern side of Dudley Street east of Wardell Road;
2. The existing 'Bus Zone' on the southern side of Dudley Street be shortened by 4 metres and relocated west from its present position to adjoin the proposed 'No Stopping' restrictions;

3. A temporary 12 metre length 'Works Zone 7AM – 5.30PM Mon-Sat' be installed east of the relocated 'Bus Zone' on the southern side of Dudley Street adjacent to the development site at No. 6-12A Dudley Street to assist in the delivery of materials to the site in a safe manner;
4. The cost of the supply, installation and removal of the signage associated with the Works Zone is to be borne by the applicants Australex Group Pty Ltd in accordance with Council's Fees and Charges;
5. The existing 9 metre length 'Loading Zone 8.30am-6pm Mon-Fri 7.30am-12.30pm Sat' and the 18 metre length of short term 'P30 minutes 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' on the southern side of Dudley Street be temporarily relocated to the northern side of Dudley Street adjacent to the existing Bus Zone and be reinstated on the southern side of Dudley Street (east of the relocated Bus Zone) at the expiration of the temporary Works Zone; and
6. All applicants and respondents be notified in terms of this report.

DISCUSSION

The Committee members were advised that the relocation of the bus stop north of the existing bus stop will be paid for by the proponent. The representative for Transit Systems stated that the bus stop must be installed as per the typical bus stop layout, e.g. with tactile tiles on footpath.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. Full time 'No Stopping' restrictions be installed for a length of 26 metres on the southern side of Dudley Street east of Wardell Road;
2. The existing 'Bus Zone' on the southern side of Dudley Street be shortened by 4 metres and relocated west from its present position to adjoin the proposed 'No Stopping' restrictions;
3. A temporary 12 metre length 'Works Zone 7AM – 5.30PM Mon-Sat' be installed east of the relocated 'Bus Zone' on the southern side of Dudley Street adjacent to the development site at No. 6-12A Dudley Street to assist in the delivery of materials to the site in a safe manner;
4. The cost of the supply, installation and removal of the signage associated with the Works Zone is to be borne by the applicants Australex Group Pty Ltd in accordance with Council's Fees and Charges;
5. The existing 9 metre length 'Loading Zone 8.30am-6pm Mon-Fri 7.30am-12.30pm Sat' and the 18 metre length of short term 'P30 minutes 8.30am-6.00pm Mon-Fri 8.30am-12.30pm Sat' on the southern side of Dudley Street be temporarily relocated to the northern side of Dudley Street adjacent to the existing Bus Zone and be reinstated on the southern side of Dudley Street (east of the relocated Bus Zone) at the expiration of the temporary Works Zone; and

6. All applicants and respondents be notified in terms of this report.

For motion: Unanimous

**LTC0818 Item 19 Cahill Street, Annandale - Extension of 'No Stopping' Zone
(Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

Council has received a request to extend the existing 'No Stopping' zone on the southern side of Cahill Street (in front of No.1 Cahill Street) by 1m to the east in order to allow truck access to the property.

Officer's Recommendation

THAT the existing 'No Stopping' zone on the southern side of Cahill Street (in front of Nos. 1 & 3 Cahill Street) be extended by 1m to the east.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 'No Stopping' zone on the southern side of Cahill Street (in front of Nos. 1 & 3 Cahill Street) be extended by 1m to the east.

For motion: Unanimous

**LTC0818 Item 20 Palace Street, Ashfield-Installation of 'Bus Zone' & 'No Stopping'
restrictions.
(Ashfield Ward/Summer Hill Electorate/Ashfield LAC)****SUMMARY**

'Bus Zone' signage and statutory 'No Stopping' restrictions are proposed at an existing Bus Stop on the southern side of Palace Street near the corner of Holden Street, Ashfield, on the side boundary of No.101 Holden Street. The signage would assist to regulate parking and allow buses to safely pull in and out of the Bus Stop.

Officer's Recommendation

THAT:

- 1. Statutory 'No Stopping' restriction of 10 metres be installed on the southern side of Palace Street, west of Holden Street, Ashfield; and**
- 2. A 22 metre length 'Bus Zone' restriction be installed on the southern side of Palace Street, west of Holden Street (following the Statutory 'No Stopping' restriction).**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION**THAT:**

1. **Statutory 'No Stopping' restriction of 10 metres be installed on the southern side of Palace Street, west of Holden Street, Ashfield; and**
2. **A 22 metre length 'Bus Zone' restriction be installed on the southern side of Palace Street, west of Holden Street (following the Statutory 'No Stopping' restriction).**

For motion: Unanimous**LTC0818 Item 21 728-750 Princes Highway, Tempe – Proposed Bunnings Hardware & Building Supplies Store (Marrickville Ward / Summer Hill Electorate / Marrickville LAC)****SUMMARY**

Council has received a development application for 728-750 Princes Highway, Tempe to partially demolish the rear of the existing building, construction of a new building form and adaptively reuse the site for use as a 2 level hardware and building supplies store with undercroft car parking, erection of signage, boundary adjustments to provide a slip lane from the Princes Highway into Smith Street and the widening of Smith Street on the north-eastern side.

A report was previously considered by the Traffic Committee at its meeting held 5 October 2017 and this is a review of the traffic and parking contentions previously raised in relation to the development application. Subsequent new plans have also been submitted.

Comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Development Application.

Officer's Recommendation**THAT the report be received and noted.****DISCUSSION**

Public speakers: Mr Ken Moxham, Ms Jenny Griffith, Mr Graham Griffith, Mr Philip Drew and Mr Ross Nettle attended at 10:18 am.

Mr Moxham, resident of Smith Street, stated that he is concerned with the impact of traffic generated in Smith Street by the proposed Bunnings development in Tempe. He tabled comments as summarised below:

- Traffic generated as a result of the proposed development is projected to be approximately 1,100 an hour, equating to approximately 14,000 movements per day. This contrasts with the current rate of 1,100 vehicles movements per day in Smith Street.
- The impact upon Smith Street residents through vehicular noise, headlights, pollution, danger to parked cars is frightening, especially considering that trailers, trucks and semitrailers will be using the street.
- The DA expects queuing of up to 5 semitrailers and 4 HRVs on their proposed ramp. Vehicles queuing along Smith Street will cause issues for residents safely parking or

exiting their vehicles from their properties.

- It often takes two traffic light cycles to enter Princes Highway from Smith Street during peak periods due to congestion on Princes Highway. Widening Smith Street will not improve this situation.
- The proposed widening of Smith Street and the inclusion of the slip lane and ramp will result in the loss of about 16 parking spaces. As a Civil Celebrant, most of his wedding clients come to his residence and parking reasonably close is essential. He has lost customers due to current congestion. If the current Bunnings traffic plan goes ahead, his business will suffer.
- Suggest that Bunnings come to an arrangement with IKEA to use Princes Highway for ingress and egress like the Decathlon store has done. Alternatively, Bellevue Street, a non-residential street, could be used for this purpose.

Mr Moxham tabled a petition from residents of Tempe concerned with the traffic implications on residential streets surrounding the proposed Bunnings development and proposed that all traffic entering and exiting Bunnings should only be from an access point on the Princes Highway.

Mr Griffith, resident of Barden Street, tabled comments as summarised below:

- An alternative public entry/exit option via the Princes Highway has been inadvertently overlooked by Council in favour of the Bunnings plans which force most customer traffic into Smith Street.
- The Bunnings plans shows there will be a curved south facing driveway onto the Princes Highway's northern tip of the proposed development. This will preclude south bound traffic entering the proposed development from Princes Highway.
- The plan has a similarly deliberate funnelling of traffic into Smith Street with a curved entry into the proposed development. However, the same entry point on the south eastern tip has an adjacent exit path that is not curved back towards Princes Highway. It is believed that this is a deliberate ploy to keep the movement of exiting vehicles as efficient as possible whether they turn right towards the Princes Highway or left towards South Street.
- Despite Smith Street being relatively wide, all other adjacent streets are narrow and do not support two-way traffic. With the potential for traffic overflow into South Street, the risk to pedestrian safety is high as there are no continuous footpaths on South Street.
- There should be consideration given to the fact that Smith and South Streets are part of Council's designated Local Route 7 cycling route.
- He requested that Council consider a recommendation that promotes an alternative plan whereby Bunnings uses an entry/exit point from the proposed development's northern boundary.

Ms Griffith stated the following:

- South Street is a designated bike path which does not have a footpath, forcing pedestrians to walk on the narrow road.
- She often has to negotiate bikes, cars and small trucks when she walks along South Street to shops, the train station or to walk her grandchildren to Tempe Recreation Reserve. If the Bunnings proposal goes ahead, she would have to negotiate the extra vehicle movements in South Street resulting from the development.
- The back streets of east Tempe are dangerous enough and won't cope with any extra traffic.

Comments from residents, Ms Catherine Stewart, Ms Andrea Fernandes and Ms Stephanie Ward, who could not attend the meeting, were tabled as summarised below:

Ms Stewart's comments included the following:

- The expansion of the development footprint to include the existing footpath and a traffic/parking lane on the northern side of Smith Street puts commercial gain ahead of neighbourhood amenity.
- When the approval for the slip lane was passed, it was intended to service the existing commercial premises which operated on Monday to Friday, 9am-5pm. The new development will run 7 days a week, 6am-9pm.
- The RMS have indicated it will not approve additional traffic lights to allow a right hand turn from the highway at the northern IKEA entrance. This suggests that Smith Street will be the only option for northbound traffic to enter and exit the site.
- The development will force high volumes of traffic into Smith Street and surrounding streets will be used as a rat run to Princes Highway.
- The Tempe Parking Strategy 2012 noted Smith Street as being stressed during peak hour with parking occupancy in excess of 90%. This will be increased by the removal of a parking lane.
- The current DA does not include a comprehensive traffic study.
- The 2014 acoustic report is no longer current enough and a new report should be conducted to allow for changing noise patterns in the area.

Ms Fernandes's comments included the following:

- Tempe's local streets are narrow, already congested and not designed for major traffic flow.
- The proposal would create an unsafe and dangerous environment for pedestrians, including Tempe Public School students. Union Street, on which the school is located, would be used as a 'rat-run' over the Princes Highway.
- Union Street is one-way with a narrow road and footpath. An increase of traffic onto Union Street would impact on the already congested Unwins Bridge Road and surrounding residential streets.
- At the October 2017 LTC meeting, it was recommended a comprehensive traffic study further investigates the impact of this proposal on local residential streets such as Smith, Union, Foreman and South. She would like to know what has come of this recommendation and what this report has identified.
- Requests that traffic experts work with the Tempe community to develop an alternative entry/exit that does not have an adverse impact on local freedom of movement, parking and child and pedestrian safety.

Ms Ward's comments included the following:

- There are concerns with the projected 1,100 vehicular movements and the impact this will have on Smith Street and other residential streets. This impact has not been properly examined despite the call for an updated traffic survey.
- Families will be placed in dramatically increased danger when walking on their own streets trying to access local amenities if traffic volumes increase as projected. Smith Street and surrounds already suffer from aggressive driving which will only be exacerbated under the current proposal.
- If Smith Street is allowed to be widened and used as a slip lane, Tempe will lose yet another bus stop forcing pedestrians to risk their personal safety on roads by having to walk even further.
- The Committee needs to ask that Bunnings look at alternative solutions and that vehicular access must be restricted to the Princes Highway.

Mr Nettle, from Transport and Traffic Planning Associates, tabled a report addressing some of the issues raised by Council Officers which included the following:

- The need to remove parking in Smith Street is due to the proposed left turn

deceleration/slip lane from Princes Highway and the travel paths of the existing industrial trucks and future Bunnings trucks. This left turn treatment is a requirement of RMS and this proposal reflects the treatment which was incorporated in the previous bulky goods development scheme and was a specific requirement of that Development Consent.

- The Bunnings scheme is to widen the western section of Smith Street on the northern side by dedication of part of the site frontage in order to facilitate traffic movements, widen the existing narrow footway and maintain as many parking spaces as possible. However, any further widening is precluded by the need to retain the historical building façade.
- Aerial images provided and parking surveys undertaken show that parking from existing uses on the 'Pretty Girl' site create the parking demand on Smith Street, whereas on weekends there is significant on-street parking available.
- A new proposed access arrangement diagram was provided showing the proposed new kerblines, road marking and 'No Stopping' restriction and that 7 parking spaces that will be lost as a result of providing the slip lane treatment.
- There is no change to the proposed turning path of trucks using the Smith Street driveway. Under the current bulky goods approval, all trucks will come in and out of the Smith Street driveway, whereas in the Bunnings proposal, Bunnings trucks will only ingress from Smith Street and egress to Princes Highway as agreed with RMS.
- Council proposes to install a shared path along Smith Street as part of the bike network link. Due to the narrow width of the existing footway, a shared path cannot be achieved. However, the widening of the footway as a result of dedication of land from Bunnings enables the shared path link to be achieved.

(The speakers left at 10.33am)

The representative for the Member for Heffron made the following comments:

- The Member for Heffron is concerned with the appropriateness of the development due to its impact on the local residential area. He notes that the latest proposal fails to address concerns with the impact to residential streets particularly Union, South and Foreman Streets.
- Correspondence from Mr Mark Ludbrooke, Vice President of the Tempe Public School P&C, was tabled. Mr Ludbrook is concerned with the impact the development will have on the school community. He noted that there have been a number of near misses from cars driving over the crossing on Union Street without stopping and vehicles have been observed driving in the wrong direction on this one-way street. The projected traffic movements will exacerbate the above mentioned issues and pose unacceptable safety risks to local children. Mr Ludbrooke urges Council to require that access to and from the development be via the Princes Highway or the non-residential Bellevue Street.
- The DA comments that traffic on Princes Highway will reduce when the M5-WestConnex tunnel becomes operational. There is scepticism about predictions with traffic on Princes Highway subsequent to the opening of the M5-WestConnex as drivers often avoid tolled motorways, as observed with the reintroduction of the M4 toll and its impact on traffic on Parramatta Road.

The representative for Transit Systems made the following comments:

- Transit Systems currently have a bus stop located along the Princes Highway where the proposed slip lane into Smith Street is located. On the drawings, on page 166 of the Agenda, it shows the bus stop being relocated north of the existing position, which Transit Systems agrees with.
- Transit Systems requires that a minimum bus zone of 30 metres is provided and that the shelter is relocated to the new bus stop and adheres to the typical bus stop layout.

- It is assumed that this bus stop relocation will be paid for by the proponent.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

LATE ITEM

LTC0818 Item 22 Edgware Road, Newtown - No.310 Request for 'Works Zone' adjacent to construction site (All Wards/ All Electorates/ All LACs)

Prepared By: Idris Hessam – Road Access Engineer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

An 'Emergency Order' under the Environmental Planning and Assessment Act 1979 has been issued dated 19 July 2018 for the property at 310 Edgware Road, Newtown due to the premises being severely damaged by fire. A request has now been received for the provision of 'Works Zone' outside that property to facilitate construction deliveries and permit the parking of construction vehicles for loading and unloading activities.

It is recommended that the 'Works Zone' be approved for the construction works subject to Council fees and charges.

Officer's Recommendation

THAT:

- 1. the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 13 meters in length) on the eastern side of Edgware Road in front of property No. 310 Edgware Road, Newtown be APPROVED for a period of Six (6) months, for the proposed construction works; and**
- 2. the costs of the supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges are to be borne by the applicants.**

BACKGROUND

A fire inspection report received by Council on 19 July 2018 (19982-R) revealed that emergency works to stabilise the fire damaged building along with a requirement to reinstate the roofing structure in a temporary / permanent nature were required to be undertaken as soon as practicable to make the building watertight, to prevent further water damage and to halt structural degradation to the property.

An 'Emergency Order' under the Environmental Planning and Assessment Act 1979 has been issued dated 19 July 2018 for the property at 310 Edgware Road, Newtown due to the premises being severely damaged by fire. A request has now been received for the provision of 'Works Zone' outside that property to facilitate construction deliveries and permit the parking of construction vehicles during loading and unloading activities.

Written applications along with the plans illustrating the proposed locations of 'Works Zone' have been submitted to Council for consideration. The subject building is a two storey residential walk up flat building, of brick construction typical of the 1960s era, ground floor and level 1 constructed as suspended reinforced concrete slabs, supported on the load bearing masonry walls. Effects of extensive fire damage were observed with fire damage evident on level one (1) of the building, extending from the middle of the building to the north of the building.

Observations from the unit located on level one of the building, adjacent to the main stair well, revealed fire damage to walls, with masonry cracking and spalling of cement render over the brick walls, and almost the entirety of the roof having been destroyed.

FINANCIAL IMPLICATIONS

The cost of the supply, installation and removal of the signs and 'Works Zone' fees are to be borne by the applicant in accordance with Council's Fees and Charges.

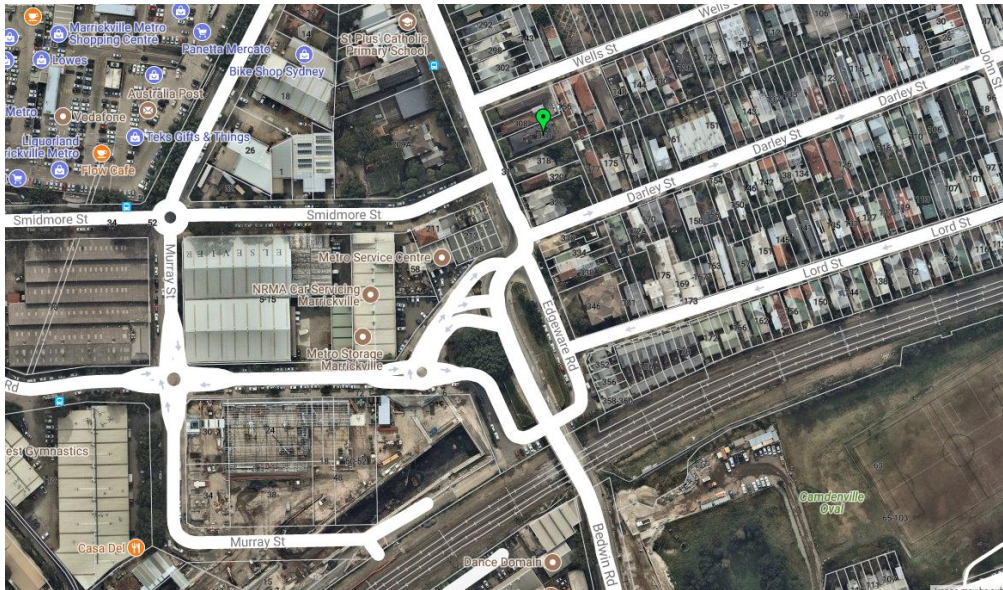
OFFICER COMMENTS

Subject Location	Classification of Road	Road Description
Edgware Road, Newtown	Regional Road carrying around 15,500 vpd	Two-way street 13.5m in width with lane side parking on either side that runs north-south between Enmore Road/Stanmore Road and Bedwin Road overpass.

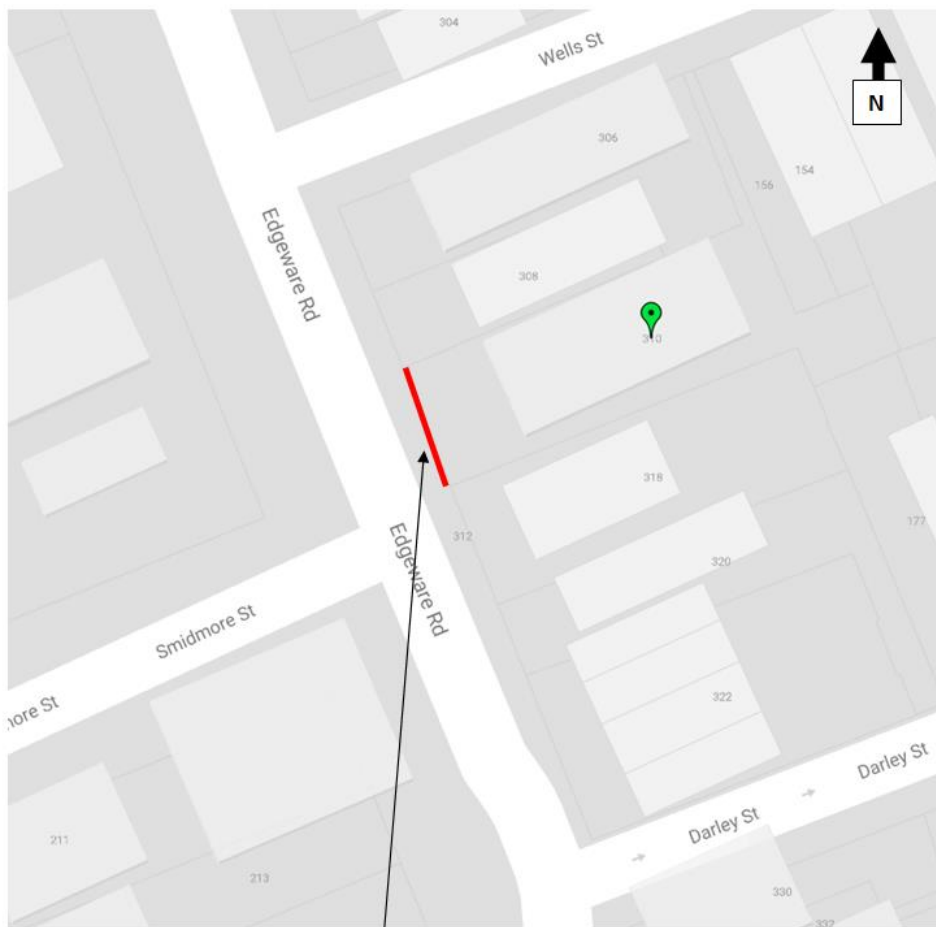
310 Edgware Road, Newtown

The subject property is located on the eastern side of Edgware Road, Newtown. The proposed 'Works Zone' will be 13 metres in length and located on the eastern side of Edgware Road adjacent to the site. It will be required for a period of approximately six (6) months, to be utilised by construction vehicles during deliveries and loading and unloading activities (refer to the below locality map and photographs).

At present, unrestricted parking is permitted on the eastern side of Edgware Road Newtown. The parking spaces in the subject section of Edgware Road are highly utilised by local residents. Therefore, the provision of a 'Works Zone' would provide a safe facility for loading and unloading activities at the subject site during the construction period.



Locality Map – 310 Edgware Road, Newtown (Edgware Road Frontage)



Proposed 13m Works Zone

Photographs – Edgeware Road, Newtown (infront of 310 Edgeware Road, Newtown)

The proposed location of the 'Works Zone' in Edgeware Road, Newtown



PUBLIC CONSULTATION

A notification letter will be distributed to adjoining residents prior to the 'Works Zone' being installed.

CONCLUSION

approved for the construction works subject to Council fees and charges.

COMMITTEE RECOMMENDATION

THAT:

1. the installation of a 'Works Zone 7AM-5.30PM Mon-Sat' (total of 13 meters in length) on the eastern side of Edgeware Road in front of property No. 310 Edgeware Road, Newtown be APPROVED for a period of Six (6) months, for the proposed construction works; and
2. the costs of the supply, installation and removal of the signs and 'Works Zone' fees in accordance with Council's Fees and Charges are to be borne by the applicants.

GENERAL BUSINESS

Nil.

Meeting closed at 11.43am.