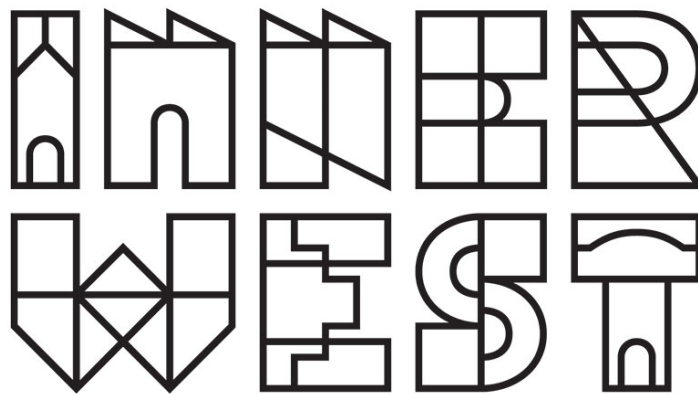


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 21 JULY 2025

11:00 AM

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of Meeting held on 16 June 2025

Meeting commenced at 11:03 AM

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

Victor Macri	Councillor –Midjuburi - Marrickville Ward (Chair)
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown
Vinoth Srinivasan	Transport for NSW (TfNSW)
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Michael Takla	Representative for Transit Systems
Sunny Jo	IWC's Acting Traffic and Transport Planning Manager
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Felicia Lau	IWC's Acting Coordinator Traffic Engineering Services (North)
Christy Li	IWC's Business Administration Officer

VISITORS

Nil.	Nil.
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APOLOGIES:

Liz Atkins	Councillor – Damun - Stanmore Ward
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DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 19 May 2025 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 14 April 2025 were adopted at Council's meeting held on 20 May 2025 subject to the following amendments:

1. That Council review the footpath parking element of the Myrtle Street, Leichhardt shared zone 12 months post-implementation and survey residents of Myrtle Street, Ivory Street, Ivory Lane, National Street, Flood Street between Treadgold Street and Lords Road, and Elswick Street between Edith Street and Seale Street as part of the review.

LTC0625(1) Item 1 Richardson's Crescent, Marrickville - Traffic treatments at the intersection of Richardson's Crescent and Carrington Road (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

At Council's Local Traffic Committee on the 17 March 2025, item 14 – Concerns regarding the vehicular access from Carrington Road, Marrickville was raised by the Chair as part of the General Business items for Local Traffic Committee. This item included correspondence from a resident noting concern regarding vehicular access at the intersection of Carrington Road onto Richardson's Crescent stating the difficulty of turning right from Carrington Road into Richardson's Crescent. As such, Council's Traffic Engineering team was tasked to investigate potential treatments to address the concern raised by the resident.

This report investigates two potential proposals to address the alleged turning delays associated with this intersection, including a roundabout treatment and a seagull treatment. The results of the analysis for a roundabout reveal that at this point in time efficiency of the intersection is satisfactory as well as a low accident history meaning that a proposed roundabout would not be the most cost-effective solution for an intersection which is essentially operating at an acceptable level of service. Whilst a Seagull Island treatment is more cost effective and would provide the same benefit in terms of intersection efficiency as a roundabout, the fact the intersection is currently operating acceptable means that at present, the benefit provided in relation to the cost is debatable. It is recommended that Council note both proposals and that a Seagull Island treatment would be a better proposed option for this intersection.

Officers Recommendation:

1. That Council note the design of a proposed roundabout at the intersection of Richardson's Crescent and Carrington Road.
2. That Council note the design of a proposed seagull treatment at the intersection of Richardson's Crescent and Carrington Road.

DISCUSSION:

Council Officers tabled in comments received from the representative of the Inner West Bicycle Coalition requesting that consideration of the same treatment given across Renwick Street be given to giving the pedestrian/ bike refuge island on Carrington Road south of Richardson Crescent. It was noted that the proposed seagull treatment and lowered holding time at this intersection will be a magnet for traffic coming from the south and west leading to higher traffic volumes and speeds. It was also noted that "greening" the intersection and giving cyclists priority as at Renwick Street would be ideal as it would provide a uniform treatment for cyclists along Carrington Road.

Council Officers noted the comments received by the representative of the Inner West Bicycle Coalition.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That Council note the design of a proposed roundabout at the intersection of Richardson's Crescent and Carrington Road.
2. That Council note the design of a proposed seagull treatment at the intersection of Richardson's Crescent and Carrington Road.

For Motion: Unanimous

LTC0625(1) Item 2 Shepherd Street and Chapel Street, Marrickville – Proposed two raised pedestrian crossings and kerb extensions - Design Plan 10339 (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council is planning to improve safety for pedestrians in Shepherd Street and Chapel Street, Marrickville by converting the 2 existing 'at-grade' pedestrian crossings to raised pedestrian crossings together with landscaped kerb blister islands. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points; improve sight distances, reduce traffic speeds and conflicts with traffic movements at this location.

Officers Recommendation:

That the detailed design plan for the proposed raised pedestrian crossings in Shepherd Street and Chapel Street, Marrickville and associated signs and line markings (as per Design Plan No.10339) be APPROVED.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan for the proposed raised pedestrian crossings in Shepherd Street and Chapel Street, Marrickville and associated signs and line markings (as per Design Plan No.10339) be APPROVED.

For Motion: Unanimous

LTC0625(1) Item 3 McGill Street, Lewisham - Proposed Shared Zone (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

The adopted Inner West Council Pedestrian Access Management Plan (PAMP) recommends the investigation of a Shared Zone on McGill Street, Petersham, and pedestrian improvements at the intersection of Old Canterbury Road and Hudson Street. This report outlines further investigations completed along McGill Street and the nearby intersections, to assess the feasibility of the recommended treatments identified within the PAMP and develop them further. A concept plan has been developed proposing treatments which addresses some of these issues identified (some recommendations from the PAMP plan were unfeasible due to site constraints).

Officers Recommendation:

1. That a Shared Zone on McGill Street between Old Canterbury Road and Hudson Street, Lewisham, as per plan no.10347, be supported in-principle and included in Council's Capital Works program subject to detailed design, support from Transport for NSW and the community.

2. That the detailed design for the proposed Shared Zone in McGill Street, Lewisham be brought back to the Traffic Committee for consideration.

DISCUSSION:

Council Officers requested that the recommendation be amended to note that this was a 'Category 1 raised pavement shared zone.'

Council Officers noted that the kerb line has been repositioned to sit behind the 'Give Way' line marking as previously requested by Transport for NSW.

The Representative for Transport for NSW noted that a 'Road Safety Audit' needs to be undertaken during the design stage and requested that it be incorporated into the recommendation.

The Representative for Transport for NSW noted that were not supportive of the proposed parking on Old Canterbury Road however, they will work with Council in relation to the adjustments to on-street parking in the adjusted section of kerb during the detailed design phase.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That a category 1 raised pavement Shared Zone on McGill Street between Old Canterbury Road and Hudson Street, Lewisham, as per plan no.10347, be supported in-principle
2. That the detailed design for the proposed Shared Zone in McGill Street, Lewisham be brought back to the Traffic Committee for consideration subject to a Road Safety Audit being undertaken as part of the detailed design and submitted to TfNSW for their concurrence prior to Traffic Committee review and that community engagement be undertaken of the detailed design.

For Motion: Unanimous

LTC0625(1) Item 4 Holborow Street (at Liverpool Road), Croydon. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has prepared a design plan to provide a new landscaped kerb blister and extension to re-align the intersection of Holborow Street and Liverpool Road, Croydon. The proposal aims to slow traffic and improve road safety for pedestrians and motorists at the intersection.

Officers Recommendation:

That the detailed design plan (10329) for a proposed new landscaped kerb blister and extension re-alignment of the intersection of Holborow Street and Liverpool Road, Croydon, with associated signs and line marking (as shown in *Attachment 1*) be approved.

DISCUSSION:

The Representative for Transport for NSW raised concerns regarding pedestrian safety and potential impacts to the efficiency of the State Road networks. Council Officer presented

additional turning movement diagrams to show the turn path of a passenger vehicle as well as an additional turn path of an 8.8m truck as requested by TfNSW representative prior to the meeting. The Council Officer also advised that the 8.8m truck was the design vehicle in this case.

It was noted that TfNSW representatives raised concerns with the conflict point between the 8.8 metre Medium Rigid Vehicle (MRV) and pedestrians. Council Officers advised that this design would improve safety for pedestrians and didn't agree that the turn paths of vehicles would pose a safety issue for pedestrians.

Council Officers noted that they have made changes to ensure there would be minimal impact to the State Road networks and that turning templates are usually more conservative so the likelihood of there being issues with vehicle movements is low.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan (10329) for a proposed new landscaped kerb blister and extension re-alignment of the intersection of Holborow Street and Liverpool Road, Croydon, with associated signs and line marking (as shown in *Attachment 1*) be approved.

For Motion: Unanimous

LTC0625(1) Item 5 Beattie Street, Balmain – Proposed linemarking changes between Elliott Street and Evans Street (Baldurri-Balmain/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council is planning to improve road safety along Beattie Street, Balmain between Elliott Street and Evans Street. The proposed realignment of the undivided centre lines is intended to encourage lower vehicle speeds and improve vehicle delineation.

Officers Recommendation:

That the proposed line marking changes for Beattie Street between Elliott Street and Evans Street, Balmain be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed line marking changes for Beattie Street between Elliott Street and Evans Street, Balmain be approved.

For Motion: Unanimous

LTC0625(1) Item 6 Darling Street, Balmain - Global TMP for Balmain Street - (Baludarri-Balmain Ward Balmain Electorate Leichhardt PAC)

SUMMARY

Council has received a grant to develop a global Traffic Management Plan (TMP) for events on Darling Street in Balmain.

The purpose of the program is to help secure a brighter future for our communities by unlocking more walkable, safer, and activated neighbourhoods.

Preparation is underway for a multi-event on Darling Street between Booth Street and Montague Street, Balmain. The global TMP will be used for future events at this location, with the first expected to be held on a weekend during the month of November 2025.

The event components may include a variety of activities, such as market stalls, themed displays, food trucks, tables and chairs and entertainment. Local commercial cafes and restaurants may have the opportunity to expand outdoor seating numbers to increase trading and enhance the specific event.

The event will impact surrounding streets within the Balmain area. The TMP was prepared to outline the effects on the road network, parking, pedestrian and bicycle routes, emergency routes and access to local properties and businesses.

Officers Recommendation:

That the proposed global multi-event Traffic Management Plan (TMP) for Darling Street between Montague Street and Booth Street, Balmain, be approved-in principle for a period of five (5) years, with this year's event to be held on a weekend during the month of November 2025, subject to the following conditions:

- a) The event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- b) All barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- c) All traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- d) The event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- e) The event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

DISCUSSION:

The Representative for Transport for NSW noted that Darling Street is a bus route and in close proximity to traffic control signals and therefore a Traffic Management Plan (TMP) needs to be submitted to the Transport Management Centre (TMC) for approval and a Road Occupancy Licence (ROL) needs to be obtained.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That the proposed global multi-event Traffic Management Plan (TMP) for Darling Street between Montague Street and Booth Street, Balmain, be approved-in principle for a

period of five (5) years, with this year's event to be held on a weekend during the month of November 2025, subject to the following conditions:

- a) The event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- b) All barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- c) All traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- d) The event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council;
- e) The event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities; and
- f) The applicant submits the Bus route changes, Traffic Management Plan, and closures impacting traffic signals to the Transport Management Centre for approval and a Road Occupancy Licence be obtained.

For Motion: Unanimous

LTC0625(1) Item 7 Darling Street, Balmain - Proposed motor bike parking restriction (Baludarri-Balmain/Balmain electorate/Leichhardt PAC)

SUMMARY

To improve intersection safety at the Duke Street and Darling Street intersection, Balmain East, the following are proposed:

- Converting a 5m unrestricted parking space in Darling Street, west of Duke Street to 'Motor Bikes Only' parking zone;
- Formalising give-way treatment with sign and line marking at Duke Street; and
- Consideration of a variable speed radar to be installed along the frontage of St. Mary's Balmain Anglican Church facing eastbound traffic in Darling Street.

Officers Recommendation:

1. That the installation of a 5m length 'Motor Bikes Only' parking zone on the northern side of Darling Street 10m west of Duke Street, Balmain East be approved.
2. That a Give Way (R1-2A) sign be installed in Duke Street at its intersection with Darling Street, with Give Way (TB and TB1) lines across Duke Street.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the installation of a 5m length 'Motor Bikes Only' parking zone on the northern side of Darling Street 10m west of Duke Street, Balmain East be approved.
2. That a Give Way (R1-2A) sign be installed in Duke Street at its intersection with Darling Street, with Give Way (TB and TB1) lines across Duke Street.

For Motion: Unanimous

LTC0625(1) Item 8 Elliott Street, Balmain - Proposed Resident Parking Scheme (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Several residents in Elliott Street, Balmain have expressed concerns regarding long-term non-resident parking and requested a Resident Parking Scheme (RPS) for their street.

In response, preliminary investigation and community engagement were undertaken by Council on a '2P 8am-10pm Permit Holders Excepted Area B1' proposal on the north side of Elliott Street between Rosieville Lane and Glassop Street, and south side of Elliott Street in between Claremont and Terry Street, Balmain.

The results of the community engagement indicated adequate support for the implementation of the proposed Resident Parking Scheme.

Officers Recommendation:

That the proposed resident parking scheme '2P 8am-10pm Permit Holders Excepted Area B1' on the north side of Elliott Street between Rosieville Lane and Glassop Street, and south side of Elliott Street in between Claremont and Terry Street, Balmain as per below plan be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed resident parking scheme '2P 8am-10pm Permit Holders Excepted Area B1' on the north side of Elliott Street between Rosieville Lane and Glassop Street, and south side of Elliott Street in between Claremont and Terry Street, Balmain as per below plan be approved.

For Motion: Unanimous

LTC0625(1) Item 9 Inner West LGA - Proposal for Flexicar Car Share Parking Spaces (All Wards/All Electorates/All PACs)

SUMMARY

A request has been received from Flexicar to install 12 on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around the Inner West.

Officers Recommendation:

That the following 'No Parking Authorised Car Share Vehicle Expected, Area FLEXICAR' restrictions be approved:

- a) A 2.5m wide space in the Edgeware Road Council car park, Enmore next to the existing car share space.

- b) A 5.5m restriction on the southern side of Arthur Street, Marrickville east of Ann Street outside no.10 Arthur Street.
- c) A 5.5m restriction on the northern side of Salisbury Road, Stanmore east of Percival Road.
- d) A 5.5m restriction on the southern side of Railway Avenue, Newtown west of Liberty Street.
- e) A 5.5m restriction on the eastern side of Regent Street, Petersham south of Trafalgar Street.
- f) A 5.5m restriction on the western side of Barwon Park Road, St Peters south of Princes Highway.
- g) A 2.5m wide space in the Seaview Street Council car park, Dulwich Hill to the existing car share space.
- h) A 5.5m restriction on the southern side of Guihen Street, Camperdown west of Booth Street.

DISCUSSION:

The Chairperson noted there were 6 submissions against the proposed restrictions in Arthur Street, Marrickville East and suggested that the proposal for the Arthur Street, Marrickville East not be supported due to community opposition.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That the following 'No Parking Authorised Car Share Vehicle Expected, Area FLEXICAR' restrictions be approved:

- a) A 2.5m wide space in the Edgeware Road Council car park, Enmore next to the existing car share space.
- b) A 5.5m restriction on the northern side of Salisbury Road, Stanmore east of Percival Road.
- c) A 5.5m restriction on the southern side of Railway Avenue, Newtown west of Liberty Street.
- d) A 5.5m restriction on the eastern side of Regent Street, Petersham south of Trafalgar Street.
- e) A 5.5m restriction on the western side of Barwon Park Road, St Peters south of Princes Highway.
- f) A 2.5m wide space in the Seaview Street Council car park, Dulwich Hill to the existing car share space.
- g) A 5.5m restriction on the southern side of Guihen Street, Camperdown west of Booth Street.

For Motion: Unanimous

LTC0625(1) Item 10 Camdenville Park, St Peters - Proposed parking changes to the Camdenville Park carpark at Council Street, St Peters (Midjuburi - Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

A concept plan which included upgrades to the existing amenities building and existing car parking area at Council Street, St Peters was proposed as part of the Camdenville Park Amenities Refurbishment project. This report is provided to formalize the car parking area including relevant line marking of parking bays and parking signage. It is recommended that Council approve the design of the car park at Camdenville Park fronting Council Street, St Peters.

Officers Recommendation:

That the carpark design and signage plan of the Camdenville Park Amenities Refurbishment be approved by Council.

DISCUSSION:

Council Officers noted that the plan proposes signposting changes as well as an addition of motorcycle parking spaces and mobility parking spaces.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the carpark design and signage plan of the Camdenville Park Amenities Refurbishment be approved by Council.

For Motion: Unanimous

LTC0625(1) Item 11 Gower Street, Ashfield - Proposed Resident Parking Scheme at Gower Street between Liverpool Road and Ormond Street (Djarrawunang-Ashfield Ward) / Summer Hill Electorate / Burwood PAC)

SUMMARY

Upon receiving a petition from residents of Gower Street, Ashfield, Council initiated an investigation for implementing residential parking restrictions in Gower Street, Ashfield. A parking occupancy survey was carried out and it was found that there are high parking occupancies in Gower Street during the morning and evening periods.

Accordingly, Council officer's proposed timed permit parking restrictions on the western side of Gower Street, signposted as '2P 8am – 6pm Mon – Fri Permit Holders Excepted Area 10', and consulted on this proposal with surrounding households and businesses. This report provides the results of this survey and consultation with owners and occupiers in Gower Street indicated that there was sufficient support to implement the proposed restrictions.

Officers Recommendation:

That the proposal to implement Resident Parking Scheme restrictions '2P 8am – 6pm Mon – Fri Permit Holders Excepted Area 10' along the western side of Gower Street between Liverpool Road and Ormond Street, Ashfield be approved.

DISCUSSION:

The Representative for Transport for NSW requested that the 'No Stopping' restrictions towards the intersections be made compliant to road rules.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposal to implement Resident Parking Scheme restrictions '2P 8am – 6pm Mon – Fri Permit Holders Excepted Area 10' along the western side of Gower Street between Liverpool Road and Ormond Street, Ashfield be approved subject to 20m length 'No Stopping' zone be retained at its approach to Liverpool Road.

For Motion: Unanimous

LTC0625(1) Item 12 Holbeach Avenue, Tempe – Temporary Full Road Closure for MS Sydney to the Gong Bike Ride on Sunday 2 November 2025 – (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 2 November 2025. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 2 November 2025.

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

Officers Recommendation:

That the Local Traffic Committee receive and note the report.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the Local Traffic Committee receive and note the report.

For Motion: Unanimous

General Business:

Item 13- Ramsay Street, Haberfield Road resurfacing works

The Representative for the Member of Summer Hill noted that Council had recently completed road works on Ramsay Street however, stopped a few metres before the intersection at Dalhousie Street and questioned if there are plans for the works to continue to the intersection. The Representative for the Member of Summer Hill notes that currently there is a minor dip in the road due to the uneven road surface.

Item 14- Trucks accessing Sloane Street, Marrickville

The Chairperson questioned if Council has reviewed the issue with trucks accessing Sloane Street, Marrickville. Council Officers advised that consultation letters have been sent out to nearby residents and businesses for feedback regarding the installation of 'No Stopping' signs to improve sightlines and manoeuvrability of larger vehicles.

Item 14- Charlotte Street, Marrickville proposed RPS scheme

The Chairperson advised that a petition had been submitted to Council by the residents of Charlotte Street, Marrickville to initiate an investigation for a Resident Parking Scheme (RPS) in Charlotte Street. The Chairperson noted that the residents have advised that the parking situation has deteriorated and that they would like Council to re investigate the possibility of implementing a RPS scheme for the street. Council Officers advised they will investigate the issue and noted that there are currently works being undertaken by Transport for NSW in the close proximity to Charlotte Street, which may also be exacerbating the parking issue.

Item 15- Notification of Road Works in the LGA

The Representative for Transit Systems requested that Council advise Transit Systems of any upcoming projects and road works in the LGA as there have been previous instances where Transit Systems haven't been notified and the works had caused delays in their services.

Item 16- Sydenham Station Bus Layover

The Representative for Transit Systems noted that the current layover area at Sydenham Station needs to be reviewed as there has been concerns of bus turning movement from Railway Parade to Marrickville Road, Sydenham. The Representative for Transport for NSW advised they will follow up the concerns with the relevant departments.

Meeting closed at 11.49 am.

CHAIRPERSON

Councillor Victor Macri

Item No: LTC0725(1) Item 1
Subject: TEMPE STATION - PROPOSED SHARED PATH (MIDJUBURI-MARRICKVILLE WARD/INNER WEST PAC/SUMMER HILL ELECTORATE)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That a concept shared path within the Tempe Station car park as per plan no.10352, be supported in-principle and included in Council's Capital Works program subject to support from Transport for NSW and/or relevant rail authority body.
2. That the detailed design for the proposed shared path in Tempe Station car park be brought back to the Traffic Committee for consideration.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines a proposal to install a shared path within the Tempe Station car park to provide separation for cyclists and pedestrians. There is no loss of parking, and a gain of one (1) additional parking space. The proposal will improve safety and connectivity within the car park, whilst also minimising impacts to the existing car parking spaces.

BACKGROUND

At the Council meeting held on 22 October 2024, Council resolved the following in part:

4. *That Council Staff investigate a defined cycleway path through the Tempe Station car park, so that people using the car park do not conflict with cyclists for safety reasons.*

DISCUSSION

Tempe Station Carpark is located within the Cooks River Cycleway network. Currently, active transport users travelling to and from Richardson Crescent via the Tempe Station Carpark are using the on-road carpark road space along this route.

Council officers have developed a shared path concept design along the western side of the car park, behind the parked vehicles to provide separation, and improve safety and connectivity through this carpark.

The concept design as shown in *Figure 1* consists of the following:

- Extend the existing shared path which currently terminates at the car park further.
- Construct a new 2.4m wide shared path along the grass verge along the western side of the car park.

- Construct a 1.2m wide concrete path on the existing asphalt carpark behind the parked vehicles to provide a buffer between parked vehicles and the shared path.
- Install a barrier fence adjacent to the shared path.
- Adjust the existing parking bay line markings.
- Adjust the existing parking bay line marking and provide one (1) additional parking space.

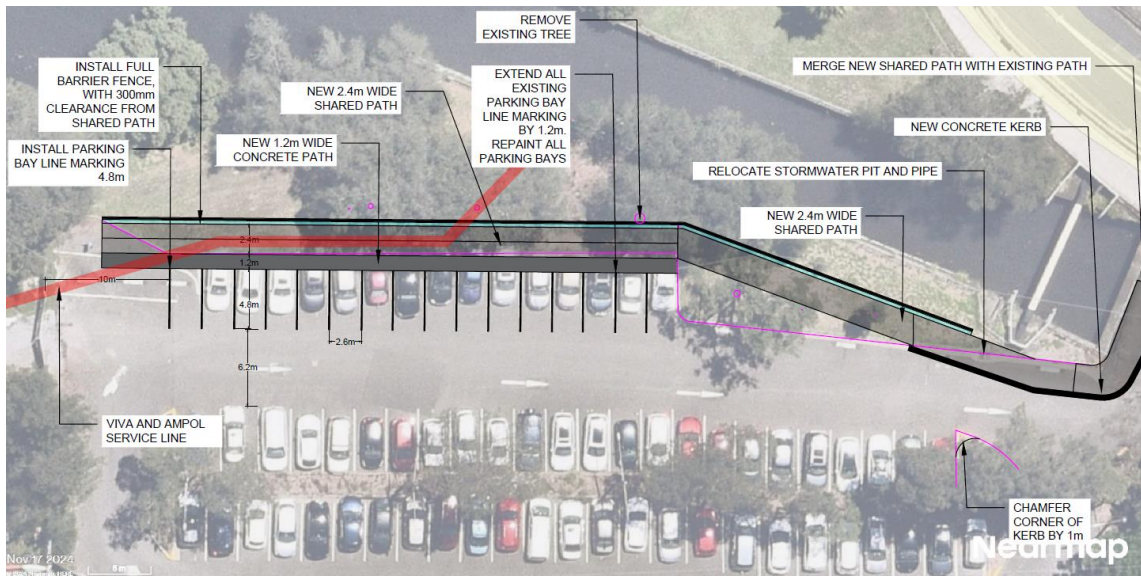


Figure 1 - Concept plan

Figure 2 below shows a cross section of the proposal (dimensions in metres):

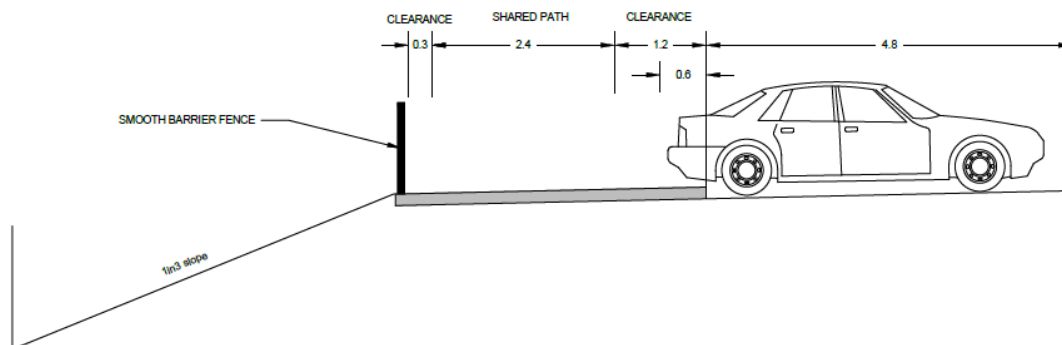


Figure 2 - Shared path cross section

The design allows for the following:

- A 4.8m long parking bay is proposed with a 0.6m overhang for vehicles, in accordance with Australian Standards.
- An additional 0.6m clearance from the shared path to the parked vehicle
- A 0.3m clearance between the edge of the smooth barrier fence and the shared path, in accordance with AusRoad design guidelines.

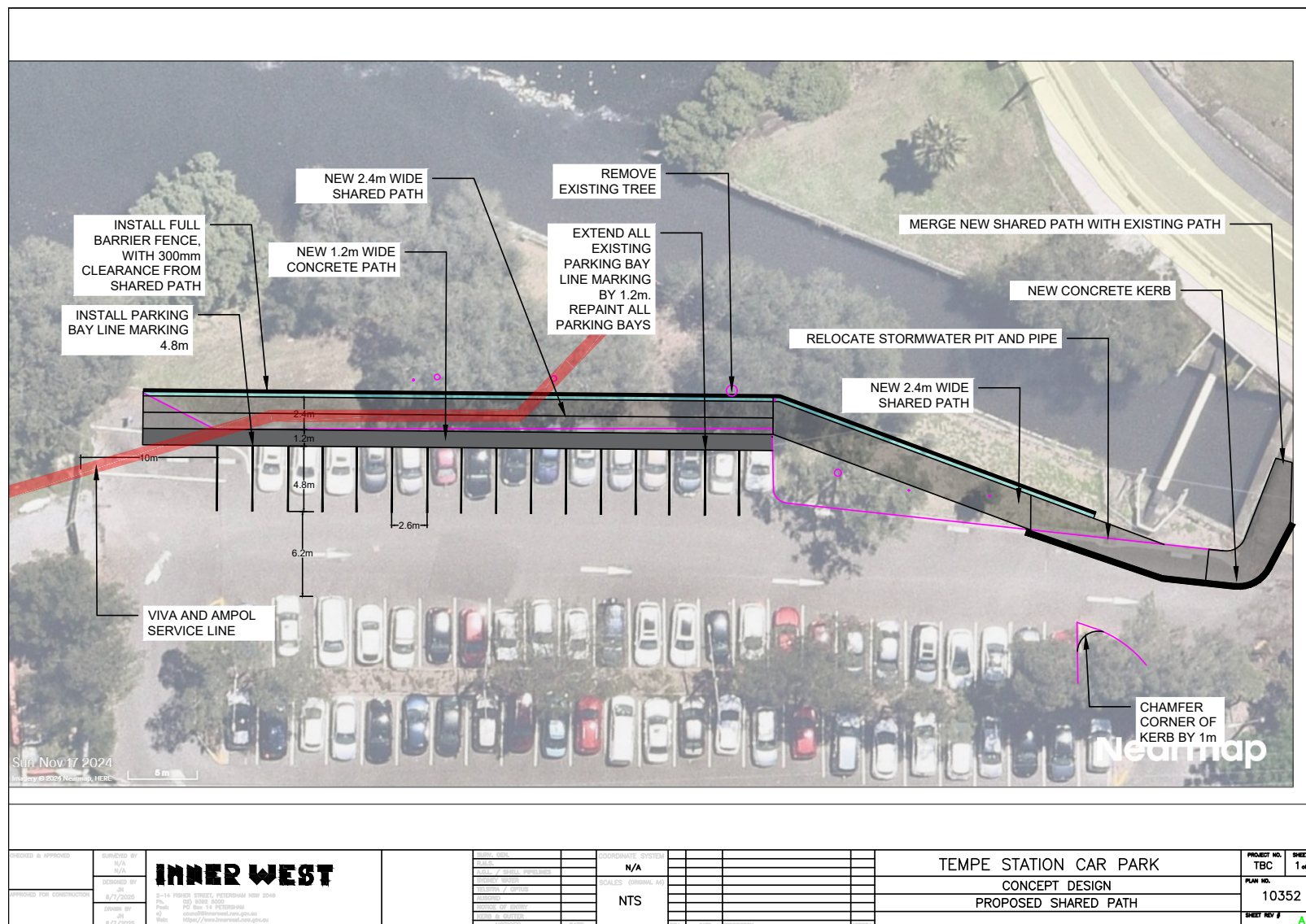
Council officers have obtained in principle support for this shared path proposal with the service utility provider which the shared path crosses over.

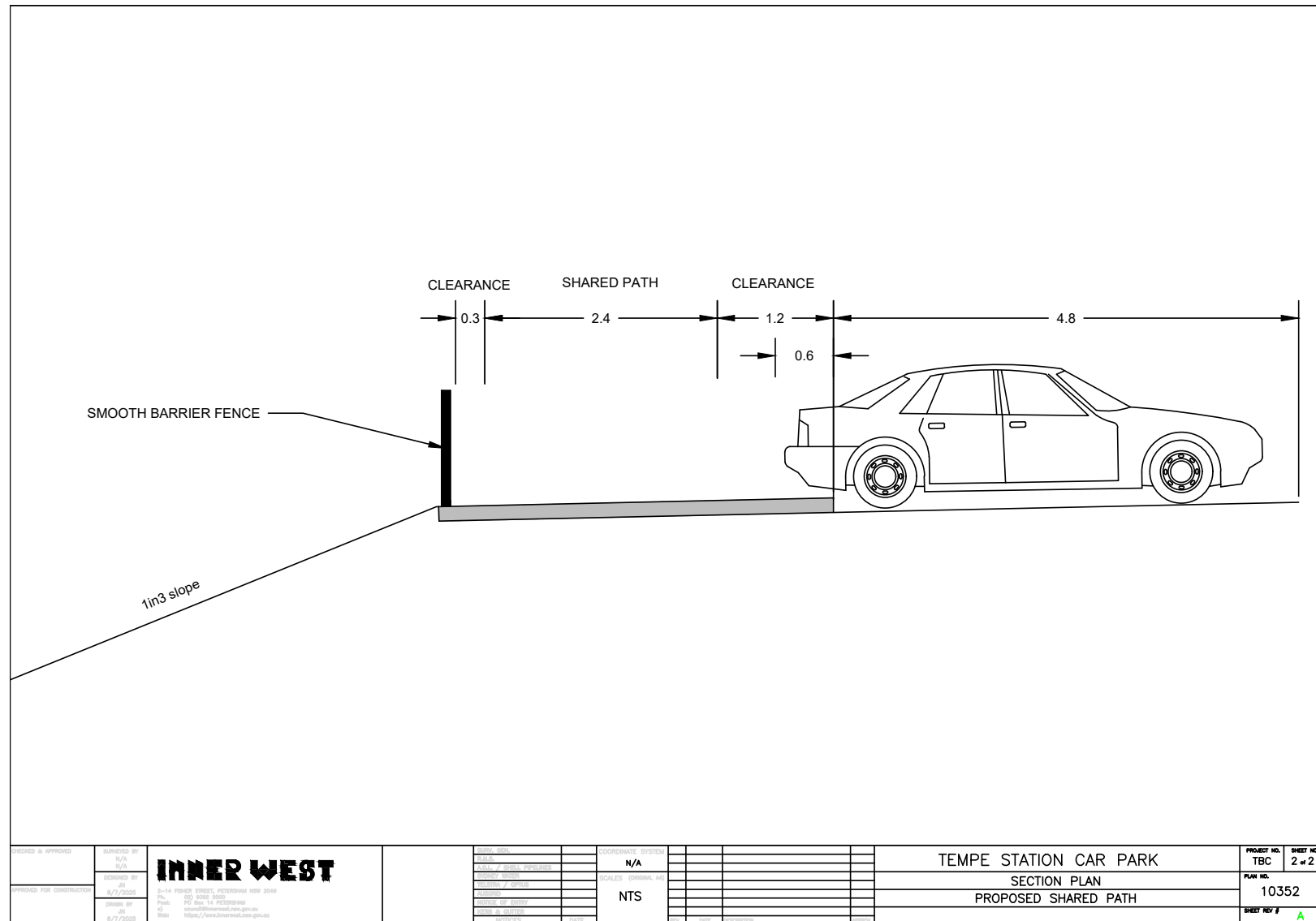
FINANCIAL IMPLICATIONS

An initial cost estimate is \$150,000 however a detailed cost estimate will be prepared during the detailed design development of the proposal and referred to a future Local Traffic Committee meeting for consideration

ATTACHMENTS

1. [↓](#) Concept plan
2. [↓](#) Design cross section





Item No: LTC0725(1) Item 2
Subject: RENWICK STREET AT ILLAWARRA ROAD, MARRICKVILLE - PROPOSED RAISED PEDESTRIAN CROSSING (MIDJUBURI-MARRICKVILLE WARD/INNER WEST PAC/SUMMER HILL ELECTORATE)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That a raised pedestrian crossing on Renwick Street, just east of Illawarra Road, Marrickville, as per plan no.10350, be supported in-principle, and included in Council's Capital Works program subject to community consultation.
2. That the detailed design for the proposed raised pedestrian crossing on Renwick Street, just east of Illawarra Road, Marrickville be brought back to the Traffic Committee for consideration.
3. That a raised pedestrian crossing across Renwick Street at Excelsior Parade, Marrickville not be supported.
4. That a raised pedestrian crossing across Illawarra Road, north of Renwick Street be investigated and brought back to the Traffic Committee for consideration.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines the pedestrian crossing investigation completed at the intersections of Illawarra Road and Renwick Street, and Renwick Street and Excelsior Parade, Marrickville. The pedestrian and vehicle volumes were assessed, and it was found that the volumes were met at the intersection of Illawarra Road and Renwick Street, and the volumes were not met at the intersection of Renwick Street and Excelsior Parade.

Accordingly, a pedestrian crossing is proposed at the intersection of Illawarra Road and Renwick Street. It is recommended that, if possible, the design development of the proposed pedestrian crossing across Renwick Street be integrated with the Marrickville Town Centre Master Plan.

Furthermore, it is also recommended that a pedestrian crossing be investigated across the northern leg of Illawarra Road and reported back to the Local Traffic Committee for consideration.

BACKGROUND

Council has received a request for a pedestrian crossing at the intersection of Renwick Street and Illawarra Road (across Renwick Street), and Renwick Street and Excelsior Parade, Marrickville.

DISCUSSION

Council officers completed pedestrian and vehicle counts at both intersections to determine if the pedestrian and vehicle volumes meet the warrants stipulated in the Inner West Council Pedestrian Crossing Warrant Policy.

A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point meets the following criteria:

- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour crossing the road is or is expected to be **equal to or greater than 20**, and vehicle volumes be **equal to or greater than 200** where children and elderly or mobility impaired pedestrians count as two pedestrians.

The pedestrian and vehicle counts were completed at both intersections on Thursday 23 March 2023 between 7.30am and 9.00am, 11.30am-1.30pm, and 2.00pm-4.00pm. The peak hour results are presented below.

Intersection of Renwick Street and Illawarra Road

The pedestrian and vehicle volume warrants for a pedestrian crossing for two (2) peak hour periods, were met at Illawarra Road (northern leg), and Renwick Street (eastern leg). This is shown in *Table 1*, *Figure 1* and *Figure 2* below.

Table 1 - Intersection count - Renwick Street at Illawarra Road

Location		Pedestrian volume		Vehicle Volume		Warrant met (Y/N)	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Illawarra Road (northern leg)		31	109	1043	974	Yes	Yes
Illawarra Road (southern leg)		1	1	972	973	No	No
Renwick Street (eastern leg)		80	121	383	469	Yes	Yes
Harnett Avenue (western leg)		47	76	70	88	No	No

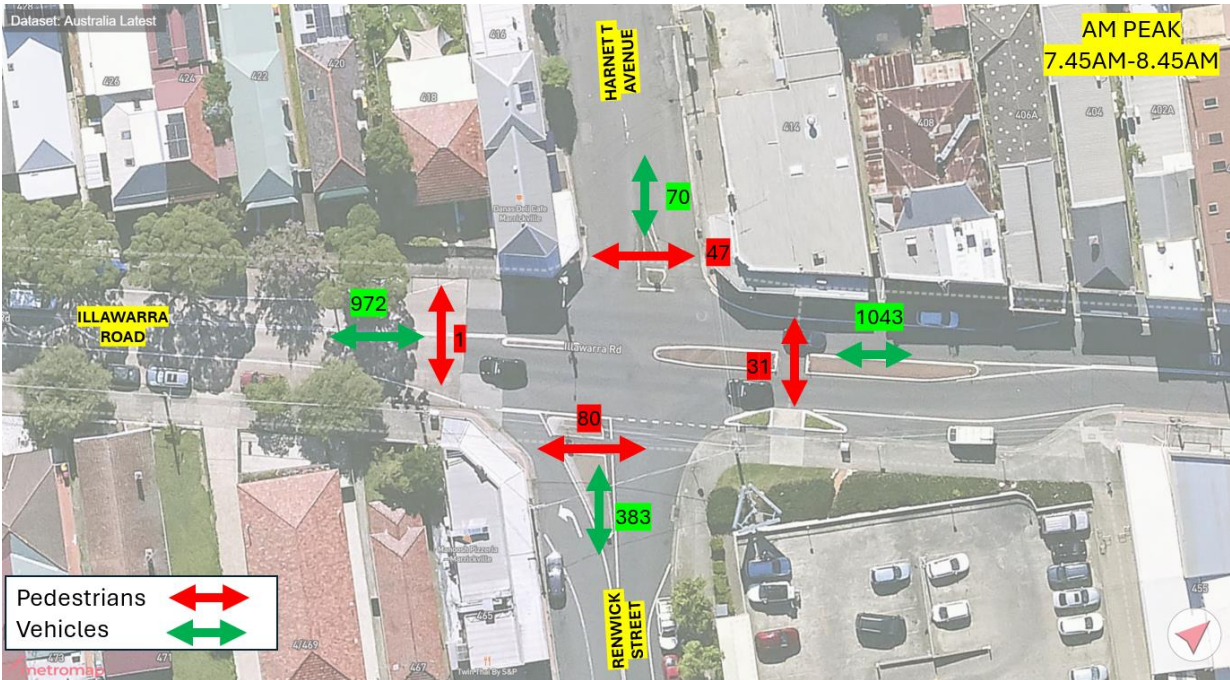


Figure 1 - AM Peak - Renwick Street at Illawarra Road

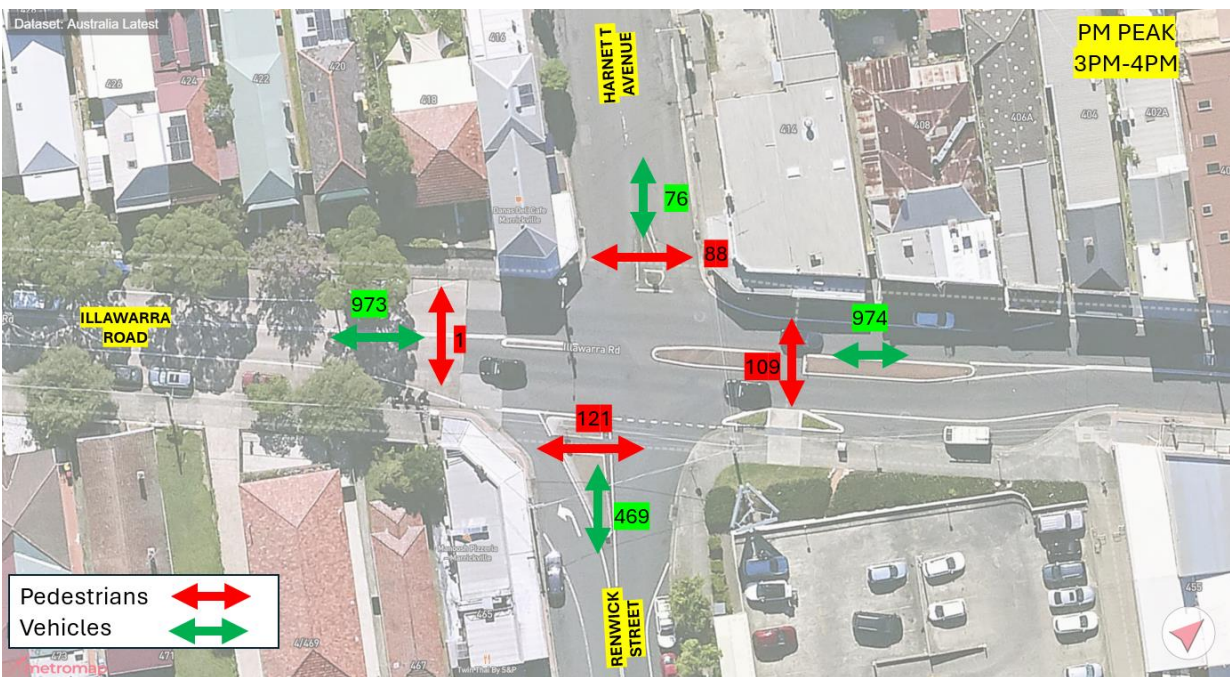


Figure 2 - PM Peak - Renwick Street at Illawarra Road

Intersection of Renwick Street and Excelsior Parade

The pedestrian and vehicle volume warrants for a pedestrian crossing at all legs of the intersection of Renwick Street and Excelsior Parade were not met for both peak hour periods for all crossing legs. The warrants were only met for one (1) peak hour period on Renwick Street. This is shown in Table 2, Figure 3 and Figure 4 below.

Table 2 - Intersection count - Renwick Street at Excelsior Parade

Location	Pedestrian volume		Vehicle Volume		Warrant met (Y/N)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Excelsior Parade (northern leg)	26	46	98	109	No	No
Excelsior Parade (southern leg)	15	27	117	84	No	No
Renwick Street (eastern leg)	15	35	411	373	No	Yes
Renwick Street (western leg)	23	11	362	376	Yes	No

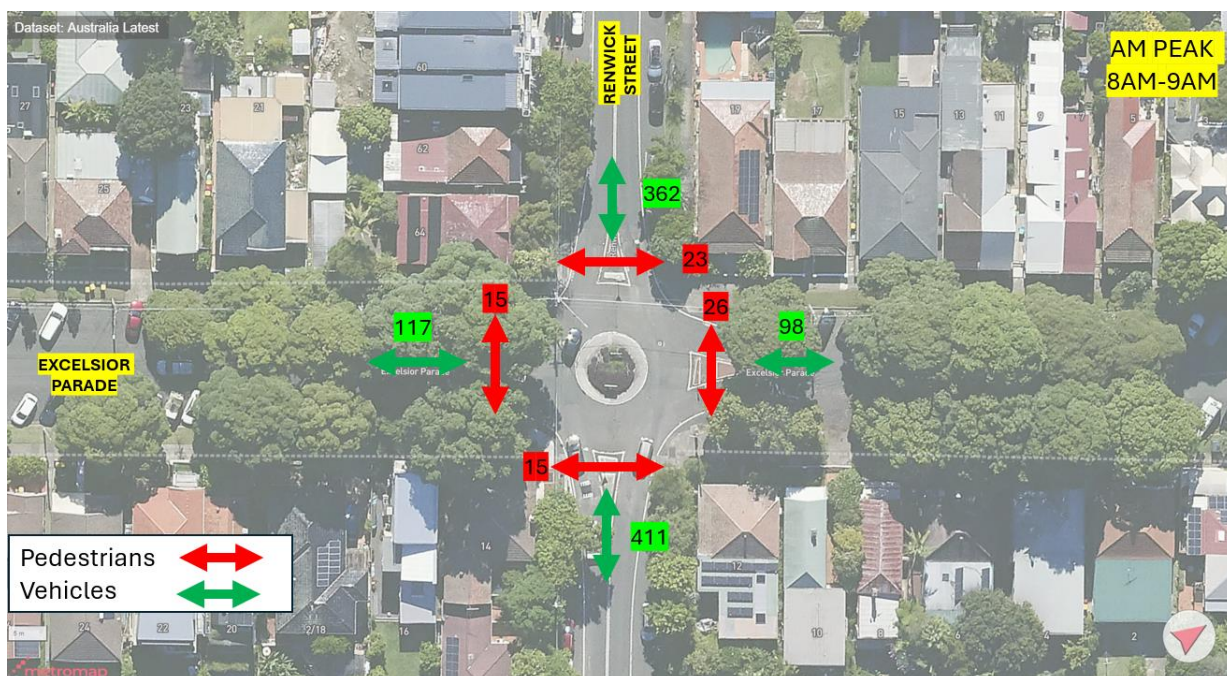


Figure 3 - AM Peak - Renwick Street at Excelsior Parade

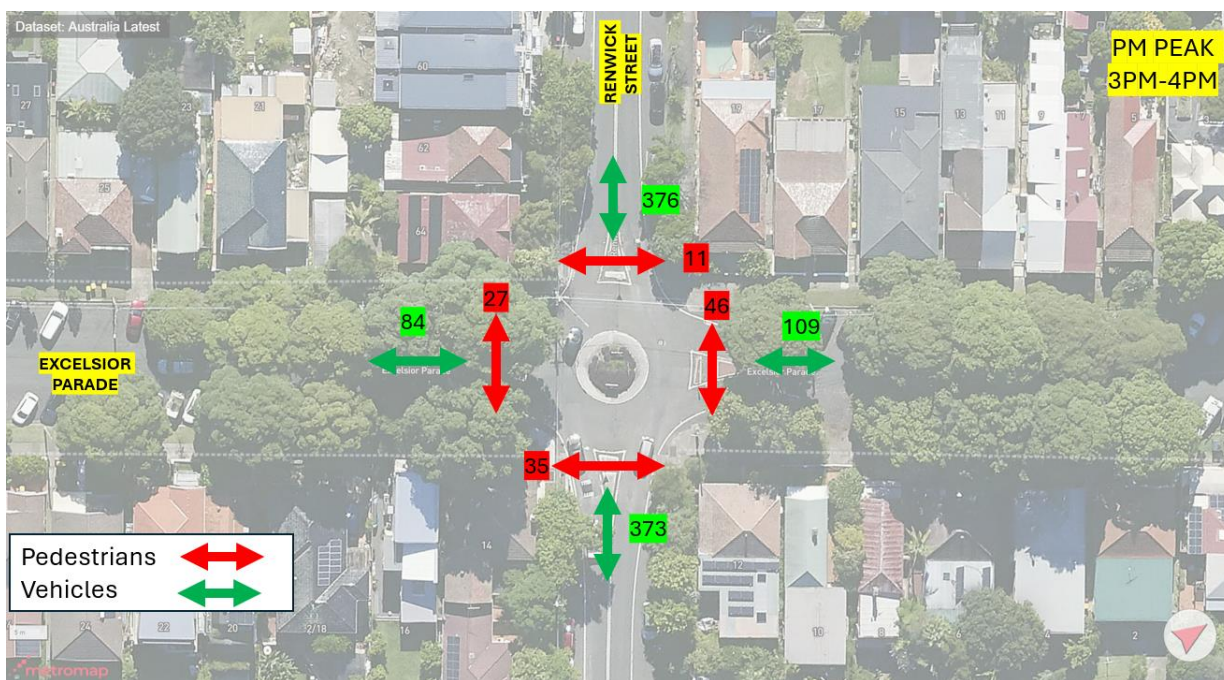


Figure 4 - PM Peak - Renwick Street at Excelsior Parade

Design Development

Based on the intersection counts, Council officers further investigated a pedestrian crossing across Renwick Street at the intersection of Illawarra Road. The concept design is shown in Figure 5 below.

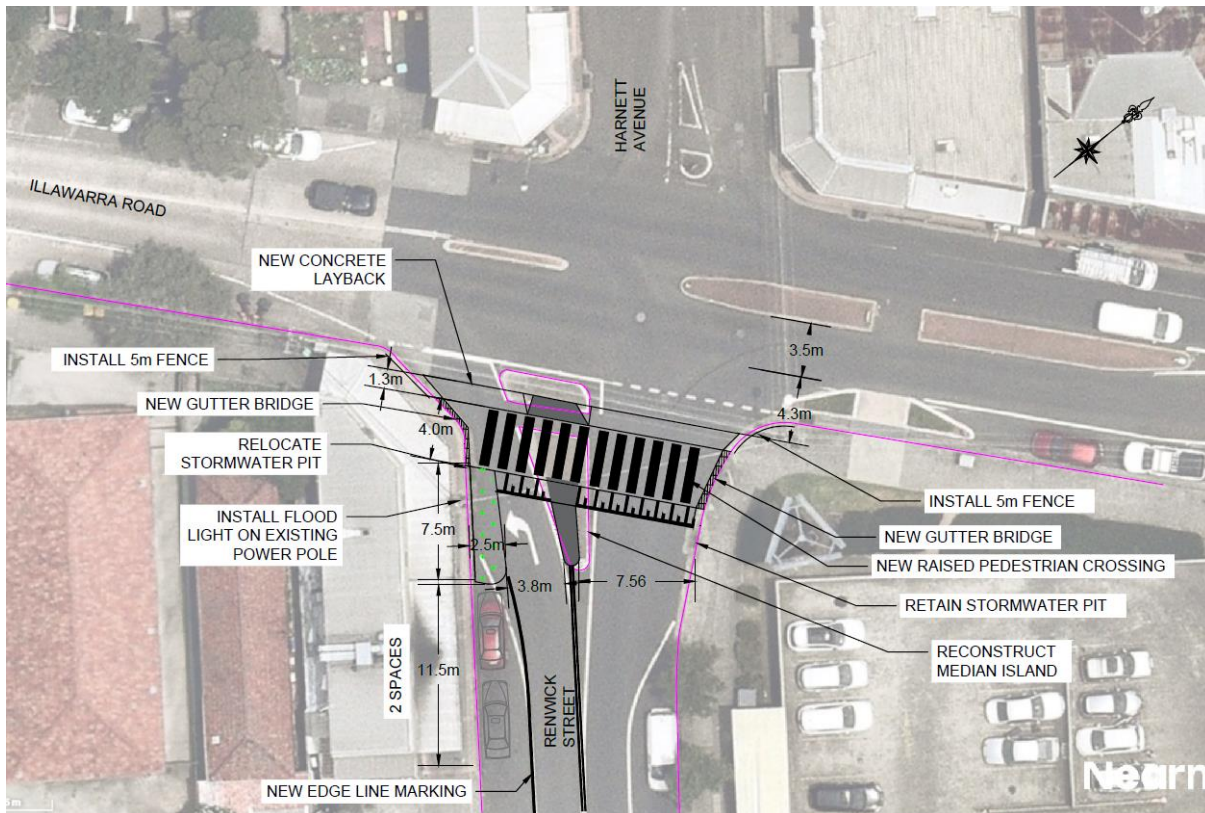


Figure 5 - Concept plan - Proposed pedestrian crossing – Renwick Street at Illawarra Road

The proposed pedestrian crossing consists of the following:

- New raised pedestrian crossing across Renwick Street, east of Illawarra Road.
- A 7.5 metre long, 2.5-metre-wide kerb extension on the western side of Renwick Street, south of Illawarra Road.
- Adjusting and retain the existing central median island due to the wide crossing width for pedestrians. A reduction in the width of the central island median is required due to the proposed kerb extension on the western side of Renwick Street.
- Retain the existing left-only control from Renwick Street to Illawarra Road.
- Adjustments to the existing stormwater pits and provision of gutter bridges.
- Retaining two (2) parking spaces on the western side of Renwick Street, south of Illawarra Road. There is no loss of parking with the proposal due to the 7.5 metre 'No Stopping' provision that can be provided due to the 2.5-metre-wide kerb extension.

The pedestrian crossing has been designed to accommodate the following vehicle turn movements:

- Left turn from Illawarra Road to Renwick Street for a 19-metre-long semi-trailer. Council officers have been advised by Woolworths that their semi-trailer vehicles make this movement.
- Left turn from Renwick Street to Illawarra Road for an 8.8 metre long service vehicle.
- Right turn from Illawarra Road to Renwick Street for an 8.8 metre long service vehicle.

Swept paths for each turning movement is shown in *Figure 6* below.

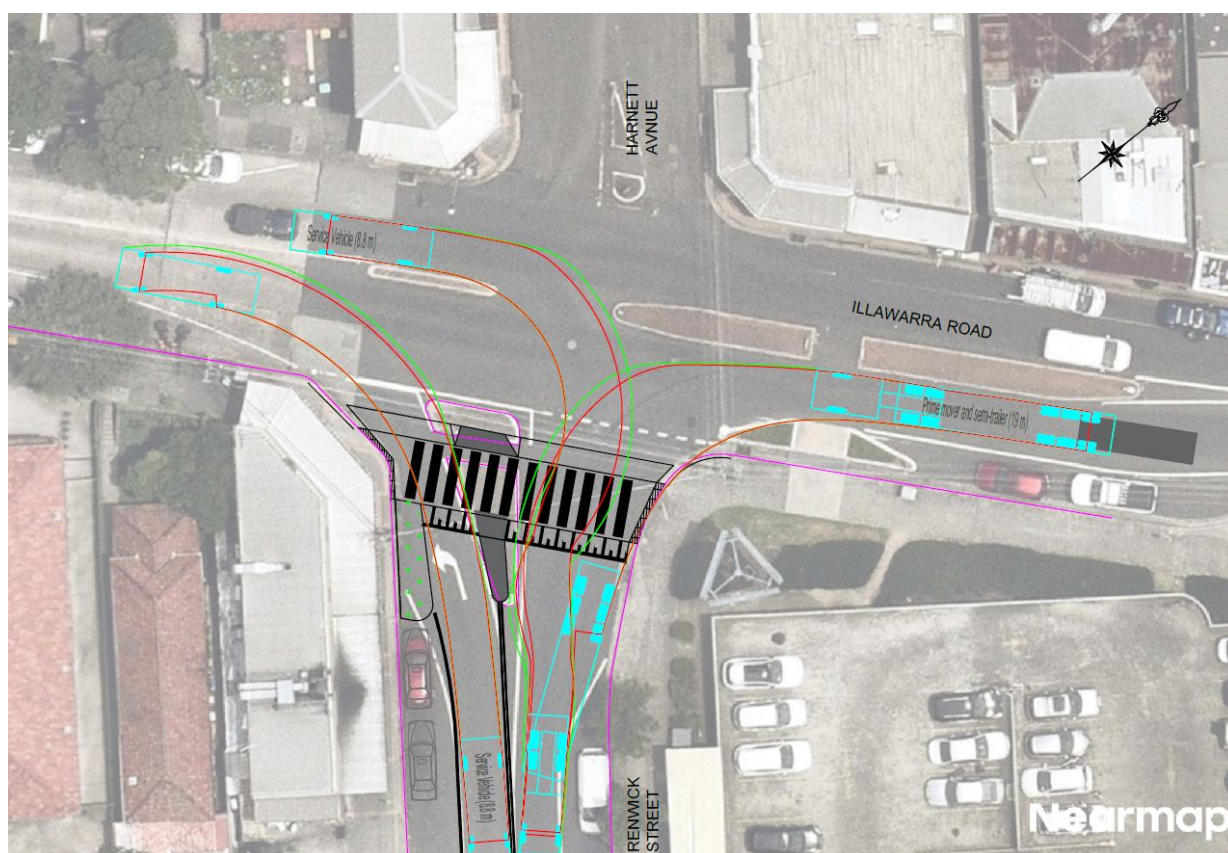


Figure 6 - Swept paths

It should be noted that Council is currently developing the Marrickville Town Centre Master Plan, under the 'Streets Alive' program, which includes potential changes to the intersection of Illawarra Road and Renwick Street. Whilst there is adequate pedestrian and vehicle volumes

to consider the installation of a raised pedestrian crossing in the short-term, consideration should be given to the timeframes for the implementation of the Marrickville Town Centre Master Plan. It is recommended that, if possible, the design development of the proposed pedestrian crossing across Renwick Street be integrated with the Marrickville Town Centre Master Plan.

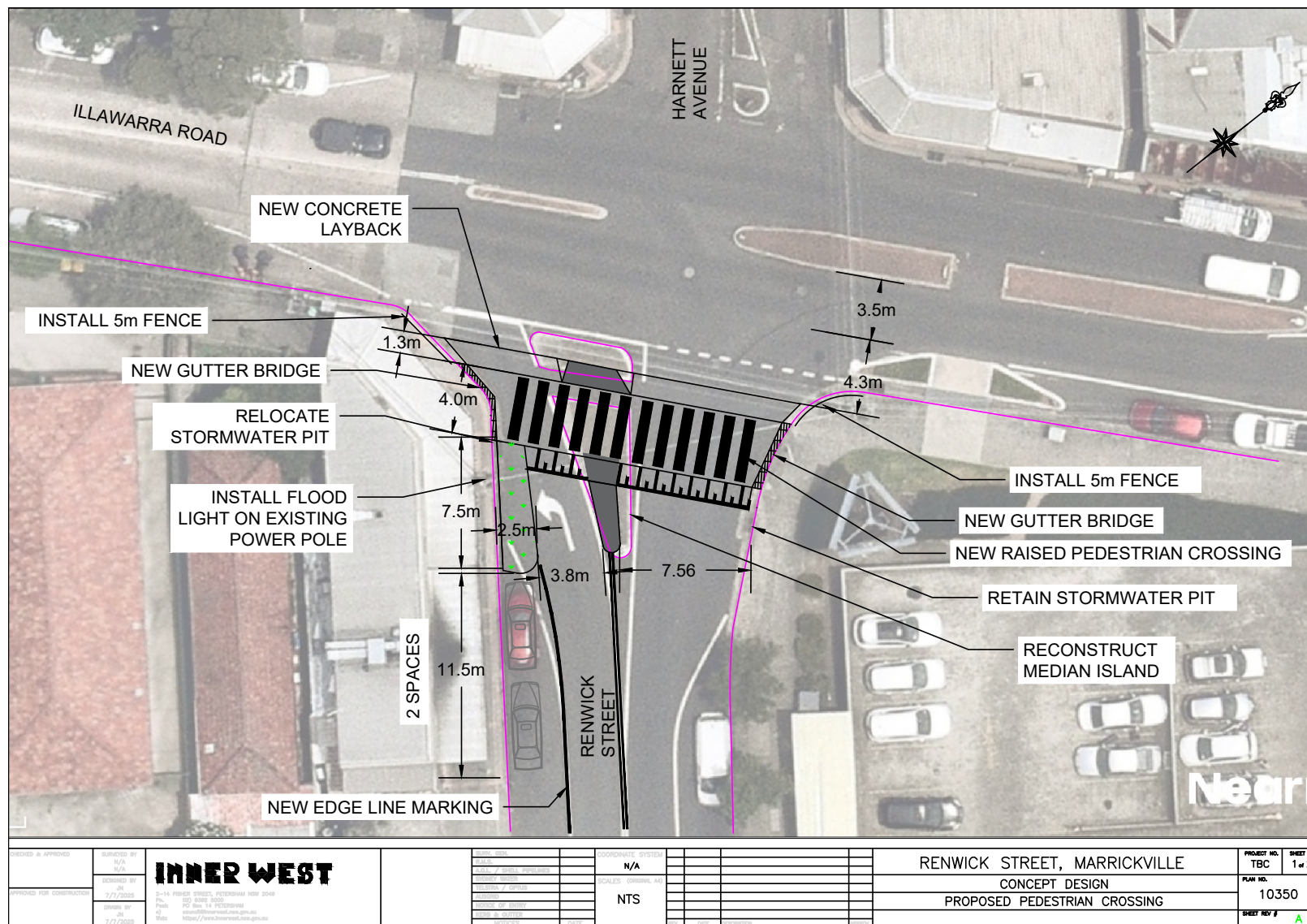
Furthermore, it is also recommended that a pedestrian crossing be investigated across the northern leg of Illawarra Road and reported back to the Local Traffic Committee for consideration.

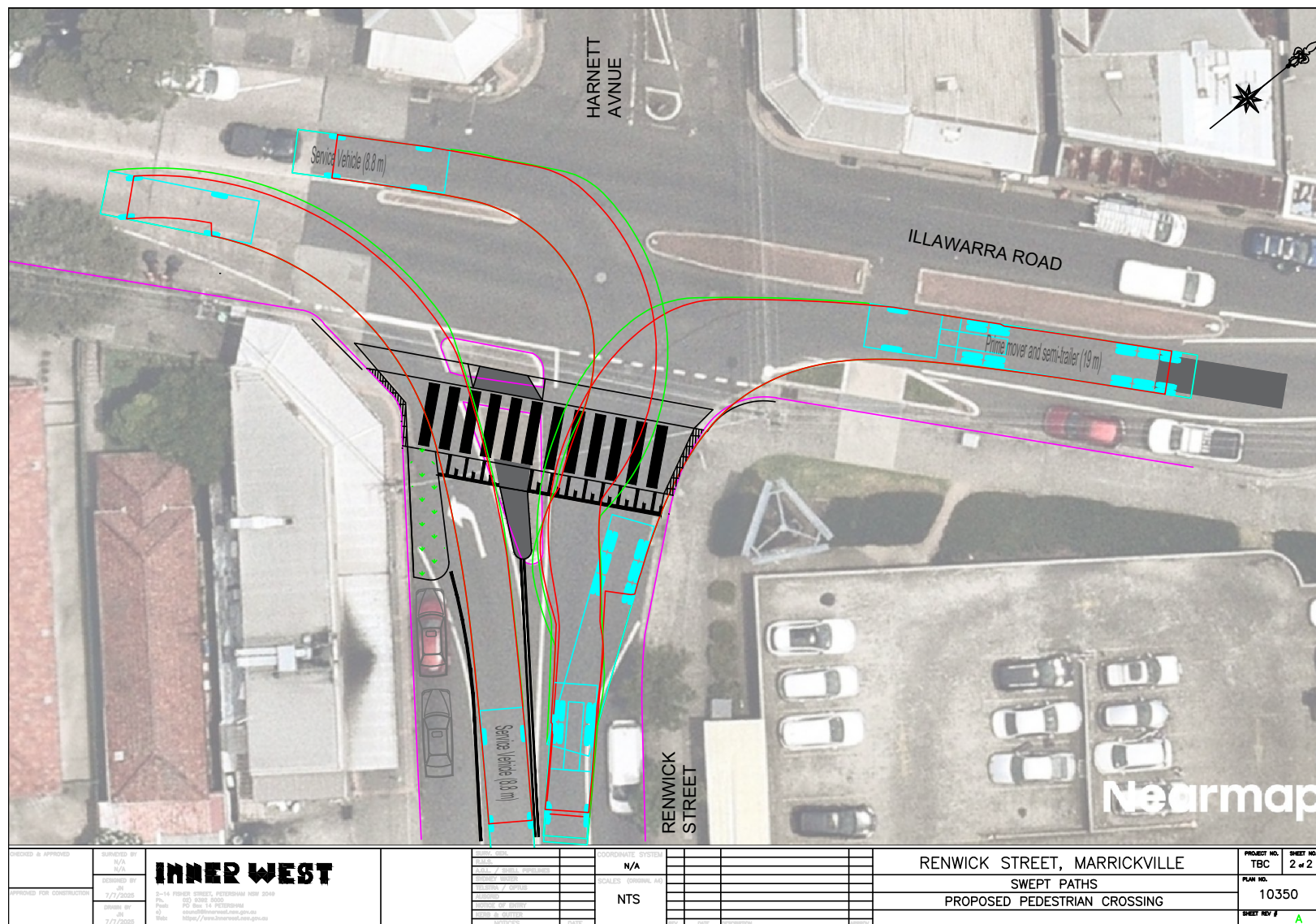
FINANCIAL IMPLICATIONS

A cost estimate and detailed design will be prepared during the design development of the proposal and referred to a future Local Traffic Committee meeting.

ATTACHMENTS

1. [↓](#) Concept plan
2. [↓](#) Swept path





Item No: LTC0725(1) Item 3

Subject: WOODLAND STREET, HOLMESDALE STREET AND CENTENNIAL STREET, MARRICKVILLE – TEMPORARY ROAD CLOSURES FOR UP TO EIGHT (8) SEPARATE WEEKEND DAYS TO HOLD AFLW MATCHES AT HENSON PARK - (MIDJUBURI-MARRICKVILLE WARD /SUMMER HILL ELECTORATE /INNER WEST LAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary full road closure (ENRC/2025/0043) of Woodland Street between Illawarra Road and dead-end; Holmesdale Street between Sydenham Road and Woodland Street, and Centennial Street between Sydenham Road and the entrance to Henson Park and Marrickville & District Hardcourt Tennis Club car park, Marrickville on the following dates and times:
 - a) Saturday 30 August 2025, 10:45 – 15:45;
 - b) Sunday 07 September 2025, 08:45 – 13:45;
 - c) Sunday 21 September 2025, 08:45 – 13:45;
 - d) Saturday 04 October 2025, 08:45 – 13:45;
 - e) Sunday 12 October 2025, 08:45 – 13:45;
 - f) Saturday 18 October 2025, 10:45 – 15:45;
 - g) Saturday 25 October 2025, 08:45 – 13:45; and
 - h) Saturday 01 or Sunday 02 November 2025,
 - i) Date & Time TBC (contingency period of one month) for the purpose of holding up to eight (8) AFLW matches at Henson Park be approved, subject to the applicant complying with, but not limited to, the following conditions:
2. That a Road Occupancy License application be obtained by the applicant from the Transport Management Centre.
3. That all affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses.
4. That 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 each street at least 7 days prior to the closure.
5. That the occupation of the road carriageway must not occur until the road has been physically closed.
6. That subject to written concurrence from Transport for New South Wales.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

An application has been received from AFL NSW/ACT to hold up to eight (8) AFLW matches at Henson Park Oval. The events require the temporary full road closure of Woodland Street, between Illawarra Road and dead-end; Holmesdale Street, between Sydenham Road and Woodland Street, and Centennial Street, between Sydenham Road and the entrance to Henson Park and Marrickville & District Hardcourt Tennis Club car park, Marrickville to allow for pedestrian entry to Henson Park on the AFLW match days. It is recommended that Council agree to the temporary full road closures subject to the applicant complying with Council conditions and obtaining concurrence from Transport for NSW as the closure of Centennial Street is adjacent to a signalised intersection on Sydenham Road, Marrickville (a State Road).

BACKGROUND AND STAFF COMMENTS

Woodland Street, Holmesdale Street and Centennial Street (north) will be closed to through traffic so the events as proposed can successfully occur. However, the roads will be accessible to all residents and emergency vehicles.

Both Woodland Street and Holmesdale Street are local roads servicing mainly residential properties and carry nominal traffic volumes of around or less than 500 vehicles per day. Holmesdale Street is one-way northbound. Parking is unrestricted in both streets. Centennial Street is a dead-end local two-way street with one travel lane in each direction, in addition to kerbside parking lanes. It carries around 400 vehicles per day. Parking is unrestricted along both sides of the road. It is a residential local road and an entry point to Henson Park.



Road closures will be in place during the following days and times:

- Saturday 30 August, 10:45 – 15:45
- Sunday 7 September, 08:45 – 13:45
- Sunday 21 September, 08:45 – 13:45
- Saturday 4 October, 08:45 – 13:45
- Sunday 12 October, 08:45 – 13:45
- Saturday 18 October, 10:45 – 15:45
- Saturday 25 October, 08:45 – 13:45
- Saturday 1 or Sunday 2 November, Date & Time TBC.

The applicant has specified that the road closures will be undertaken on Henson Park match days to effectively manage the entry of spectators into the venue.

The traffic control measures are diagrammatically shown and detailed in the Traffic Guidance Schemes (TGSs) reproduced below. The TGSs are to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by Who Dares Pty Ltd.

Local access for resident's vehicles and pedestrians will be provided at all times and traffic controllers will be on site to safely assist residents to their properties and manage pedestrians.

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 (and carry appropriate certificates), 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.

Barriers at Woodland Street at Illawarra Road, Holmesdale Street at Sydenham Road and Centennial Street at Sydenham Road will be set back to accommodate any right turning vehicles should they try to enter the closed roads.

Car parking is limited to on-street parking in surrounding suburban streets.

PUBLIC TRANSPORT

428 bus operates from Martin Place via City, City Rd, Newtown to stop Addison Rd opposite Addison Road Community Centre (220445) – 600m walk to Woodland St gate.

412 bus operates from Martin Place via City, City Rd, Camperdown to stop Livingstone Rd opposite Marrickville Park (220491) – 650m walk to Sydenham Rd gate.

Sydenham Train Station is 1.5km walk.

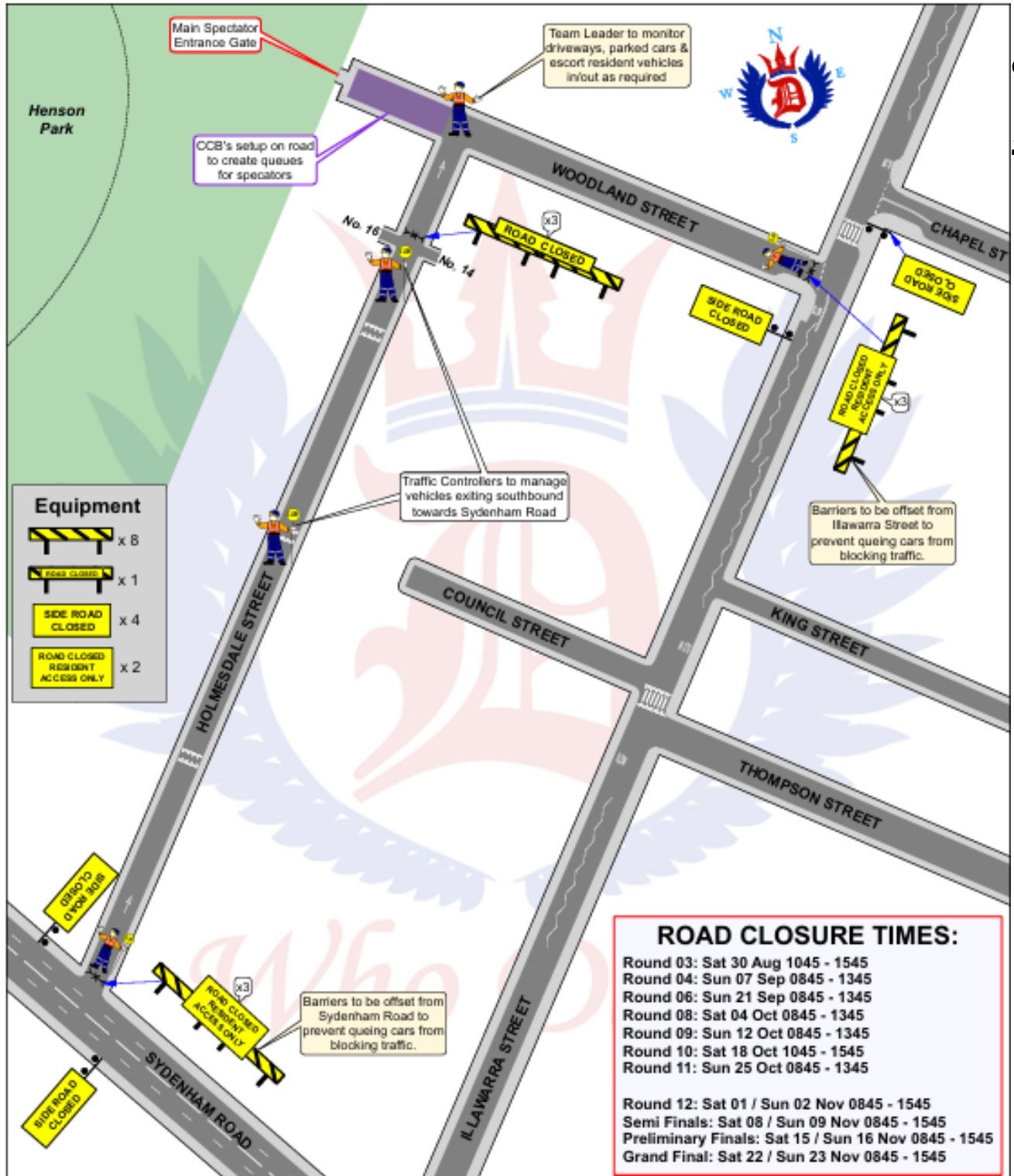
FINANCIAL IMPLICATIONS


All works and costs of implementation will be borne by the applicant.

PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

The proposed road closures have been advertised on Council's website in accordance with the *Roads Act 1993*.



AFLW HENSON PARK MATCHES		Woodland St & Holmesdale St MARRICKVILLE			TGS	01
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	DATE	REFER BOX
TfNSW					<div>Drawn by: Tim Ennis SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd</div> <div>Signature: </div> <div>Revised 20 Jun 25</div>	
POLICE						
WHO DARES	Implement Closure and Managed Access	Deliver & Install Signage	5	REFER BOX		
AFL	Install CCB & Manage Spectator Queuing			REFER BOX		
Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel. ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.						

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.
ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

date



Dear Resident,

Notification letter of upcoming road closure at Woodland St, Holmesdale St and Centennial St (north), Marrickville.

We wish to inform you that during the 2025 NAB AFLW Season we will be undertaking road closures for Woodland St, Holmesdale St and Centennial St (north) in Marrickville on Henson Park match days to effectively manage the entry of spectators into the venue. A copy of the traffic management plan can be accessed at: <https://tinyurl.com/AFLWHensonTGS2025>

Road closures will be in place during the following times

- Saturday 30 August, 10:45 – 15:45
- Sunday 07 September, 08:45 – 13:45
- Sunday 21 September, 08:45 – 13:45
- Saturday 04 October, 08:45 – 13:45
- Sunday 12 October, 08:45 – 13:45
- Saturday 18 October, 10:45 – 15:45
- Saturday 25 October, 08:45 – 13:45
- Saturday 01 or Sunday 02 November, Date & Time TBC.

Local access for vehicles and pedestrians will be provided at all times and a traffic controller on site to safely assist residents to their properties. We thank you in advance for your patience during the above times. Our venue manager Tom Queenan can be contacted directly on 0426 688 554 should you require assistance on the day.

Yours Sincerely,

Australian Football League

All correspondence to PO Box 333, Strawberry Hills NSW 2012

E: info@flnswact.com.au

Document Set ID: 40763390
Version: 1, Version Date: 23/06/2025

ATTACHMENTS

Nil.

Item No: LTC0725(1) Item 4
Subject: BURROWS AVENUE, SYDENHAM - PROPOSED INSTALLATION OF 'NO PARKING' RESTRICTIONS TO PROVIDE ONE DROP-OFF SPACE ON THE SOUTHERN SIDE OPPOSITE SYDENHAM STATION (MIDJUBURI - MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the installation of a short 5 metre length of full-time 'No Parking drop off/pick up zone' restrictions on the southern side of Burrows Avenue, west (of existing No Stopping restrictions in Burrows Ave) and of Hogan Avenue, Sydenham be approved, to provide a drop-off space opposite Sydenham Station.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is proposing to install a short 5 metre length drop-off zone (in the form of 'no Parking' restrictions) on the southern side of Burrows Avenue to compliment the main 'drop-off' zone on the northern side of Burrows Avenue adjacent to Sydenham Station, Sydenham

BACKGROUND

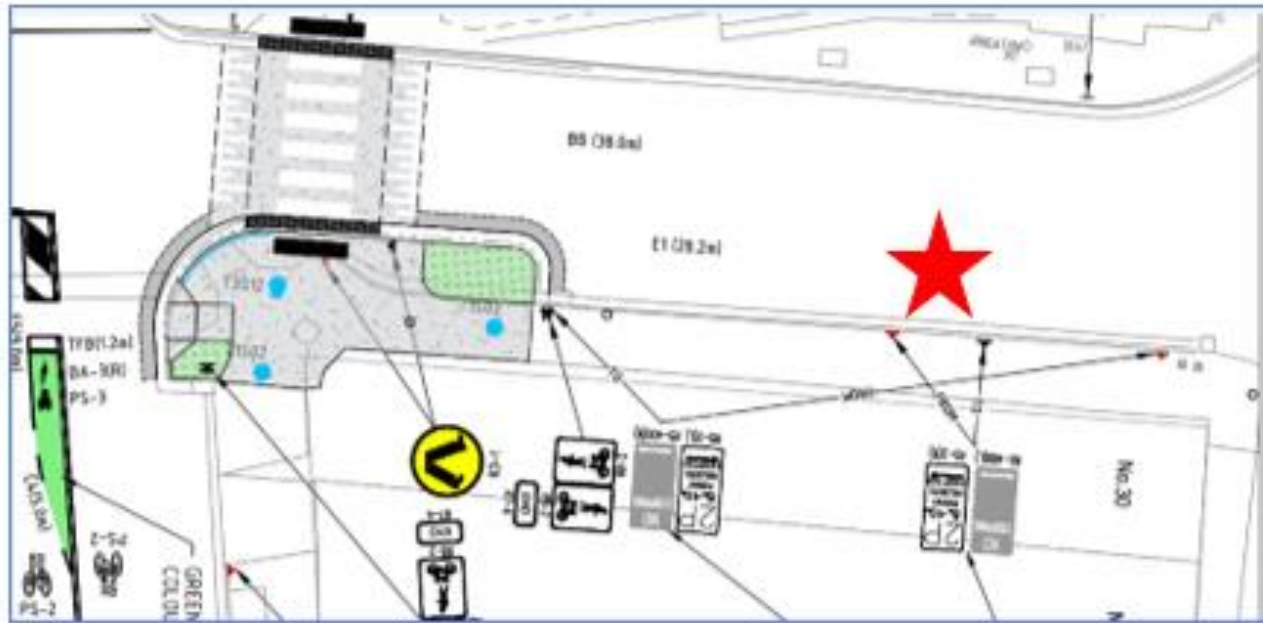
A local resident had concerns about the lack of a drop-off area for passengers accessing Sydenham Station from the east via Hogan Avenue, Sydenham. They requested that Council provide a legal drop-off facility on the southern side of Burrows Avenue, Sydenham.

A consultation letter was distributed to residents in Hogan Avenue and George Street, Sydenham proposing to signpost a short 5 metre length drop-off zone (in the form of 'no Parking' restrictions) on the southern side of Burrows Avenue to compliment the main 'drop-off' zone on the northern side of Burrows Avenue adjacent to Sydenham Station and this report summaries the results of that consultation.

OFFICERS COMMENTS

Burrows Avenue is a two-way local road with one travel lane in each direction, in addition to some kerbside parking lanes and recent cycleway paths.

Currently there are residential '2P 8am-10pm Permit Holders Excepted – Area M4' on the southern side of Burrows Avenue between Hogan Avenue and George Street, Sydenham and it is proposed to make the eastern 5 metres of this 2P parking zone 'No Parking' restrictions which will provide a drop-off zone and aid in improved manoeuvring for large trucks turning left from Hogan Avenue into Burrows Avenue, Sydenham. (Refer to the diagrams below).



PUBLIC CONSULTATION

A consultation letter was sent out on 3 June 2025 to owners and occupiers of properties in George Street and on the western side of Hogan Street, Sydenham regarding the proposal to install a short length of "No Parking" restrictions on the southern side of Burrows Avenue, west of Hogan Avenue, Sydenham to provide a drop-off space opposite Sydenham Station. The closing date for submissions ended on 27 June 2025. Twenty-eight (28) letters were distributed.

Resident Survey findings

A total of two (2) responses were received one in support and the other in objection to the proposal.

The resident in support noted that a 'No Parking' spot as proposed would make it safer and more convenient for passengers to alight/be picked up from nearby Sydenham Station.

A resident in George Street objected to the proposal saying that there are already limited parking spaces in the area for residents living on George Street and Hogan Avenue and that there already is a drop-off zone in Burrows Avenue on the Station side. They stated that George Street is used by commuters / pub goers who do not have parking permits and who park there all day.

Officer's response - It is noted that both George Street and Hogan Avenue have existing '2P' residential parking restrictions in place ('2P 8am-10pm Permit Holders Excepted – Area M4'). The '2P' restrictions are in place on both sides of George Street and the western side of Hogan Avenue. Council's Parking Rangers can be requested to monitor the parking in the locality to check that commuters are not parking all day.

FINANCIAL IMPLICATIONS

The costs of installation of the 'No Parking' restrictions as recommended can be funded within Council's signs and line marking budget.

CONCLUSION

To provide a drop-off space on the southern side of Burrows Avenue to compliment the main 'drop-off' zone on the northern side of Burrows Avenue for Sydenham Station it is recommended that the full-time 'No Parking drop off/pick up' zone as proposed be installed. Refer to diagram below.



ATTACHMENTS

Nil.

Item No: LTC0725(1) Item 5

Subject: PERMIT PLUG PLAY PROJECT – GLOBAL TMPs - TEMPORARY FULL TIME ROAD CLOSURES FOR COMMUNITY EVENTS - UP TO SIX SUNDAY EVENTS PER YEAR AT THREE LOCATIONS (MIDJUBURI-MARRICKVILLE WARD AND DJARRAWUNANG-ASHFIELD WARD /SUMMER HILL ELECTORATE / INNER WEST LAC AND BURWOOD PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the Local Traffic Committee supports the approval of the Global Traffic Management Plans for up to six Sunday events for a period of five years at the following three locations: Illawarra Lane and the Calvert Street carpark in Marrickville; on Railway Parade (Lower), Marrickville and Hercules Street, Ashfield subject to (1) approval of the TMPs by TfNSW, (2) the applicant complying with the submitted TMPs and TGSs, (3) Council standard and specific (if required) conditions for a road closure and (4) the following conditions as listed below:

- a) A temporary full road closure application is lodged with Council in a timely manner for each proposed road closure.
- b) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- c) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 14 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- d) 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 each street at least 7 days prior to the closure;
- e) A 4-metre-wide emergency vehicle access be maintained through the area during the course of the event; and
- f) The occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The Permit/Plug/Play Pilot Program is a coordinated effort by Transport for NSW, state partners, and local councils to develop tailored, local solutions that address the complexity of approval processes, and the high costs associated with street-based events. It aims to help streamline approval processes for temporary road-closure enabled events and deliver enabling place infrastructure.

Inner West Council received \$500,000 grant from Transport for NSW to simplify temporary road closures and promote local street events. The program seeks to activate public spaces by supporting community events, enhancing local business, and fostering social and cultural connections.

The primary goal of the project is to make it easier for councils and event organisers to host street events in urban areas by means of the creation of standard TMPs valid for 5 years across three locations that will be enacted during events, plus the provision of infrastructure improvements such as bollards, lighting, and signage to support these events.

Approval is requested from the Local Traffic Committee for the endorsement of the standard use of the three attached TMPs with a validity of 5 years to enable the program's objectives of creating active and engaging public spaces through regular community events by reducing the burden, responsibility and expense of individual event holders having to obtain individual TMP's for each event held at these specific locations.

BACKGROUND

The Permit/Plug/Play Pilot Program is an \$8.5 million partnership grant program with 17 pilot councils across NSW. The Program aims to reduce the cost and complexity of delivering street-based events through an innovative "local problems, local solutions" model. The Program is a part of the NSW Government's **Vibrant Streets Package**, an over \$39 million investment in transforming streets into thriving local places to support the community, businesses and the creative sector.

The program aims to:

1. Improve council process efficiency and communication about temporary road closures and the street-based events that they enable;
2. Reduce the cost of delivering street-based events and temporary road closures for event proponents;
3. Focus investment on strategic locations for maximum impact;
4. Support collaborative engagement and funding; and
5. Deliver enhanced cultural, economic, and social benefits through street-based events.

Pilot councils have been granted up to \$500,000 to identify 3-5 streets in their Local Government Area to streamline processes and reduce costs of delivering street-based events. Pilot councils are required to complete planning and consultation activities to identify challenges and potential solutions that aim to reduce the cost and complexity of delivering street-based events and activations in their Local Government Area (LGA).

Each pilot council will implement a combination of process improvements and enabling place infrastructure to address challenges identified, with a 'local problems, local solutions' approach.

Interventions for delivery by pilot councils include (but are not limited to):

- Pre-approved/Global Traffic Management Plans, Development Applications, Risk Assessments, Section 68 Certificates, and amendment of Local Environmental Plans,
- Hostile Vehicle Mitigation (HVM) and establishment of HVM Plans,
- Event application process improvements, e.g. establishment of event toolkits and guidelines, streamlined event application and approval processes, and standardised event templates and documentation, and
- Enabling place infrastructure, e.g. Bollards/vehicle barriers, lighting, power supply/power infrastructure, furniture, marquees, event equipment storage, water infrastructure, public art, staging infrastructure and signage.

Following implementation, each pilot council will deliver a street-based activation to evaluate the impact of process improvements and enabling place infrastructure, delivered under the Program.

STAFF COMMENTS

Council proposes to approve regular and recurring events at the following locations:

1. Illawarra Lane and Calvert Street carpark, Marrickville
2. Railway Parade (lower), Marrickville
3. Hercules Street, Ashfield

Approval is sought for up to 6 times per calendar year, between 2025 and 2029. The events will be permitted only on a Sunday and will involve temporary full closure of the street to vehicles between 3:30am and 11:30pm on the day of the planned event (dates are subject to individual event applications).

To support event organisers to activate these sites, Council proposes to also develop a global Activity Application form (s68), traffic management plan and explore upgrades to power and enabling infrastructure like removable bollards that can help reduce the costs for event organisers.

Inner West Council engaged Bitzios Consulting to prepare traffic management plans (TMPs) to support the events. Each TMP document serves as a *global* traffic management plan (TMP). They will be implemented for local events in each area up to six times a year and are expected to remain in effect for up to five (5) years.

The TMPs aim to reduce the costs associated with event preparation and operation, enabling event organisers to reuse them or, at the very least, use them as a base without creating an entirely new plan.

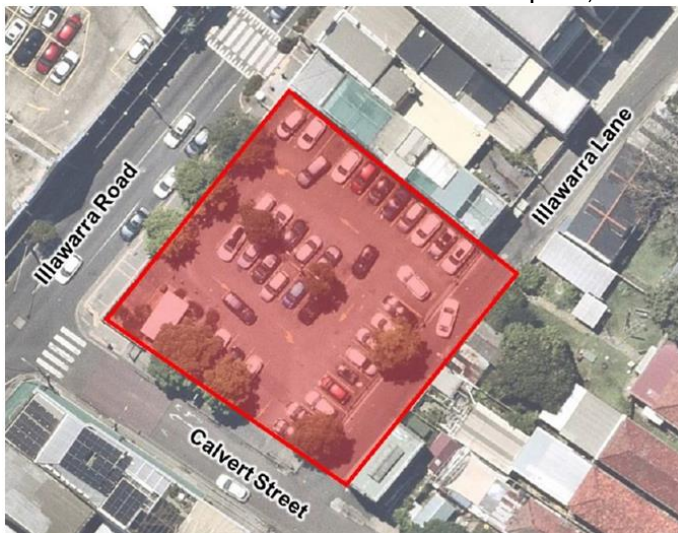
The scope of the TMPs include:

- Identifying the impact on road traffic, public transport, pedestrians, cyclists, public parking, and businesses, as well as determining appropriate mitigation measures
- Identifying necessary traffic control devices and personnel to ensure safety for everyone during the event
- Developing Traffic Guidelines Schemes for adaptation by those implementing the traffic control

After the first event is held, a full review of the TMP will be undertaken to identify aspects that could be improved upon for subsequent uses.

SITE LOCATIONS

1. Illawarra Lane and Calvert Street carpark, Marrickville



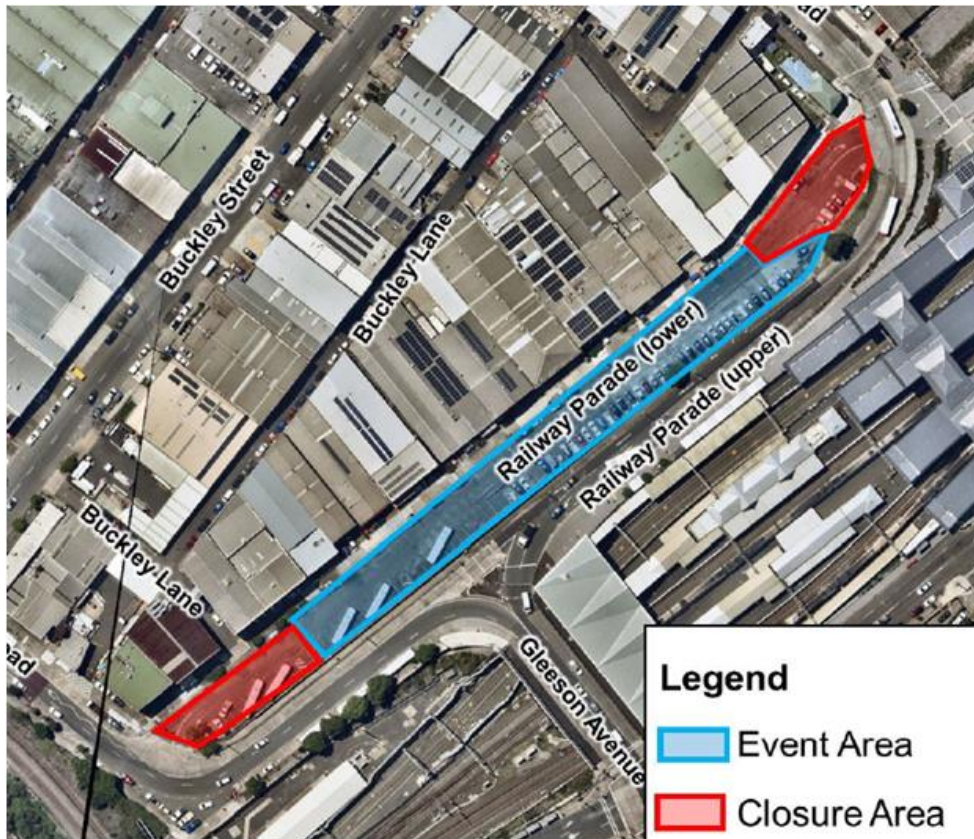
The TMP notes that parking loss due to the road closure would be 36 spaces – 33 '2P' spaces; 2 'accessible' spaces and 1 'Council Authorised Vehicle' space.

Traffic access to Illawarra Lane will be restricted during the event. The lane will be closed at the southern end, while the section between the event area and the northern end at Marrickville Lane and will operate as a two-way street, with access restricted to local traffic and authorised vehicles only. A traffic controller will be stationed to allow residents access to Illawarra Lane.

One traffic controller will be positioned at each end of Illawarra Lane to operate the re-deployable barriers. Road closure signs will be placed at both ends of Illawarra Lane. Primary emergency vehicle access will be via Calvert Street. Secondary emergency vehicle access will be available from Marrickville Lane, with no through passage to Calvert Street.



2. Railway Parade (lower), Marrickville



The TMP notes that as of February 2025, the Sydney Metro City and Southwest is still under construction, and this service currently operates between Sydenham and Tallawong. Bus replacement services are in operation to accommodate the closure of the rail line, connecting patrons to other stations along the rail network. These services use part of the lower section of Railway Parade as a layover area. This is expected to remain in place until the Metro construction is completed and the line is opened.



The delivery of enabling infrastructure and events will be on hold until the metro line is opened, and the layover area is no longer needed. It is noted that the site may be required again for

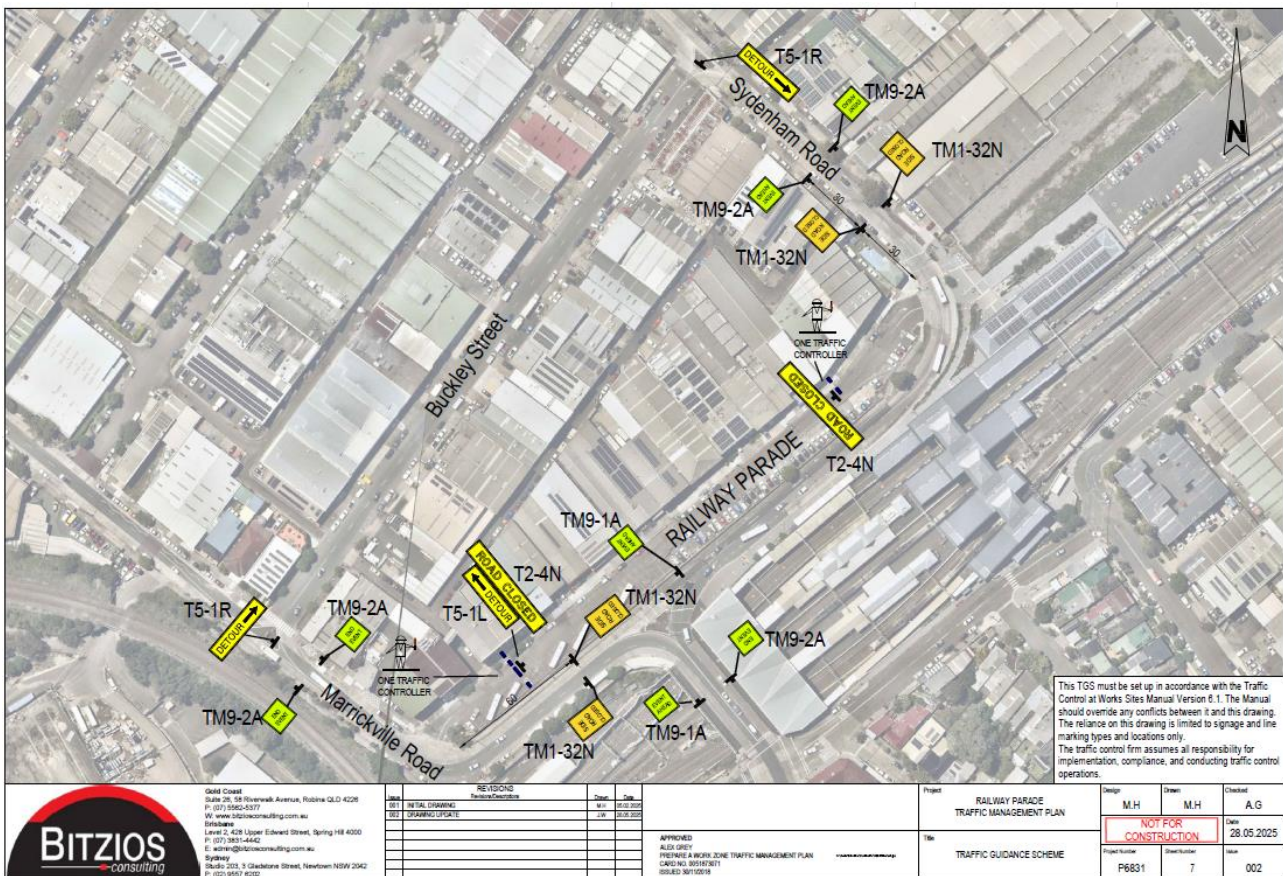
layover purposes due to Metro maintenance or breakdowns. In such circumstances, event organisers and Council shall coordinate accordingly during the application process.

Parking loss due to the road closure would be 99 spaces – 97 ‘unrestricted’ spaces: 1 ‘accessible’ space and 1 ‘GoGet share space. In addition, ‘private’ parking between business property line and footpath would be lost – 22 spaces.

Businesses on Railway Parade may be impacted by the loss of surrounding parking and vehicle access to their frontage. However, since many businesses will be closed on Sundays, the impacts are expected to be relatively low. Rear access to these properties via Buckley Lane and pedestrian access to the Railway Parade frontage will be retained.

Vehicles will not be able to use Railway Parade during the closure. A detour will be in place via Buckley Street and Railway Parade (upper).

Emergency vehicle access will be primarily available from both ends of Railway Parade. A traffic controller is to be stationed at both ends, at the location of the retractable bollards.



3. Hercules Street, Ashfield.



Item 5

The TMP notes that Hercules Street is a local street one-way northbound. There is a Taxi zone on the western side between Drakes Lane and Brown Street. Parking on the eastern side between Drakes Lane and Liverpool Road includes Accessible parking on the eastern side between Drakes Lane and Brown Street,

There are no bus stops on Hercules Street. However, Route 464, which runs from Mortlake to Ashfield passes through Hercules Street before arriving at Ashfield Station. It drops off passengers on the northern side of Brown Street, continues along Brown Street, and then turns right onto Liverpool Road, making a loop in the area.

Re-routing of this bus is required on event days for Route 464. Buses will use Frederick Street., Elizabeth Street, Bland Street, and Brown Street to reach Ashfield Station. During this bus rerouting, four bus stops on the northern side along Liverpool Road will be affected:

- 213118 – Liverpool Road opposite Ashfield RSL
- 213119 – Liverpool Road opposite Lapish Avenue
- 213120 – Liverpool Road at Cavill Avenue
- 213121 – Ashfield Station, Liverpool Road, Stand F.

A taxi zone accommodating 5 taxis along Hercules Street will be unavailable for use during event days. A temporary taxi zone will be provided on Brown Street during events of equivalent capacity. This would remove around 5 on-street 1P parking spaces from Brown Street during event times.

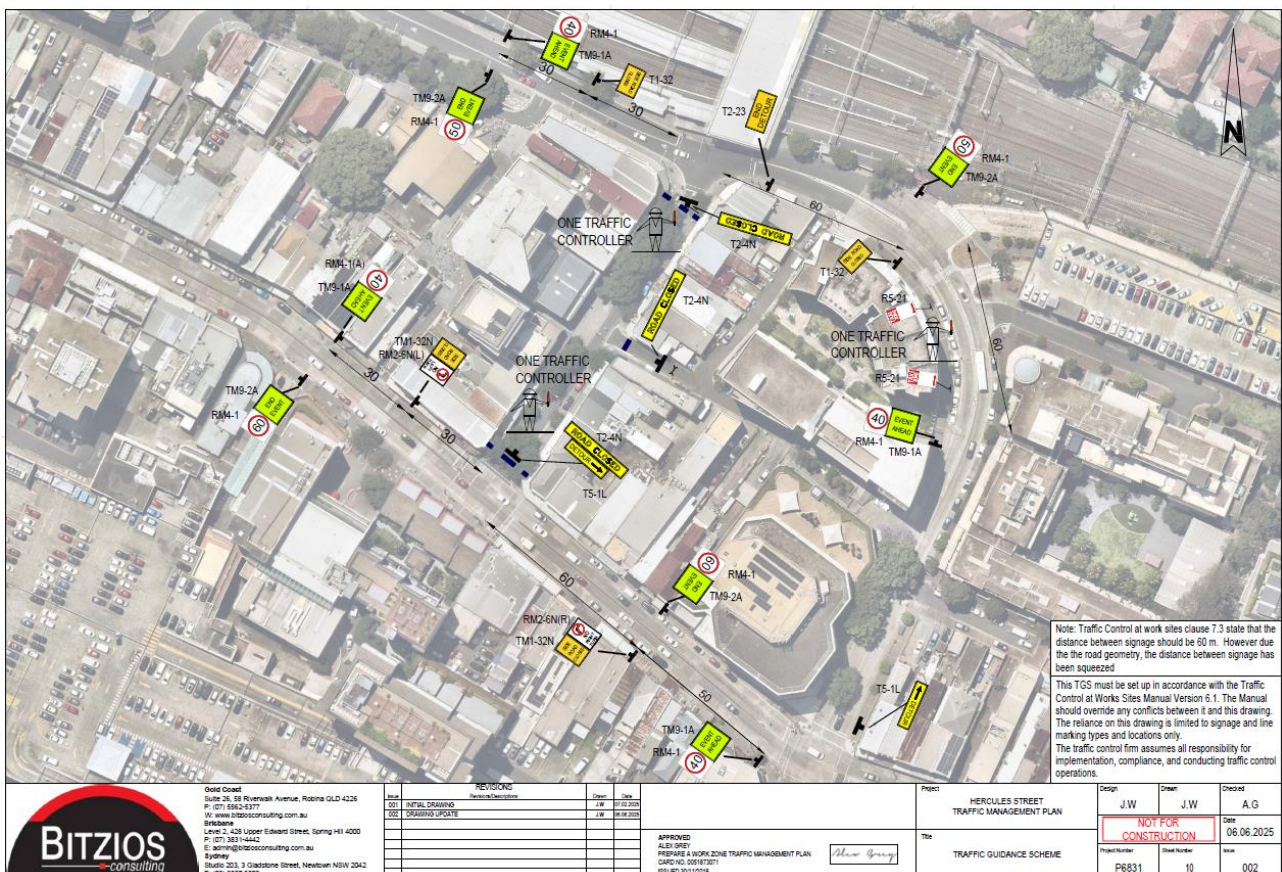
Drakes Lane can only be accessed via Hercules Street. During the closure, vehicles will not be able to access Drakes Lane, which affects a number of businesses and residents.

The lane closure will affect one off-street carpark which has one of its exits on Drakes Lane. This car park has another exit via a two-way driveway on Brown Street, and so the Drakes Lane exit will be closed during events, with those car park vehicles to use the Brown Street exit. There are no direct public connections between Drakes Lane and Brown Street. Residents and strata are to be notified at least 14 days in advance of the event.

Two accessible spaces are located in Hercules Lane, which will not be available for use during events. A No Parking area is located on Brown Street to accommodate pick-up/drop-off of passengers. The loading zones on Hercules Street are not in effect on Sundays.

Parking loss due to the road closure would be 4 spaces - 2 '1/2P' spaces and 2 'accessible' spaces.

Vehicles will not be able to use Hercules Street during the closure. A detour will be implemented via Brown Street. This is expected to place additional left turn demand at the signalised intersection of Liverpool Road / Brown Street. Vehicles may also use Fox's Lane to connect to Brown Street but will not be signposted as a designated detour route due to it being a low speed 10km/h shared zone.



The signalised intersection at Brown Street / Hercules Street may not need to call the Hercules Street phase. It is recommended that TfNSW be consulted to determine whether modifications to the signal phasing during the event are required.

Road closure signs will be placed at both ends of Hercules Street, and detour signs to guide vehicles that intend to use Hercules Street. Emergency vehicle access will be primarily

available from the southern end of Hercules Street, with no through access to or from Brown Street.

Typically to facilitate emergency vehicle access, a minimum 4m road width must be maintained, however, parts of Hercules Street are already narrower than this. Furthermore, event infrastructure such as stages, food trucks, or other attractions would obstruct such traffic. The 4m width is to be maintained as far as possible along the laneway, at least between Liverpool Road and Drakes Lane.

Global Traffic Management Plans

As noted, to enable the street closures, three Global Traffic Management Plans as attached were prepared by Bitzios Consulting for each site to streamline the application processes for event holders.

The TMPs identified impacts on road traffic, public transport, pedestrian cyclists, public parking, and business as well as determining appropriate mitigation measures and recommended traffic control devices and personnel to ensure safety for everyone during the event by developing traffic guidance schemes (TGSs) for adaptation by those implementing the traffic control.

The main site-specific impacts include:

- For Illawarra Lane and Calvert Street Carpark site, the laneway and carpark will be closed, and the remainder of Illawarra Lane will become temporarily two-way on event day. Rear lane garage access of two houses off the laneway will not be accessible.
- For Railway Parade Lower site, the street will be closed on event day, and front-loading functions of adjacent businesses will be disabled from Railway Parade however, they will still have access from Buckley Lane. The delivery of enabling infrastructure and events will be on hold until the metro line is opened, and the bus layover area is no longer needed.
- For Hercules Street site, the bus routes need to be detoured on event day, and existing taxi ranks will be relocated to Brown Street.

It is recommended that Local Traffic Committee supports the approval of the Global Traffic Management Plans for up to six Sunday events for a period of five years at the following three locations: Illawarra Lane and the Calvert Street carpark in Marrickville; on Railway Parade (Lower), Marrickville and Hercules Street, Ashfield subject to approval of the TMPs by TfNSW.

Recommended Hostile Vehicles Mitigation Barriers

Council has conducted extensive market research and has confirmed Pitagone F18 Portable Vehicle Barrier as a recommended HVM Barrier. The Pitagone barrier has been extensively used across Australia, including TfNSW for New Year's Eve fireworks and Vivid Sydney.

If the event holders decide to adopt the Global TMPs in the future, installation guidance and placing requirements are attached at the back of the TMPs for their information. Council will procure enough barriers with received funding, allowing one event to run on the same day, and the barriers can be lent to external event organisers.



COMMUNITY CONSULTATION

From 11 November to 9 December 2024, the community was invited, by Inner West Council's Building Certification Services team, to provide feedback and complete a survey on Council's Your Say Inner West platform to garner feedback on:

- Frequency of events; and
- Types of events the community is interested in

To promote the engagement:

- Letters were delivered to residents and businesses within 500m catchment of the proposed sites.
- 2 Instagram posts and 2 Facebook posts were made Council's social media platform.
- Posters were publicly displayed in the vicinity of the three proposed event sites.
- Officers from Council's Economic Development team approached businesses adjacent to the event sites explaining the project.
- Email campaigns were sent to 1,253 recipients.

The survey received over 100 responses with respondents mostly supporting the locations. The Engagement Outcomes can be summarised in following table and a copy of the Engagement Outcomes Report is attached for further details:

Sites	You said
Hercules Street, Ashfield 106 responses	Yes – 47.17% No – 3.77% Don't know/Unsure – 13.21% Not providing feedback on this location – 35.85%
Illawarra Ln and Calvert St Carpark, Marrickville 106 responses	Yes – 68.87% No – 3.77% Don't know/Unsure – 6.6% Not providing feedback on this location – 20.75%
Railway Parade, Marrickville 107 responses	Yes – 57.01% No – 2.8% Don't know/Unsure – 9.35% Not providing feedback on this location – 30.84%

Council also reached out to the following stakeholders for feedback:

- Transit Systems – who noted that they need 30 days notification of any event. They supported the Hercules Street, Ashfield and Illawarra Lane and Calvert Street carpark, Marrickville sites. However not in favour/support with Railway Parade (lower) with all issues at Sydenham Station and layover shortage. It is noted that the bus layover area is required in Railway Parade site during Sydney Metro construction. Council acknowledges this and confirms that no events will be held at Lower Railway Parade site until Metro construction is complete.
- Taxi Council – no response as of this report.
- Inner West and Burwood Police Area Commands – noted that two-week minimum notification period is required. Residents and shop owners must be informed at least 2 weeks prior to road closures. Support TMPs
- NSW Ambulances – no response as of this report.
- NSW Fire – no response as of this report.
- TfNSW – no response as of this report.

CONCLUSION

It is recommended that Council supports the approval of the Global Traffic Management Plans for up to six Sunday events for a period of five years at the following three locations: Illawarra Lane and the Calvert Street carpark in Marrickville; on Railway Parade (Lower), Marrickville and Hercules Street, Ashfield subject to approval of the TMPs by TfNSW.

It is noted that support of the TMPs does not negate the requirement that separate/specific temporary full road closure applications and approvals will be required for any event at any of the sites. Each applicant needs to comply with the submitted TMPs and TGSs and all standard and specific conditions for a temporary full road closure at all times.

ATTACHMENTS

1. [P6831.004R Calvert Street Traffic Management Plan](#)
2. [P6831.003R Railway Parade Traffic Management Plan](#)
3. [P6831.003R Hercules Street Traffic Management Plan](#)
4. [Engagement Outcomes Report - Permit Plug Play](#)

CALVERT STREET MARRICKVILLE



Traffic Management Plan

Inner West Council

07 July 2025



Item 5

Attachment 1

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Document Issue History

Report File Name	Version	Document Control	Date	Issued to
P6831.001R Calvert Street Traffic Management Plan	001	Prepared: J. Wong Reviewed: A. Grey Issued: M. Hearne	26/02/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>
P6831.002R Calvert Street Traffic Management Plan	002	Prepared: J. Wong Reviewed: A. Grey Issued: M. Hearne	03/03/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>
P6831.003R Calvert Street Traffic Management Plan	003	Prepared: J. Wong Reviewed: A. Grey Issued: M. Hearne	06/06/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>
P6831.004R Calvert Street Traffic Management Plan	004	Prepared: J. Wong Reviewed: A. Grey Issued: M. Hearne	07/07/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>



Calvert Street Marrickville: Traffic Management Plan

Project: P6381 Version: 004



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 Figure 3.2: Parking loss
 Figure 3.3: Business Impacts
 Figure 3.4: Detour



Calvert Street Marrickville: Traffic Management Plan

Project: P6381 Version: 004





Figure 3.6: Re-deployable Barrier Locations
Figure 3.6: Emergency Vehicle Access

Appendices

Appendix A: Traffic Guidance Scheme

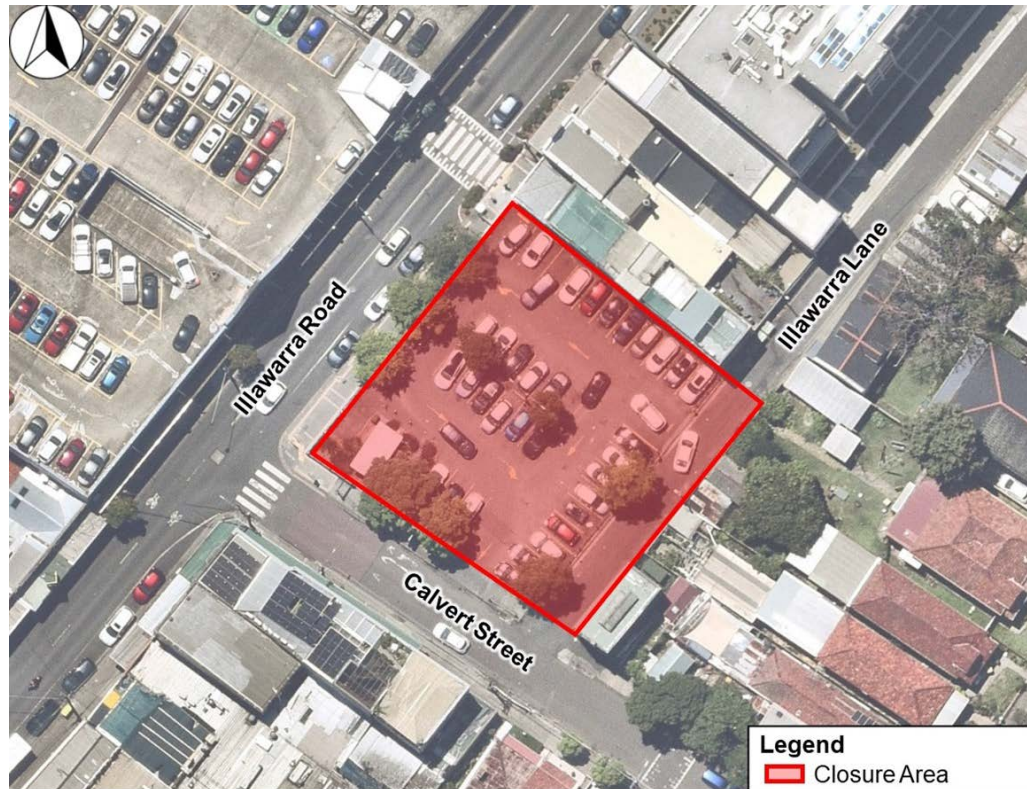
Item 5

Attachment 1

1. INTRODUCTION

1.1 Project Overview

Inner West Council engaged Bitzios Consulting to prepare a traffic management plan (TMP) to support events held on Illawarra Lane and the Calvert Street car park in Marrickville. The event area is shown in Figure 1.1.



Source: Nearmap

Figure 1.1: Site Location

1.2 Purpose of TMP

This document serves as a *global* traffic management plan (TMP). It will be implemented for local events in this area up to six times a year and is expected to remain in effect for up to five (5) years. The TMP aims to reduce the costs associated with event preparation and operation, enabling event organisers to reuse it or, at the very least, use it as a base without creating an entirely new plan.

The scope of this TMP includes:

- Identifying the impact on road traffic, public transport, pedestrians, cyclists, public parking, and businesses, as well as determining appropriate mitigation measures
- Identifying necessary traffic control devices and personnel to ensure safety for everyone during the event
- Developing Traffic Guidelines Schemes for adaptation by those implementing the traffic control.

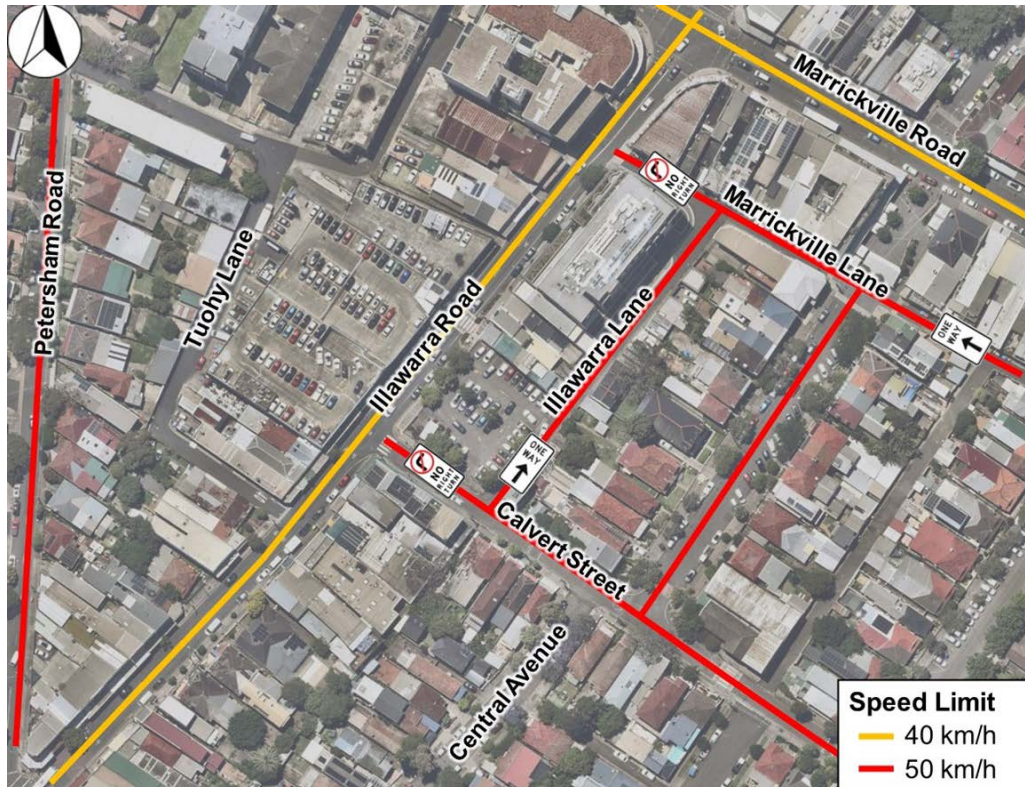
2. EXISTING CONDITIONS

2.1 Road Network

The key roads surrounding the site are shown in Table 2.1 and speed limits are shown in Figure 2.1.

Table 2.1: Road Network Summary

Section	Classification	Speed Limit(s)	Features
Illawarra Road	Regional Road	40km/h	<ul style="list-style-type: none"> One travel lane in each direction Parking lane on the southern side
Calvert Street	Local Road	50km/h	<ul style="list-style-type: none"> One travel lane in each direction No right turn to Illawarra Road
Illawarra Lane	Local Road	40km/h	<ul style="list-style-type: none"> One-way northbound
Silver Street	Local Road	50km/h	<ul style="list-style-type: none"> One travel lane in each direction Parking lane on the western side 45 angle front to kerb parking on the eastern side
Marrickville Lane	Local Road	50km/h	<ul style="list-style-type: none"> One-way westbound No right turn to Illawarra Road
Marrickville Road	Regional Road	40km/h	<ul style="list-style-type: none"> One travel lane and parking lane in each direction
Petersham Road	Local Road	50km/h	<ul style="list-style-type: none"> One travel lane in each direction Parking lane on the western side



Source: Nearmap

Figure 2.1: Road Network

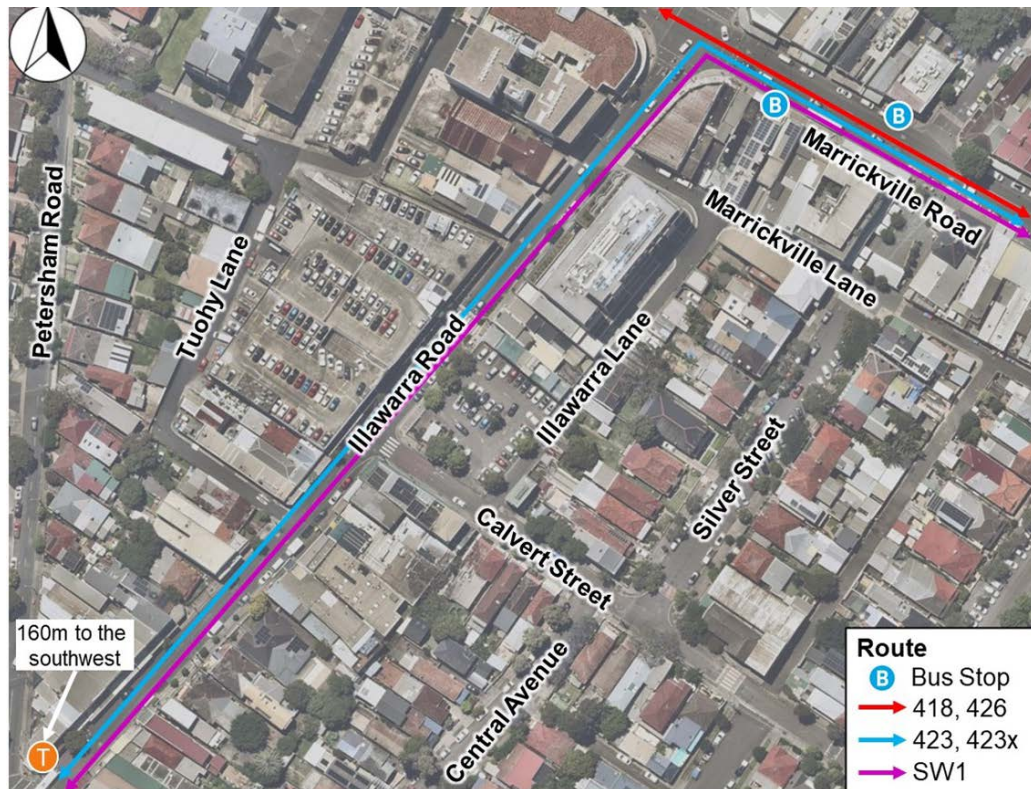
2.2 Public Transport

Marrickville Station is 300m southeast of the site location and is a short walk to the site.

Five bus routes service the subject site. A bus replacement of the train line T3 is currently operating due to the Metro upgrade works between Sydenham and Bankstown. The routes and services are summarised in Table 2.2. A map of public transport is shown in Figure 2.2.

Table 2.2: Public Transport Routes

Route No.	Route Description	Service Frequency
418	Tempe to Burwood	10 - 20 mins (weekdays) 20 mins (weekends)
423	Kingsgrove to City Martin Place	5 - 10 mins (weekdays) 15 mins (weekends)
423x	Kingsgrove to City Martin Place (Express Service)	2 AM services (weekdays) 2 PM services (weekdays)
426	Dulwich Hill to City Martin Place	15 - 30 mins (weekdays) 20 - 30 mins (weekends)
SW1	Bankstown to Sydenham	5 - 10 mins (weekdays) 10 - 15 mins (weekends)

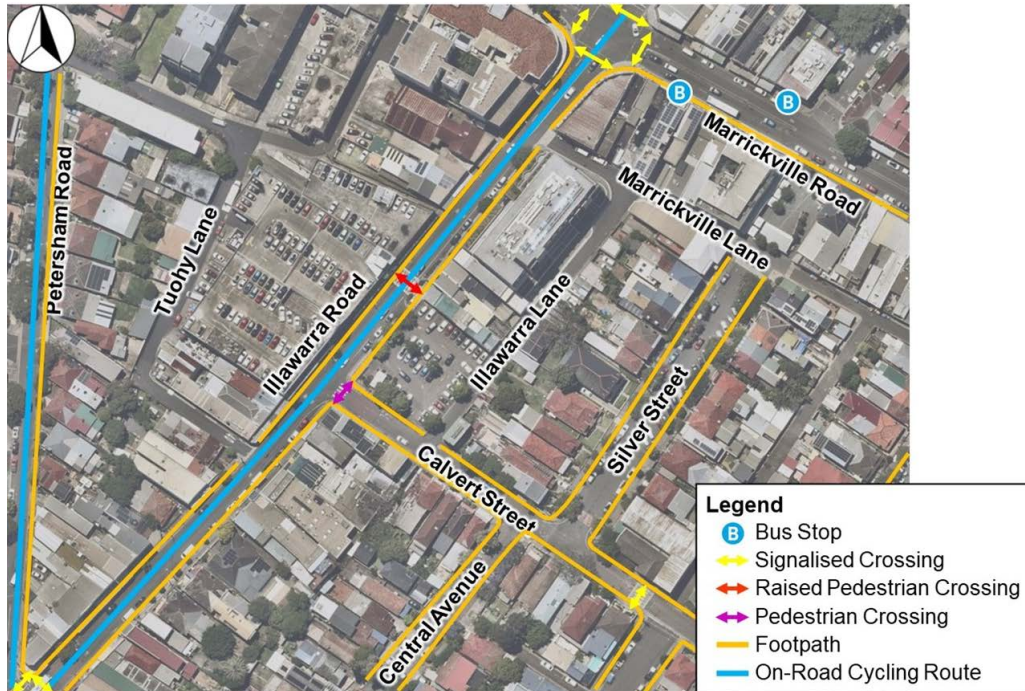


Source: Nearmap

Figure 2.2: Public Transport Services

2.3 Active Transport

Footpaths surround the site and provide links in all directions. Good crossing options are available, including an at-grade pedestrian crossing at the Calvert Street leg of its intersection with Illawarra Road, a raised crossing further north along Illawarra Road, and one raised pedestrian crossing linked directly to the site. An on-road cycle route connects the site to Marrickville Station. The active transport links are shown in Figure 2.3



Source: Nearmap

Figure 2.3: Active Transport

2.4 Parking

The current parking supply and restrictions are summarised in Table 2.3 and shown in Figure 2.4. Different parking areas have restrictions from Monday to Friday, and for some, also on Saturdays.

Table 2.3: Parking Configuration - Calvert Street Council Parking Area

Parking restriction	Quantity
2P	33
Accessible	2
Council Authorised Vehicle	1

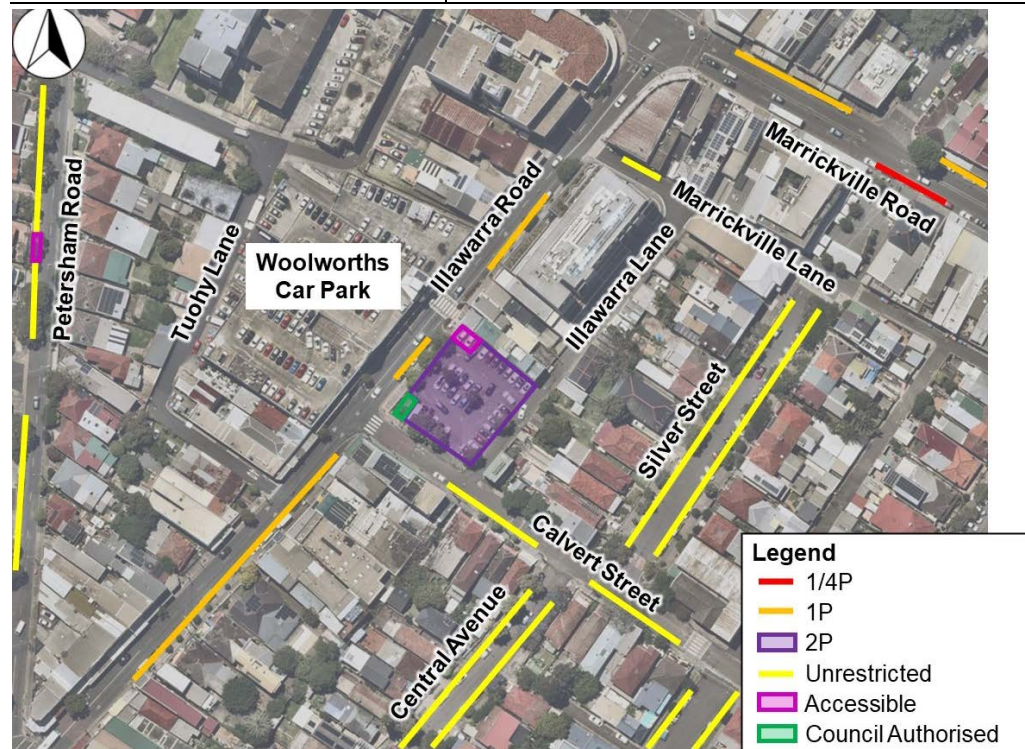


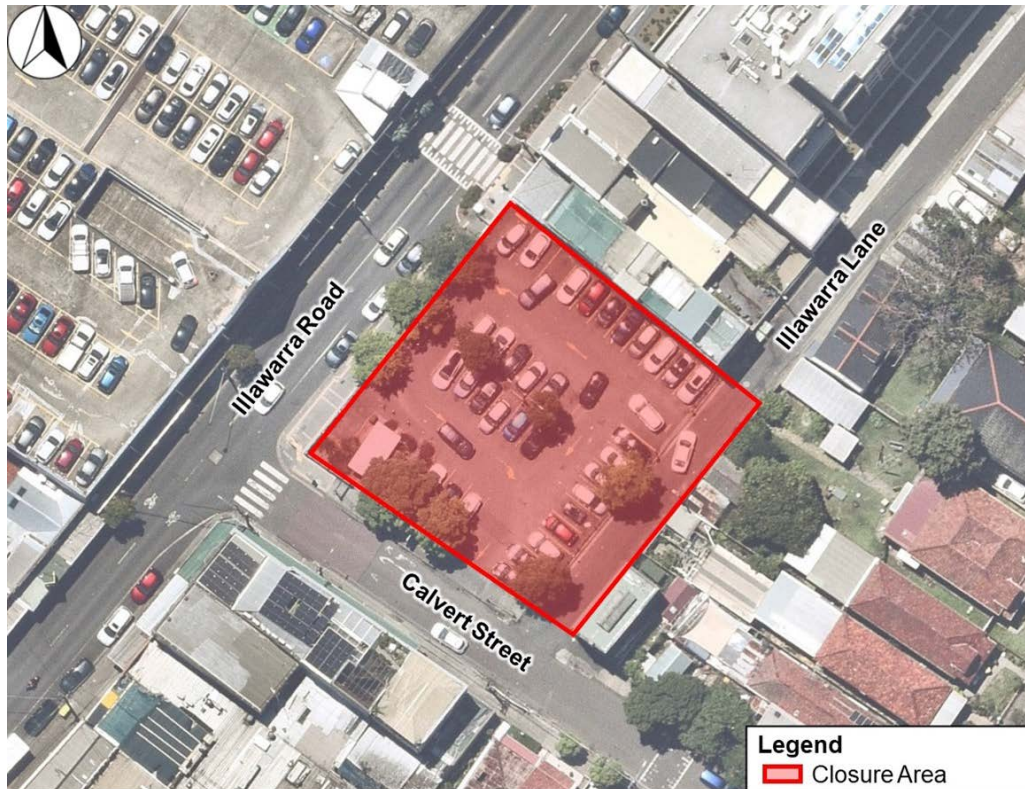
Figure 2.4: Parking Configuration

3. TRAFFIC MANAGEMENT

3.1 Location of Works

The closure aims to facilitate a temporary event lasting less than a day. It will be in effect from 3:00 AM to 11:59 PM on a Sunday. During these hours, the area will be closed to all vehicle traffic using safety barriers.

The proposed closure area is shown in Figure 3.1.



Source: Nearmap

Figure 3.1: Site Location

3.2 Closure Impacts

3.2.1 Public Transport

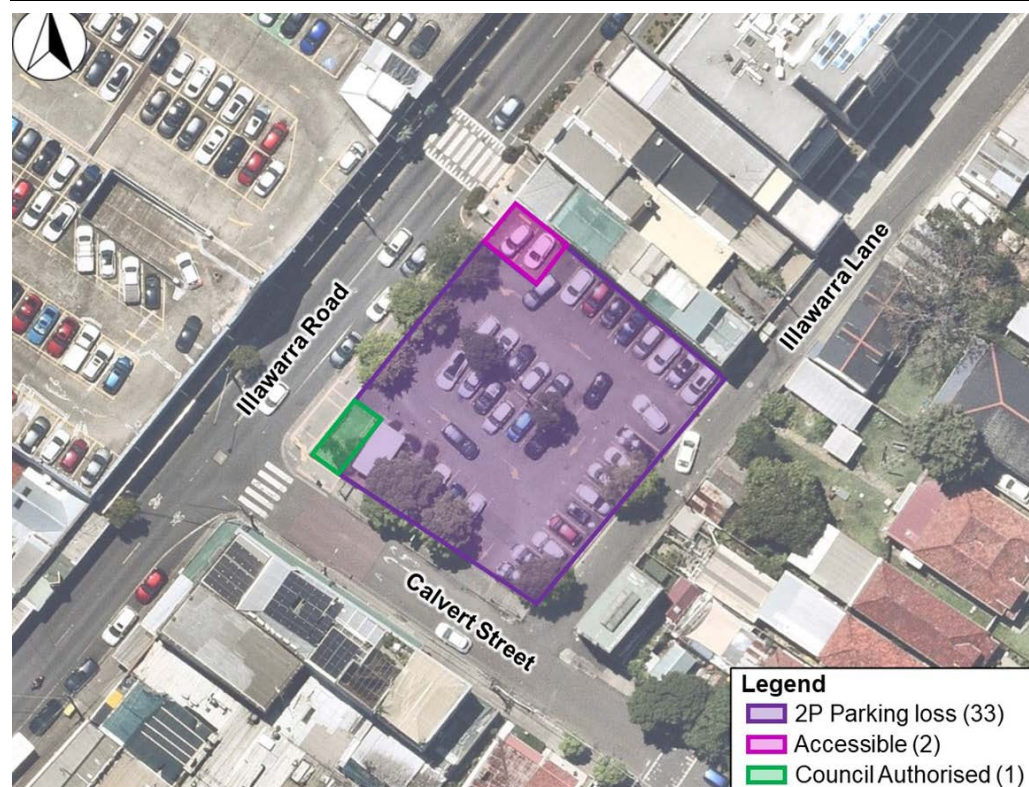
There are no bus stops on Calvert Street and Illawarra Lane, so bus services will not be affected.

3.2.2 Parking

Parking loss due to the road closure is summarised in Table 3.1 and shown in Figure 3.2.

Table 3.1: Parking loss

Section	Number of Parking loss
2P	33
Accessible	2
Council Authorised Vehicle	1



Source: Nearmap

Figure 3.2: Parking loss

3.2.3 Businesses

There are no businesses in the closure area, however, businesses on Illawarra Road may be impacted by the closure affecting rear access via Illawarra Lane. To mitigate this, access via Illawarra Lane will be retained by the northern part of Illawarra Lane operating as two-way during the event, with access only permitted to local or authorised traffic. The demand from businesses to Illawarra Lane is expected to be low as the event will only be on a Sunday.

No loading zones will be affected by the works. The rear access along Illawarra Lane for the affected businesses is shown in Figure 3.3



Source: Nearmap

Figure 3.3: Business Impacts

3.2.4 Pedestrians and Cyclists

No footpaths will be closed for the duration of the event.

No cycle routes will be affected by the works.

3.2.5 Vehicle Routes

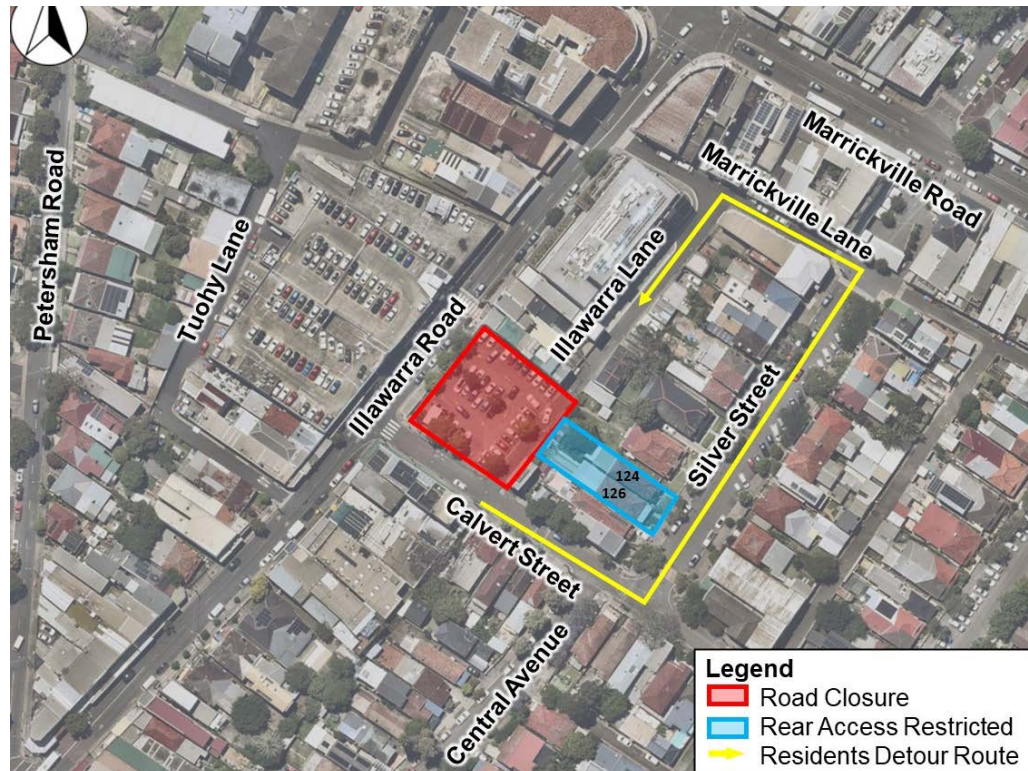
Traffic access to Illawarra Lane will be restricted during the event.

The lane will be closed at the southern end, while the section between the event area and the northern end at Marrickville Lane and will operate as a two-way street, with access restricted to local traffic and authorised vehicles only. A traffic controller will be stationed to allow residents access to Illawarra Lane.

A number of properties will have their rear property access restricted by the closure. These are:

- 124 Silver Street
- 126 Silver Street.

The affected properties and detour routes are shown in Figure 3.4



Source: Nearmap

Figure 3.4: Detour

3.2.6 Traffic Control Signals

The signalised intersection of Illawarra Road and Marrickville Road may experience increased pedestrian crossing demand during the closure period. SCATS is expected to make necessary adjustments to accommodate this change in demand.

3.3 Dates Relevant to TMP Work

The TMP will run for one Sunday, with the date of each event determined on a case-by-case basis. The TMP is not designed for events on weekdays or Saturdays.

3.4 Traffic Control

The location of this event may require adopting hostile vehicle mitigation measures. These barriers can come in various forms, including:

- Temporary concrete or water-filled barriers
- Removable / Retractable bollards, installed into the ground, which are lowered or removed outside of events
- Re-deployable barriers.

Retractable bollards are suitable for these types of events; however, often have high installation and maintenance costs. Temporary barriers such as concrete or water-filled can provide sufficient protection, however, the costs, equipment, and personnel required to install and operate them can be high. With one of the goals of this TMP being to reduce the cost of traffic management services for event operators, the cost of setting up and operating such barriers is not desirable.

This TMP therefore proposes the use of re-deployable barriers, similar to those which have been adopted by TfNSW for major events, are proposed to be used at each end of the event closure area.

The barriers will be placed at both ends of the event area in Illawarra Lane, and at the car park exit on Calvert Street. The locations of the re-deployable barrier is shown in Figure 3.6.

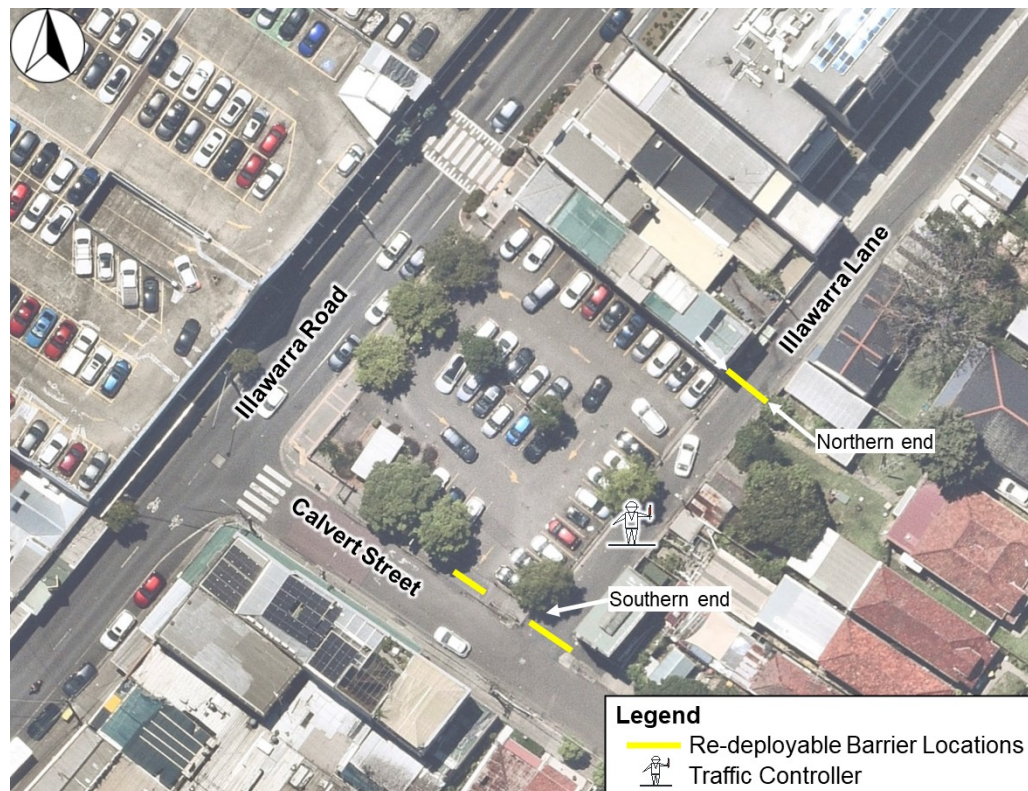


Figure 3.5: Re-deployable Barrier Locations

The selected barriers must be capable of withstanding the kinetic energy of a vehicle impact appropriate to the assessed threat level, typically a minimum of 3.5 tonnes at 48 km/h. The final choice of barrier type will be at the discretion of the event organiser, in consultation with Council, and must

be operated in accordance with the supplier's specifications and manufacturer guidelines. One traffic controller will be required at each end of Illawarra Lane to operate the re-deployable barriers.

Vehicle speeds around the closure will be reduced to 40km/h.

Road closure signs will be placed at both ends of Illawarra Lane.

3.5 Emergency Vehicles

Primary emergency vehicle access will be via Calvert Street. Secondary emergency vehicle access will be available from Marrickville Lane, with no through passage to Calvert Street. The emergency vehicle access points are shown in Figure 3.6.

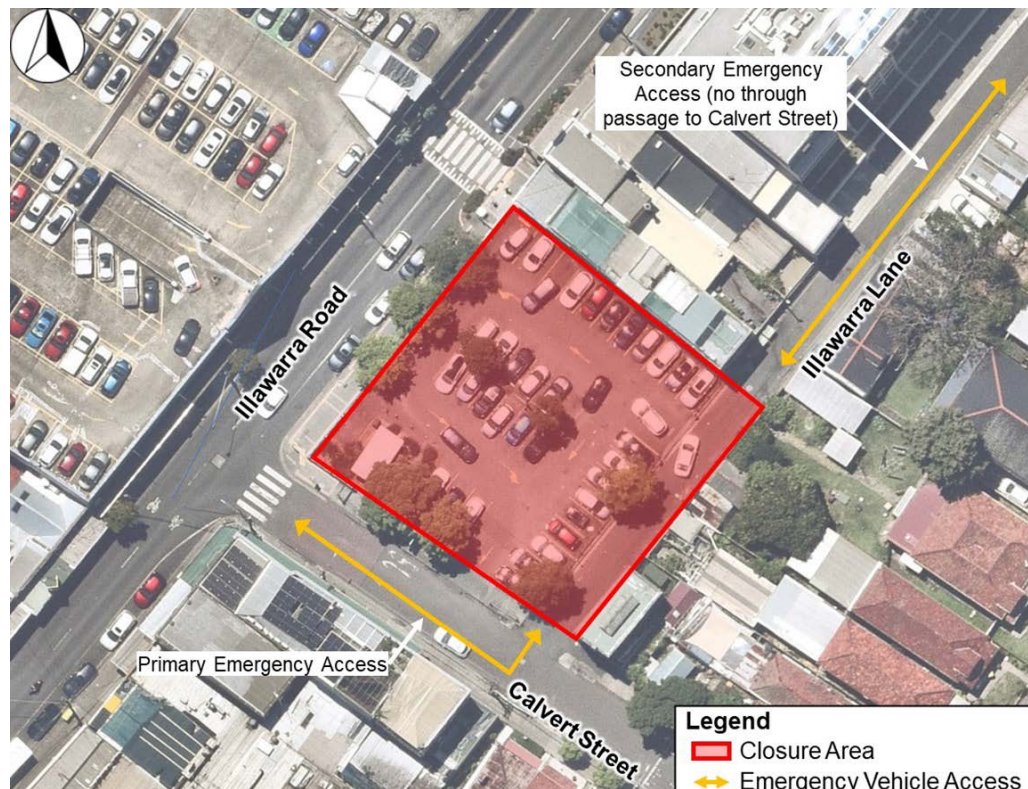


Figure 3.6: Emergency Vehicle Access

A traffic controller will be positioned near the emergency access. When an emergency vehicle arrives or departs, the traffic controller will relocate the barriers and place them back to the original location once the vehicle has moved past them.

A clear road width of at least 4.0m will be maintained for the northern section of Illawarra Lane.

3.6 Variable Messaging Signs

No variable messaging signs (VMS) are proposed for this event as the impacts are localised and minimally impact the wider road network.

3.7 Communication

Residents and businesses affected by the event must be notified at least 14 days before the commencement of the event.

3.8 Monitoring

Ongoing monitoring of the TMP during events, and review between events will be critical to maintain a safe environment for attendees, staff, and anyone in or near the event area. Monitoring is to be undertaken in accordance with Section 8 of the Traffic Control at Works Sites Manual, in addition to any relevant legislative requirements and/or guidelines.

After the first event is held, a full review of the TMP will be undertaken to identify aspects that could be improved upon for subsequent uses.

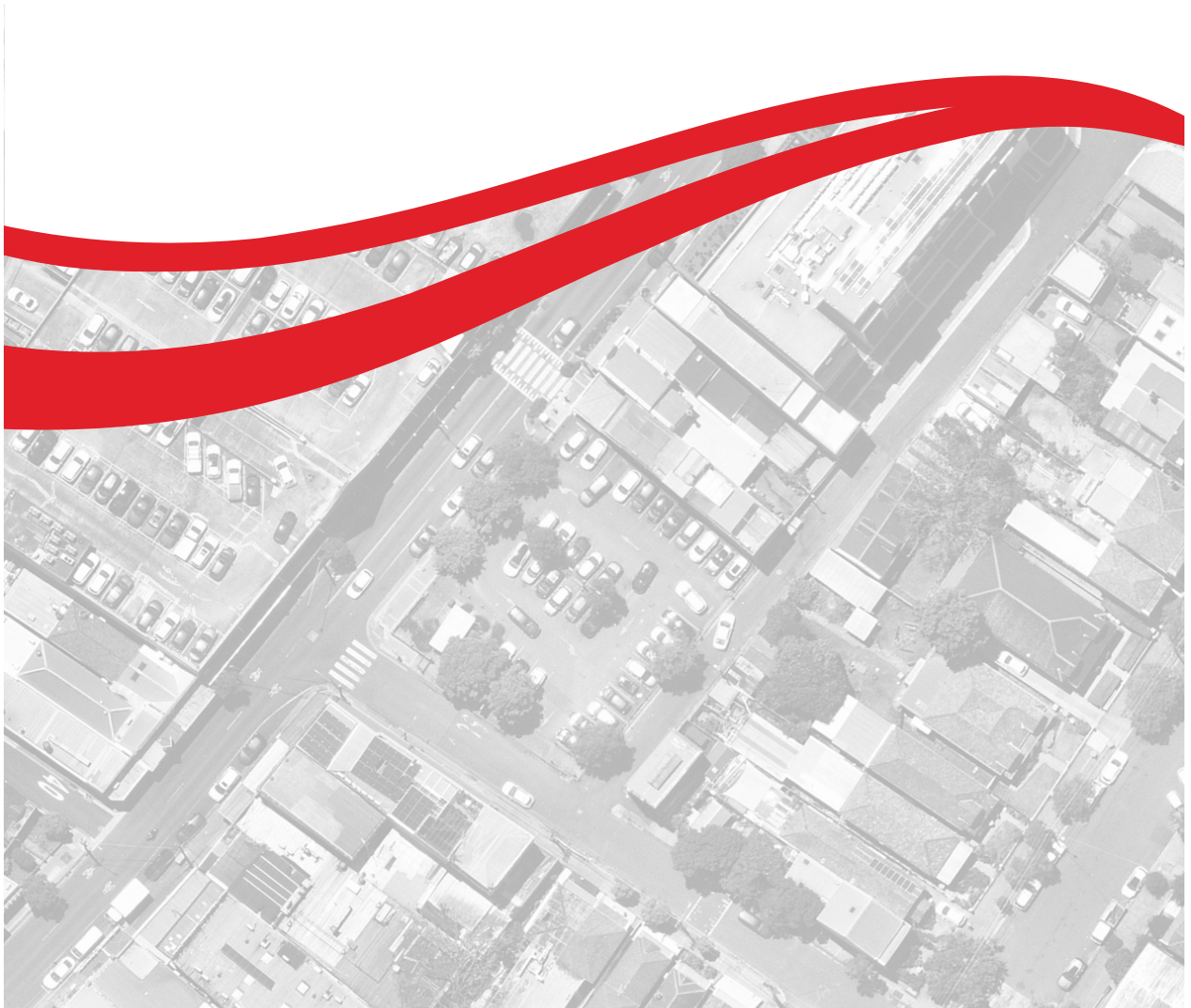
Temporary traffic management monitoring is to be undertaken at the following stages at a minimum:

- Planning
- During TTM
- Post Completion.

Appendix A: Traffic Guidance Scheme



Item 5



Attachment 1



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RAILWAY PARADE MARRICKVILLE

Traffic Management Plan



Inner West Council

06 July 2025



Item 5

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Document Issue History

Report File Name	Version	Document Control	Date	Issued to
P6831.001R Railway Parade Traffic Management Plan	001	Prepared: M. Hearne Reviewed: J. Wong Issued: A. Grey	05/02/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>
P6831.002R Railway Parade Traffic Management Plan	002	Prepared: M. Hearne Reviewed: J. Wong Issued: A. Grey	06/06/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>
P6831.003R Railway Parade Traffic Management Plan	003	Prepared: M. Hearne Reviewed: J. Wong Issued: A. Grey	07/07/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>



Railway Parade Marrickville: Traffic Management Plan

Project: **P6381** Version: **003**



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Railway Parade Marrickville: Traffic Management Plan

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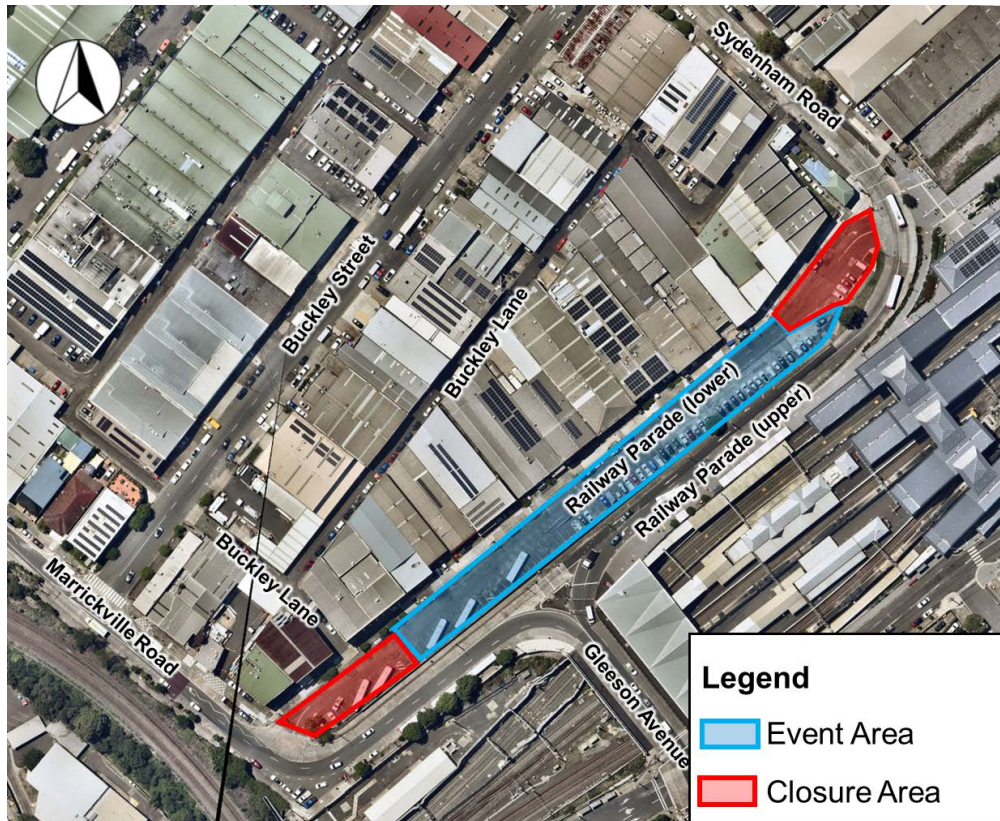
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Attachment 2

1. INTRODUCTION

1.1 Project Overview

Inner West Council engaged Bitzios Consulting to prepare a traffic management plan to support events held on Railway Parade in Marrickville. The event area comprises the lower section of Railway Parade, shown in Figure 1.1.



Source: Nearmap

Figure 1.1: Site Location

1.2 Purpose of TMP

This document serves as a *global* traffic management plan (TMP). It will be implemented for local events on Railway Parade up to six times a year and is expected to be in effect for up to five (5) years. The TMP aims to lower the cost of event preparation and operation, allowing event organisers to reuse it or, at the very least, use it as a base without creating an entirely new one.

The scope of this TMP includes:

- Identifying the impacts on road traffic, public transport, pedestrians, cyclists, public parking, and businesses, as well as determining appropriate mitigation measures
- Identifying necessary traffic control devices and personnel to ensure safety for everyone during the event
- Developing traffic guidance schemes for adaptation by those implementing the traffic control.

2. EXISTING CONDITIONS

2.1 Road Network

The key roads surrounding the site are shown in Table 2.1 and speed limits are shown in Figure 2.1.

Table 2.1: Road Network Summary

Section	Classification	Speed Limit(s)	Features
Railway Parade (lower)	Local Road	50km/h	<ul style="list-style-type: none"> One travel lane in each direction Parallel parking lane on the northern side 90-degree angled parking on the southern side
Railway Parade (upper)	State Road	50km/h	<ul style="list-style-type: none"> Two travel lanes One-way
Marrickville Road	State Road	50km/h	<ul style="list-style-type: none"> Two travel lanes One parking lane on the northern side Two-way north of Buckley Street.
Sydenham Road	State Road	50km/h	<ul style="list-style-type: none"> Two travel lanes Parking lanes on both sides One-way south of Buckley Street.



Source: Nearmap

Figure 2.1: Road Network

2.2 Public Transport

The subject site is served by 2 train lines, one metro line, and 6 bus routes. The routes and services are summarised in Table 2.2. A map of public transport is shown in Figure 2.2.

Table 2.2: Public Transport Routes

Line/Route	Line/Route Description	Service Frequency
Train		
T4	Eastern Suburbs & Illawarra Line	10 mins
T8	Airport & South Line	15 mins
Metro		
M1	Metro City and Southwest	4 minutes (peak) 10 minutes (off-peak)
Bus		
358	Sydenham to Randwick (Loop Service)	10 - 20 mins (weekdays) 20 mins (weekends)
418	Tempe to Burwood	10 - 20 mins (weekdays) 20 mins (weekends)
430	Sydenham to Central Railway Square (Loop Service)	20 mins
SW1	Bankstown to Sydenham	5 - 10 mins
SW2	Bankstown to Sydenham (Limited stops)	5 - 10 mins
SW3	Campsie to Sydenham via Canterbury (Limited stops)	5 - 10 mins (weekdays) 10 mins (weekends)



Source: Nearmap

Figure 2.2: Public Transport Services

2.3 Metro Construction

As of February 2025, the Sydney Metro City and Southwest is still under construction, and this service currently operates between Sydenham and Tallawong. Bus replacement services are in operation to accommodate the closure of the rail line, connecting patrons to other stations along the rail network. These services use part of the lower section of Railway Parade as a layover area. This is expected to remain in place until the Metro construction is completed and the line is opened.

The delivery of enabling infrastructure and events will be on hold until the metro line is opened and the layover area is no longer needed.

The layover area is shown in Figure 2.3.

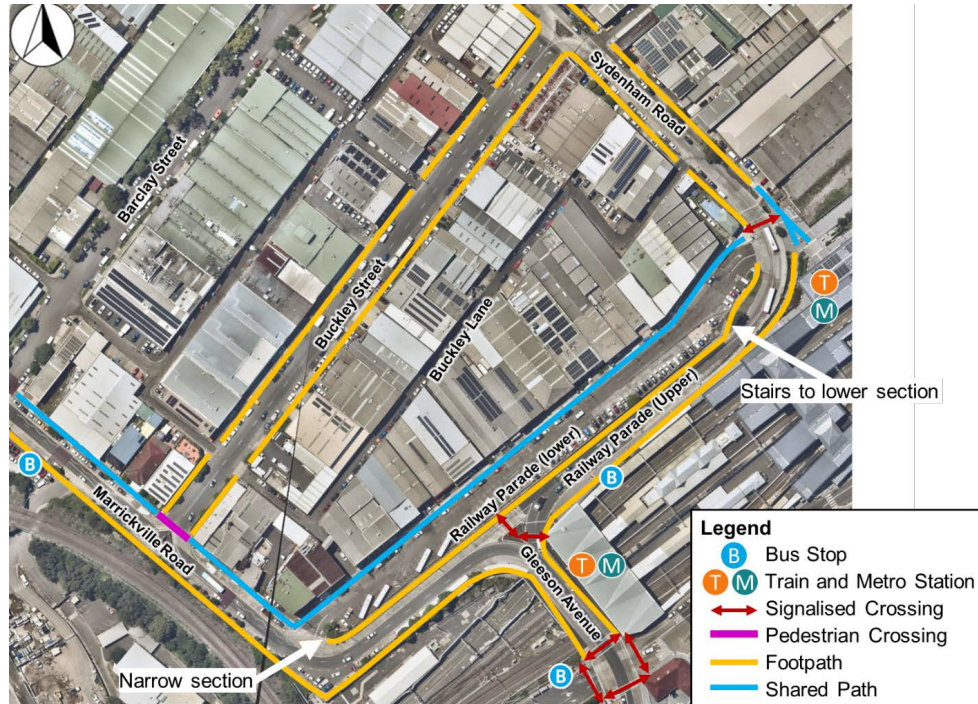


Source: Nearmap

Figure 2.3: Sydney Metro Bus Layover Area

2.4 Active Transport

Footpaths surround the site and provide links in all directions. A shared path connects the site to Sydenham Station and towards Marrickville. Crossing options are generally good; however, pedestrians must cross a long distance at either end of the lower section of Railway Parade. The active transport links are shown in Figure 2.4.



Source: Nearmap

Figure 2.4: Active Transport

A footpath on the south-western side of Railway Parade terminates at a narrow section. Some event patrons will likely use this route to get to the event, and it may become a pinch point. This is shown in Figure 2.5.



Figure 2.5: Narrow Footpath

2.5 Parking

The current parking supply and restrictions are summarised in Figure 2.2. Parking in the street surrounding the event area is unrestricted on Sundays. Table 2.3 summarises the parking quantity and configuration within the closure area.

Table 2.3: Sunday Parking Configuration – Railway Parade (lower)

Parking restriction	Quantity
Unrestricted	97
Accessible	1
GoGet	1



Figure 2.6: Parking Configuration

Along Railway Parade, some property boundaries extend past the façade of the buildings, and privately owned parking spaces have been linemarked. There is a total of around 24 of these spaces. An example is shown in Figure 2.7.

Property owners need to be informed two weeks before each event. These letters will update them on the event details and any traffic restrictions that could impact residents and business owners during the event.



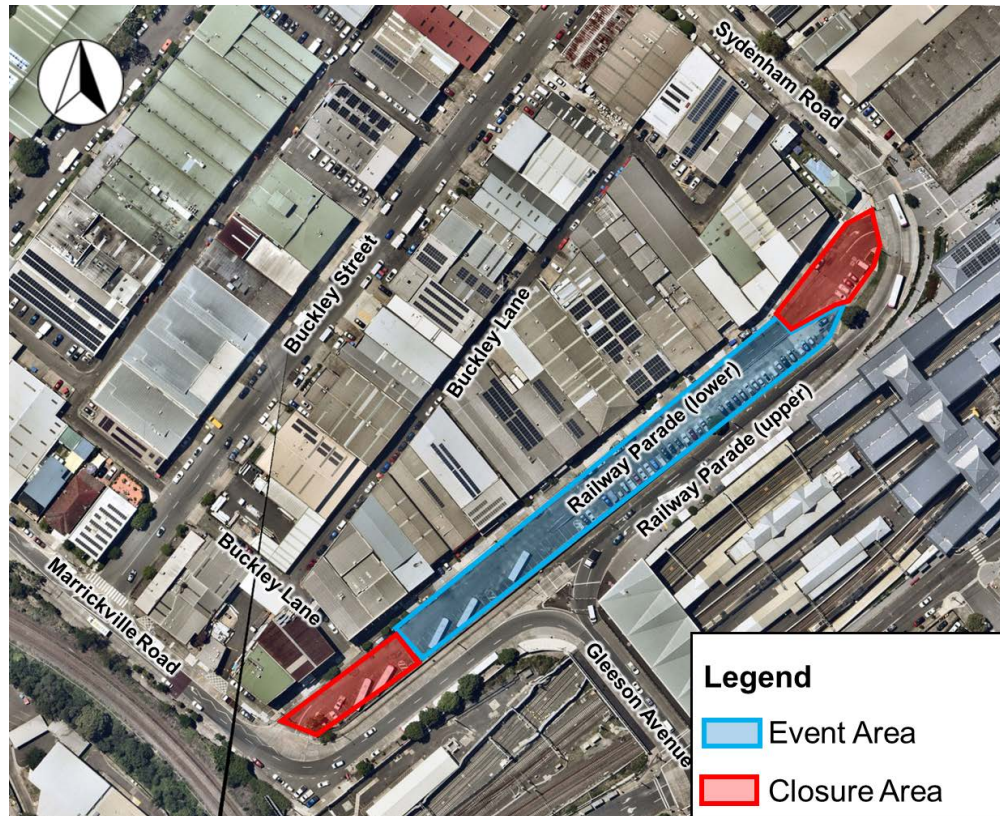
Figure 2.7: Private Parking Between the Footpath and the Building

3. TRAFFIC MANAGEMENT

3.1 Location of Works

The closure is to facilitate a temporary event lasting less than a day. It will only be in effect from 3:00 AM to 11:59 PM on a Sunday. During these hours, the area will be closed to all vehicle traffic by use of safety barriers.

The proposed closure is shown in Figure 3.1.



Source: Nearmap

Figure 3.1: Site Location

3.2 Closure Impacts

3.2.1 Public Transport

There are no bus stops along Railway Parade and it is not a part of a bus route.

Sydenham Station is not expected to be affected by the event.

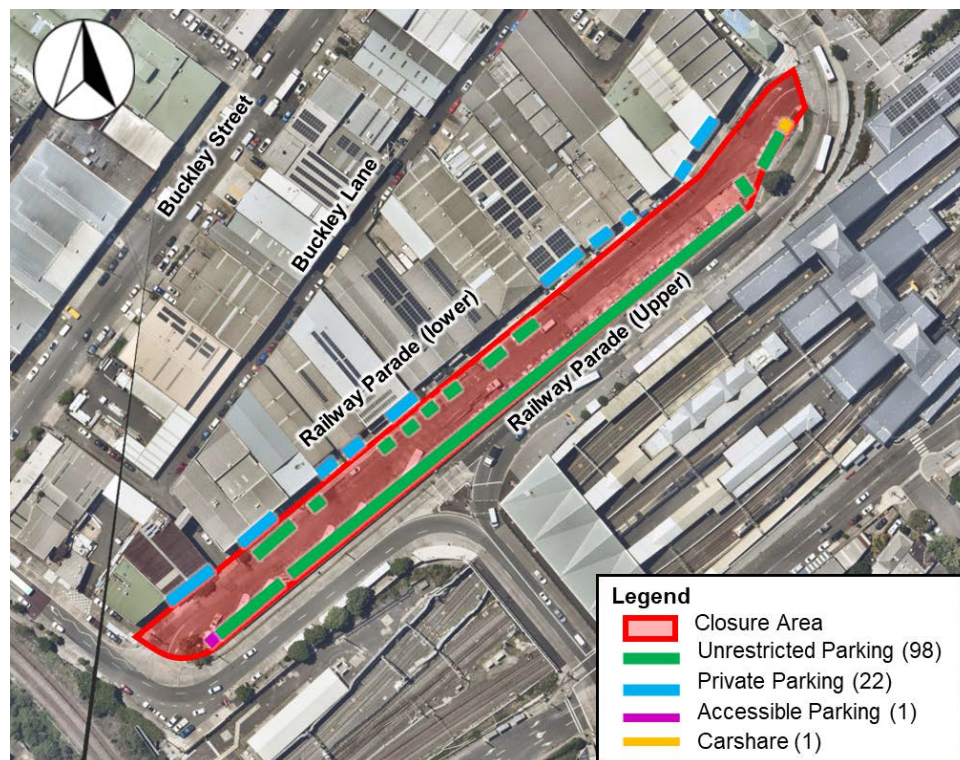
The current Sydney Metro construction is operating rail replacement buses, which use part of the southwestern section of Railway Parade for layover operations. No events will be held until Sydney Metro construction is complete and the site is no longer needed as a layover area. It is noted that the site may be required again for layover purposes due to Metro maintenance or breakdowns. In such circumstances, event organisers and Council shall coordinate accordingly during the application process.

3.2.2 Parking

Parking loss due to road closure is summarised in Table 3.1 and shown in Figure 3.2.

Table 3.1: Parking loss

Type	Number of Parking loss
Unrestricted	98
Private Parking	22
Accessible	1
Carshare	1



Source: Nearmap

Figure 3.2: Parking Loss

3.2.3 Businesses

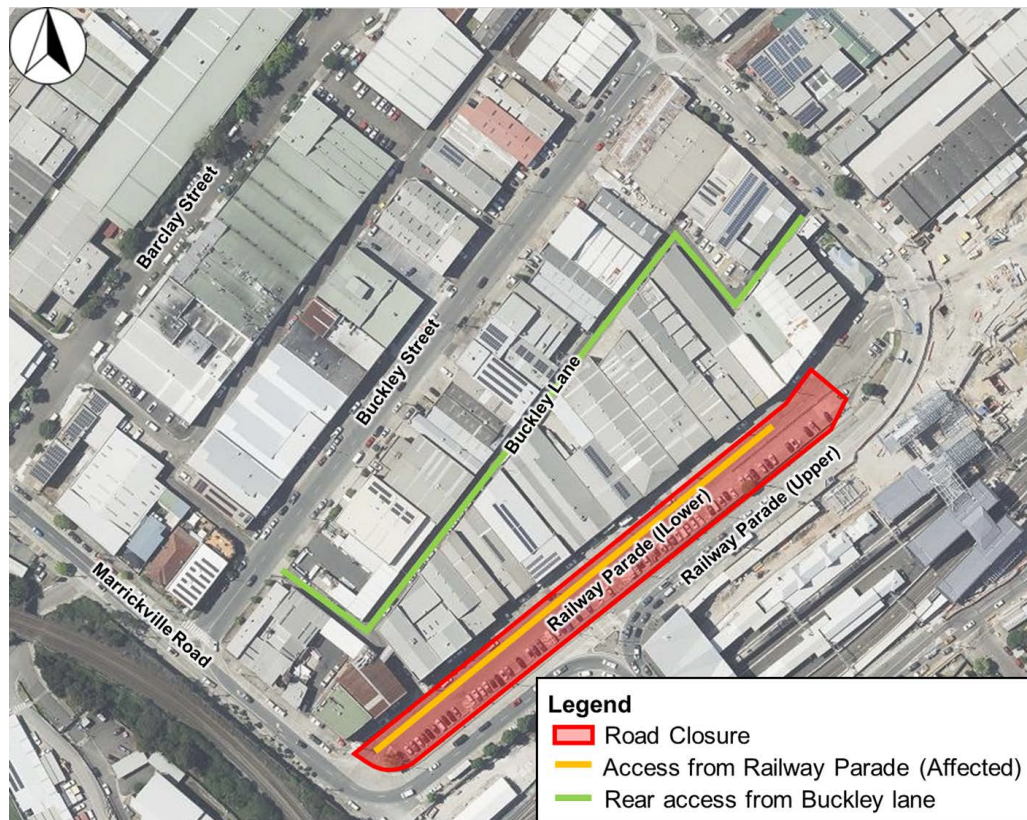
Businesses on Railway Parade may be impacted by the loss of surrounding parking and vehicle access to their frontage. However, since many businesses will be closed on Sundays, the impacts are expected to be relatively low.

A number of businesses have private parking spaces linemarked within their property boundary between the building and the footpath. These will not be available for use during the closure.

No loading zones will be affected by the works.

Rear access to these properties via Buckley Lane and pedestrian access to the Railway Parade frontage will be retained.

This is shown in Figure 3.3.



Source: Sixmaps

Figure 3.3: Business Impacts

3.2.4 Pedestrians and Cyclists

No footpaths will be closed for the duration of the event.

The shared path along Railway Parade will be retained during the event.

Due to the event, footpaths may experience increased activity. Pedestrians should be guided to wider routes with more capacity than narrower paths.

No cycle routes will be affected by the works.

3.2.5 Vehicle Routes

Vehicles will not be able to use Railway Parade during the closure. A detour will be in place via Buckley Street and Railway Parade (upper). This is expected to have a negligible impact on the surrounding road network.

3.2.6 Traffic Control Signals

The signalised mid-block crossing on Sydenham Road, located between Railway Parade and Buckley Lane, may experience increased demand for pedestrian crossing movements during the closure period. As there is no detector on Railway Parade, minimal impacts on the operation of the signals would be expected. SCATS is expected to be able to manage the change in demand.

3.3 Dates Relevant to TMP Work

The TMP will be in operation for a single Sunday.

The date of each event is on a case-by-case basis.

The TMP is not to be used for weekday or Saturday events.

3.4 Traffic Control

The location of this event may require adopting hostile vehicle mitigation measures. These barriers can come in various forms, including:

- Temporary concrete or water-filled barriers
- Removable / Retractable bollards, installed into the ground, which are lowered or removed outside of events
- Re-deployable barriers.

Retractable bollards are suitable for these types of events; however, often have high installation and maintenance costs. Temporary barriers such as concrete or water-filled can provide sufficient protection, however, the costs, equipment, and personnel required to install and operate them can be high. With one of the goals of this TMP being to reduce the cost of traffic management services for event operators, the cost of setting up and operating such barriers is not desirable.

This TMP therefore proposes the use of re-deployable barriers, similar to those which have been adopted by TfNSW for major events, are proposed to be used at each end of the event closure area.

The barriers will be placed at both ends of the event area on Railway Parade (lower). The locations of the re-deployable barrier are shown in Figure 3.4.

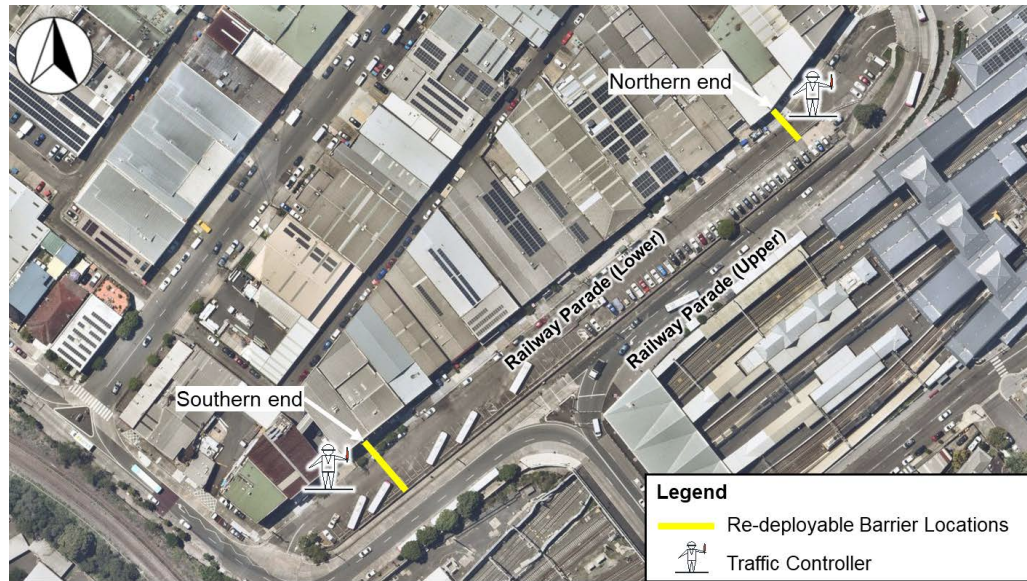


Figure 3.4: Re-deployable Barrier Locations

The selected barriers must be capable of withstanding the kinetic energy of a vehicle impact appropriate to the assessed threat level, typically a minimum of 3.5 tonnes at 48 km/h. The final choice of barrier type will be at the discretion of the event organiser, in consultation with Council, and must be operated in accordance with the supplier's specifications and manufacturer guidelines.

One traffic controller will be required at each end to operate the re-deployable barriers.

Road closure signs will be placed at both ends of Illawarra Lane.

3.5 Emergency Vehicles

Emergency vehicle access will be primarily available from both ends of Railway Parade.

A traffic controller is to be stationed at both ends, at the location of the retractable bollards. Upon an emergency vehicle arriving or departing the event, they are to relocate the barriers and place them back to the original location once the vehicle has moved past them.

A minimum 4.0m clear road distance is to be maintained for the entire length of Railway Parade.

3.6 Variable Messaging Signs

No variable messaging signs (VMS) are proposed for this event as the impacts are localised and minimally impact the wider road network.

3.7 Communication

Residents and businesses affected by the event are to be notified a minimum of 14 days prior to the commencement of the event.

3.8 Monitoring

Ongoing monitoring of the TMP during events, and review between events will be critical to maintain a safe environment for attendees, staff, and anyone in or near the event area. Monitoring is to be undertaken in accordance with Section 8 of the Traffic Control at Works Sites Manual, in addition to any relevant legislative requirements and/or guidelines.

After the first event is held, a full review of the TMP will be undertaken to identify aspects that could be improved upon for subsequent uses.

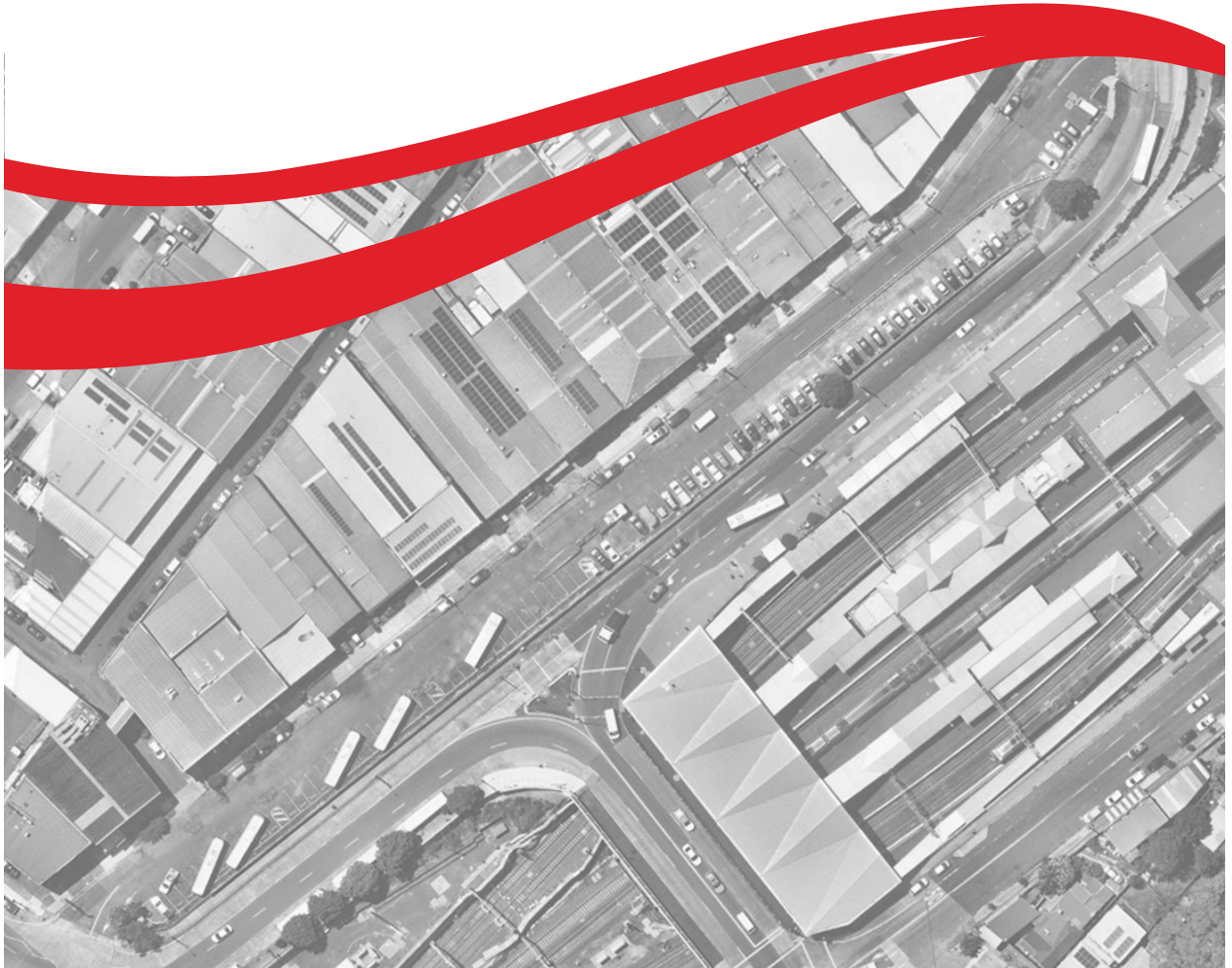
Temporary traffic management monitoring is to be undertaken at the following stages at a minimum:

- Planning
- During TTM
- Post Completion.

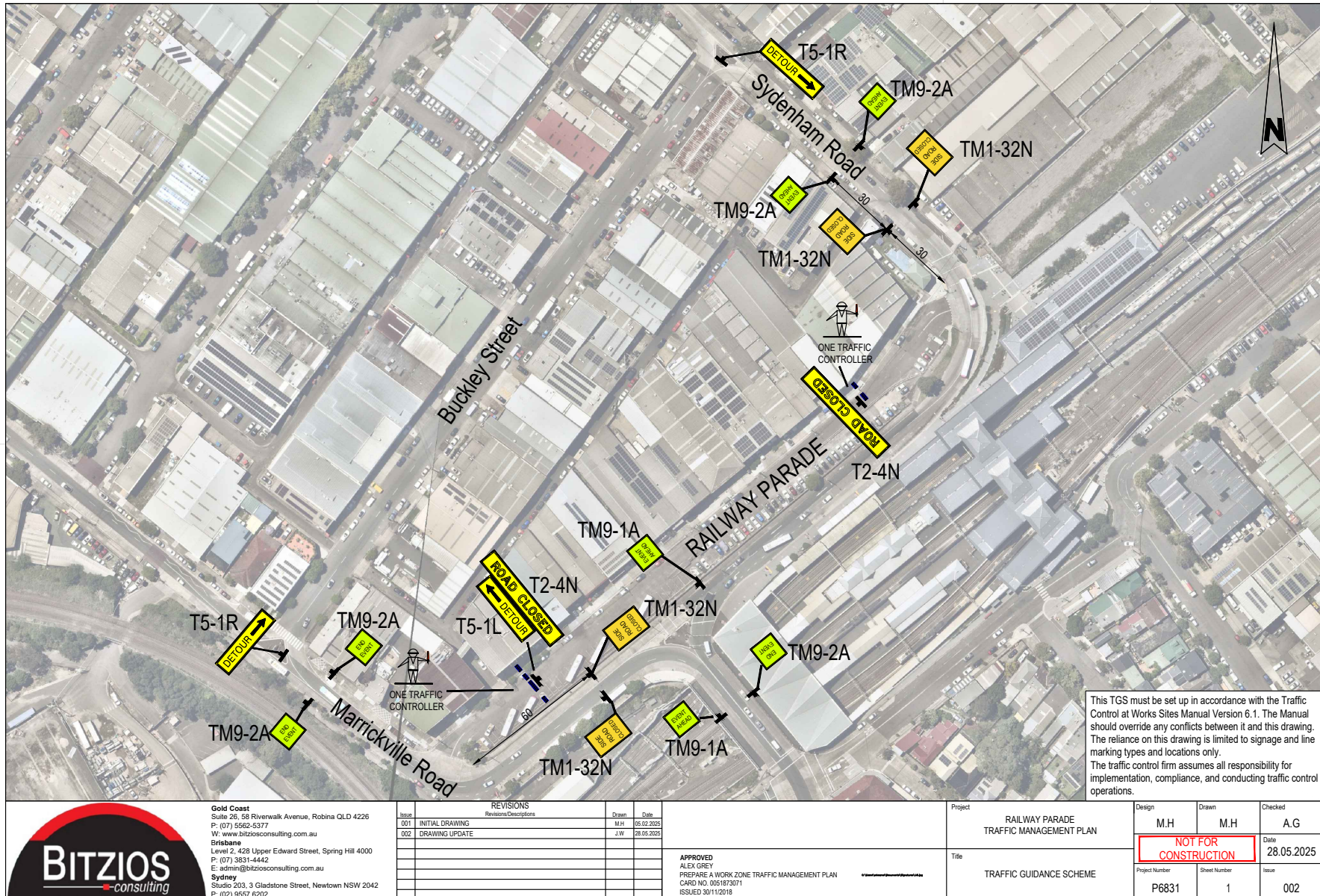
Appendix A: Traffic Guidance Scheme



Item 5



Attachment 2



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HERCULES STREET ASHFIELD

Traffic Management Plan



Inner West Council

07 July 2025



Item 5

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Document Issue History

Report File Name	Version	Document Control	Date	Issued to
P6831.001R Hercules Street Traffic Management Plan	001	Prepared: J. Wong Reviewed: A. Grey Issued: M. Hearne	04/03/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>
P6831.002R Hercules Street Traffic Management Plan	002	Prepared: J. Wong Reviewed: A. Grey Issued: M. Hearne	06/06/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>
P6831.003R Hercules Street Traffic Management Plan	003	Prepared: J. Wong Reviewed: A. Grey Issued: M. Hearne	07/07/2025	Chang Liu <chang.liu@innerwest.nsw.gov.au>



Hercules Street Ashfield: Traffic Management Plan

Project: **P6381** Version: **003**



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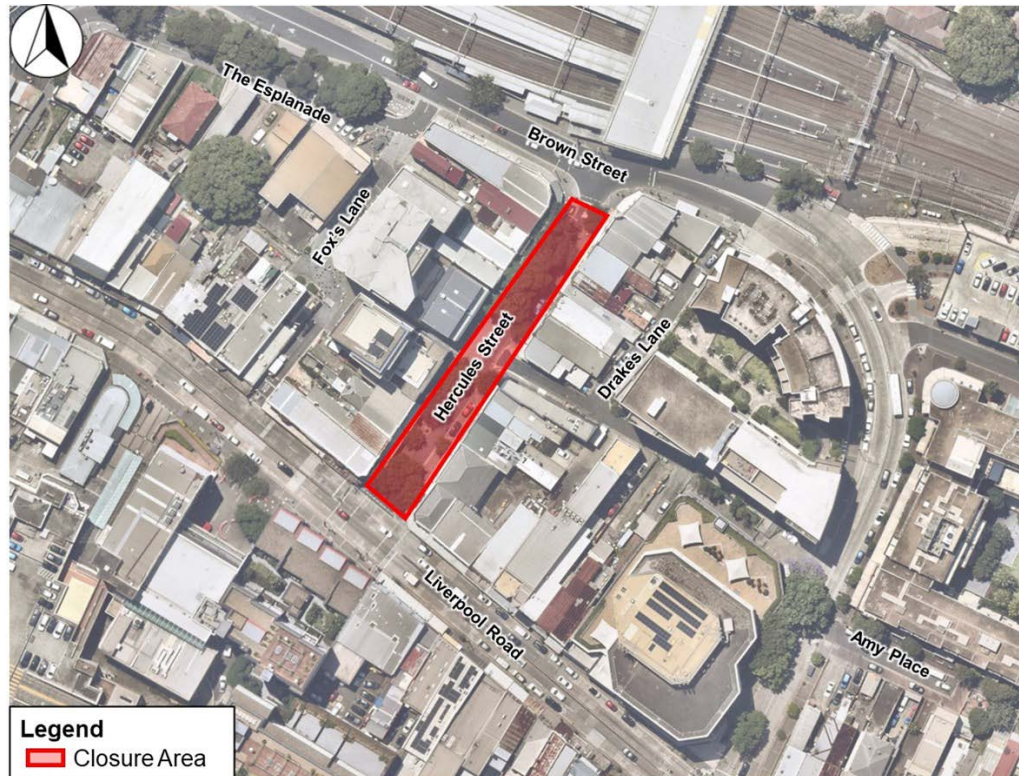
Appendices

Appendix A: Traffic Guidance Scheme

1. INTRODUCTION

1.1 Project Overview

Inner West Council engaged Bitzios Consulting to prepare a traffic management plan (TMP) to support events held on Hercules Street in Ashfield. This is shown in Figure 1.1.



Source: Nearmap

Figure 1.1: Site Location

1.2 Purpose of TMP

This document serves as a *global* traffic management plan (TMP). It will be implemented for local events on Hercules Street up to six times a year and is expected to be in effect for up to 5 years. The TMP aims to reduce the cost of event preparation and operation, enabling event organisers to reuse it or, at the very least, use it as a foundation without creating an entirely new one.

The scope of this TMP includes:

- Identifying impacts on road traffic, public transport, pedestrian cyclists, public parking, and business as well as determining appropriate mitigation measures
- Identifying necessary traffic control devices and personnel to ensure safety for everyone during the event
- Developing traffic guidance schemes for adaptation by those implementing the traffic control.

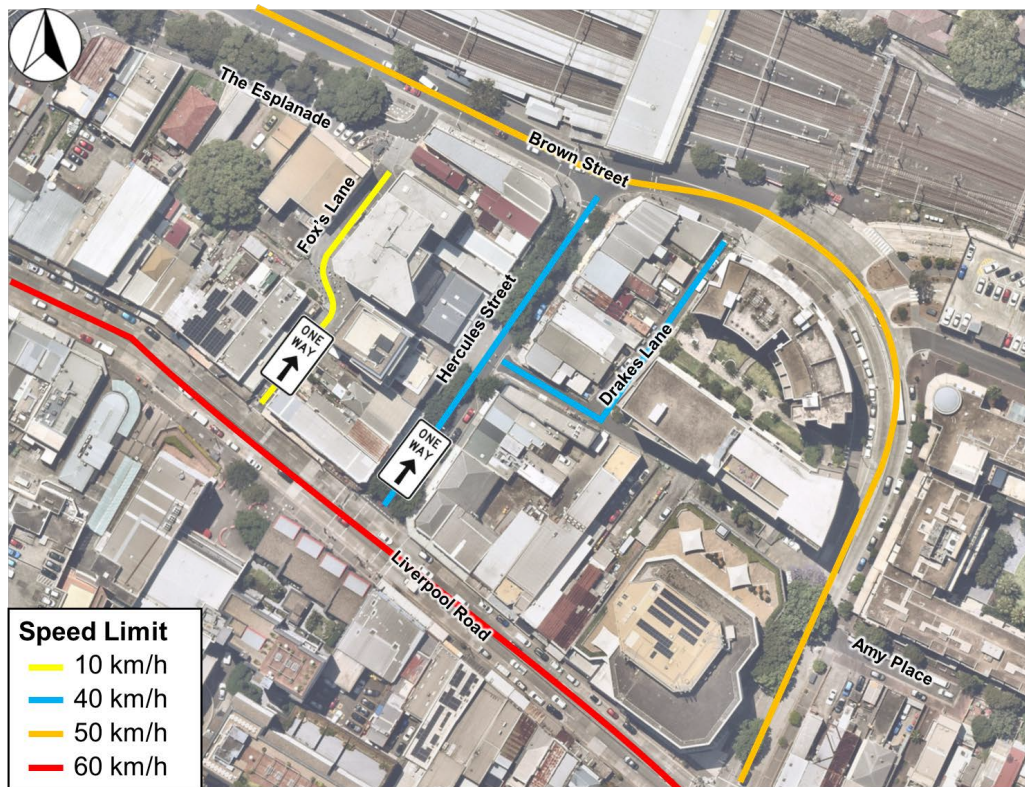
2. EXISTING CONDITIONS

2.1 Road Network

Key roads surrounding the site are shown in Table 2.1 and speed limits are shown in Figure 2.1.

Table 2.1: Road Network Summary

Section	Classification	Speed Limit(s)	Features
Hercules Street	Local Road	40km/h	<ul style="list-style-type: none"> One-way northbound Taxi zone on the western side between Drakes Lane and Brown Street Parking on the eastern side between Drakes Lane and Liverpool Road Accessible parking on the eastern side between Drakes Lane and Brown Street,
Brown Street	Local Road	50km/h	<ul style="list-style-type: none"> One travel lane in each direction
Drakes Lane	Local Road	40km/h	<ul style="list-style-type: none"> No through road
Liverpool Road	State Road	60km/h	<ul style="list-style-type: none"> One travel lane and one parking lane in both directions No right turn to Hercules Street, taxis excepted



Source: Nearmap

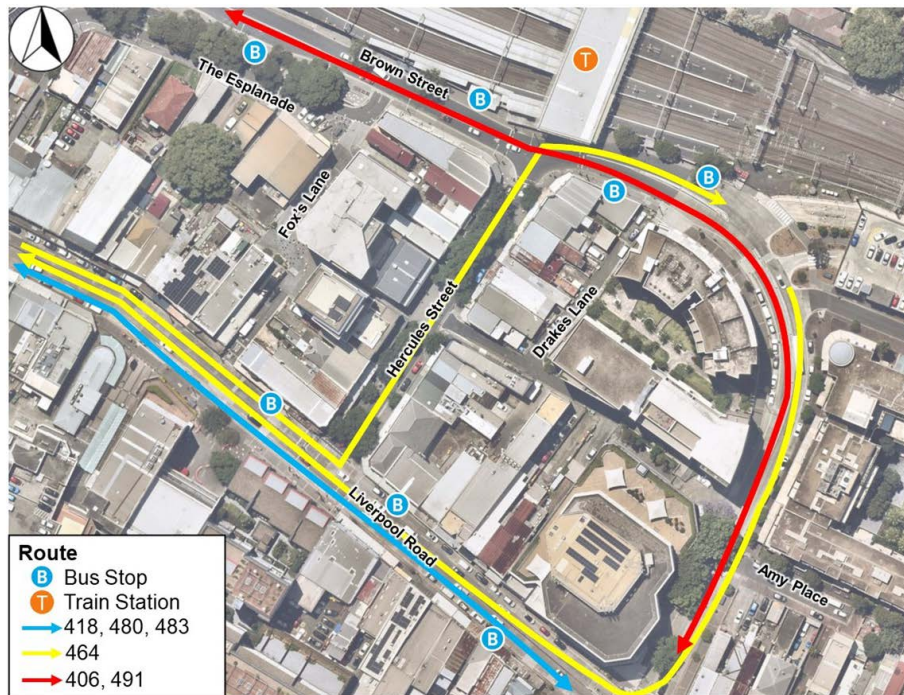
Figure 2.1: Road Network

2.2 Public Transport

The site is serviced by two train lines and six bus routes. The routes and services are summarised in Table 2.2. A map of public transport services in the area is shown in Figure 2.2.

Table 2.2: Public Transport Routes

Line/Route	Line/Route Description	Service Frequency
Train		
T2	Leppington & Inner West Line	5 - 10 mins
T3	Liverpool & Inner West Line	5 - 10 mins
Bus		
406	Five Dock to Hurlstone Park	30 - 60 mins (weekdays) 75 mins (weekends)
418	Tempe to Burwood	10 - 20 mins (weekdays) 20 mins (weekends)
464	Mortlake to Ashfield	15 mins (weekdays) 15 - 30 mins (weekends)
480	Strathfield to Central Pitt Street via Homebush Rd	20 - 60 mins (weekdays) 60 mins (weekends)
483	Strathfield to Central Pitt Street via South Strathfield	15 - 30 mins (weekdays) 30 mins (weekends)
491	Hurstville to Five Dock	15 - 30 mins (weekdays) 30 mins (weekends)



Source: Nearmap

Figure 2.2: Public Transport Services

2.3 Active Transport

Footpaths surround the site and provide links in all directions. Crossing options are generally good, with signalised crossings at each end of Hercules Street.

An on-road cycling route operates along Brown Street. The active transport routes and infrastructure are shown in Figure 2.3.



Source: Nearmap

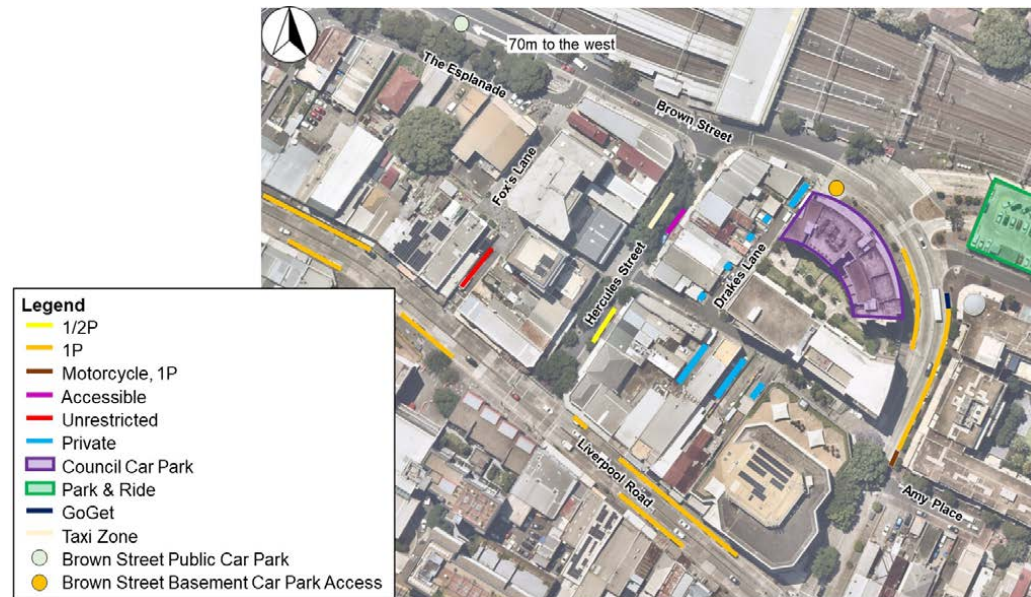
Figure 2.3: Active Transport

2.4 Parking

The current parking supply and restrictions are summarised in Table 2.3 and shown in Figure 2.4. Different parking areas have restrictions from Monday to Friday, and some also have restrictions on Saturdays.

Table 2.3: Parking Configuration – Hercules Street (Sunday)

Parking restriction	Quantity
1/2P	2
Accessible	2



Source: Nearmap

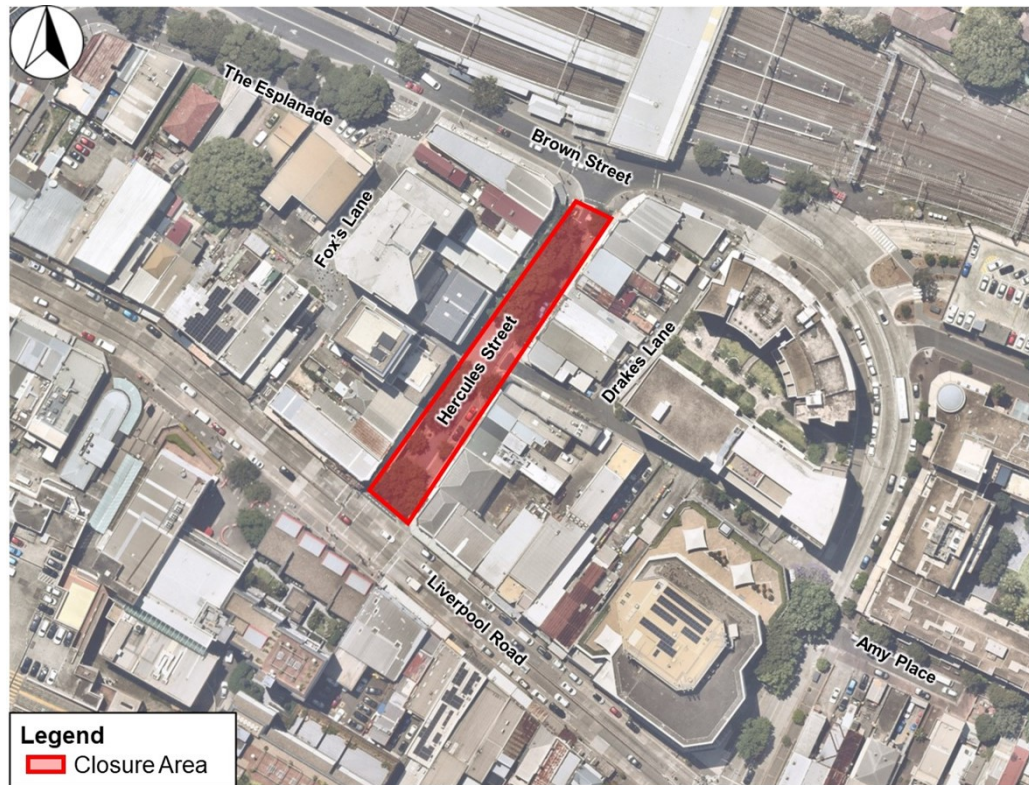
Figure 2.4: Parking Configuration

3. TRAFFIC MANAGEMENT

3.1 Location of Works

The closure is to facilitate a temporary event lasting less than a day. It will only be in effect from 3:00 AM to 11:59 PM on a Sunday. During these hours, the area will be closed to all vehicle traffic.

The proposed closure is shown in Figure 3.1.



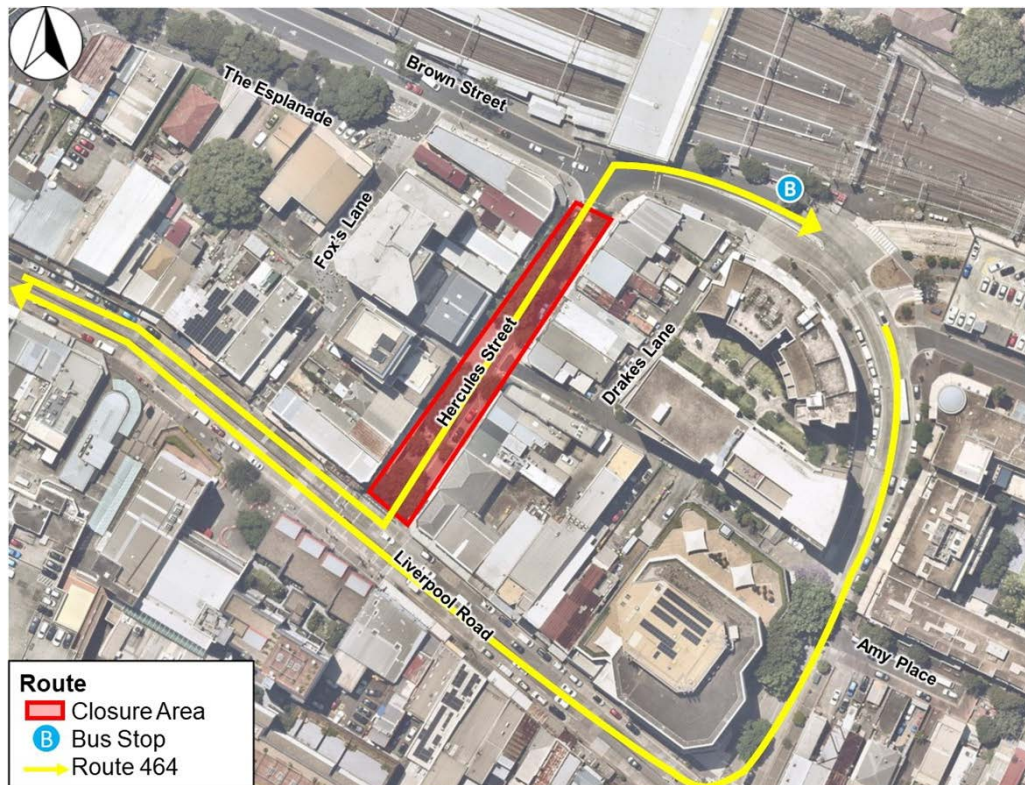
Source: Nearmap

Figure 3.1: Site Location

3.2 Closure Impacts

3.2.1 Public Transport

There are no bus stops on Hercules Street. However, Route 464, which runs from Mortlake to Ashfield, passes through Hercules Street before arriving at Ashfield Station. It drops off passengers on the northern side of Brown Street, continues along Brown Street, and then turns right onto Liverpool Road, making a loop in the area. This is shown in Figure 3.2



Source: Nearmap

Figure 3.2: Bus Route 464

Re-routing of this bus is required on event days for Route 464. Buses will use Frederick Street., Elizabeth Street, Bland Street, and Brown Street to reach Ashfield Station. During this bus rerouting, four bus stops on the northern side along Liverpool Road will be affected:

- 213118 – Liverpool Rd opp Ashfield RSL
- 213119 – Liverpool Rd opp Lapish Ave
- 213120 – Liverpool Rd at Cavill Ave
- 213121 – Ashfield Station, Liverpool Rd, Stand F.

The route and affected stops is shown in Figure 3.3.

Further consultation on this point will be undertaken with TfNSW.



Adapted from Sixmaps

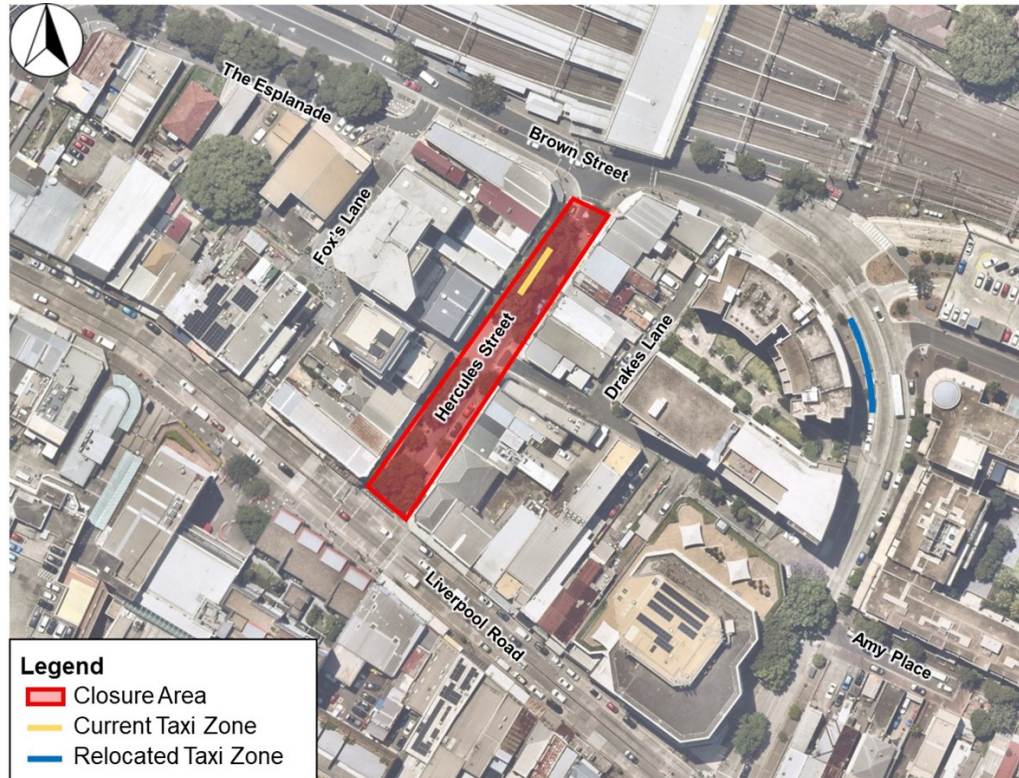
Figure 3.3: Proposed Bus Re-Route

Ashfield Station is not expected to be affected by the event.

3.2.2 Taxi Zone

A taxi zone accommodating 5 taxis along Hercules Street will be unavailable for use during event days. A temporary taxi zone will be provided on Brown Street during events of equivalent capacity. This would remove around 5 on-street 1P parking spaces from Brown Street during event times.

The existing and temporary taxi zone locations are shown in Figure 3.4.



Source: Nearmap

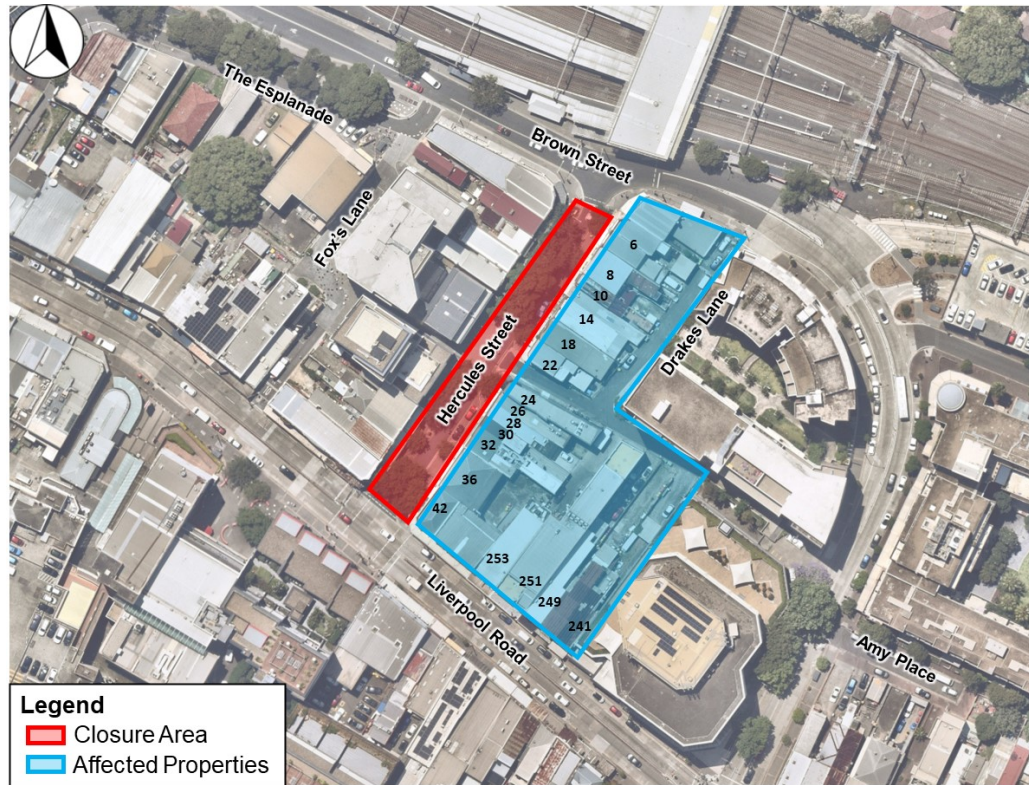
Figure 3.4: Taxi Zone Relocation

3.2.3 Drakes Lane

Drakes Lane can only be accessed via Hercules Street. During the closure, vehicles will not be able to access Drakes Lane, which affects a number of businesses and residents.

Hercules Street has previously been fully closed for events, and so residents are familiar with the impacts. Residents are to be informed of any events that close Hercules Street at least two weeks before any event.

The properties affected by the Drakes Lane closure are shown in Figure 3.5.



Source: Nearmap

Figure 3.5: Drakes Lane Properties Affected by Closure

3.2.4 Parking

The lane closure will affect one off-street car park which has one of its exits on Drakes Lane. This car park has another exit via a two-way driveway on Brown Street, and so the Drakes Lane exit will be closed during events, with those car park vehicles to use the Brown Street exit. There are no direct public connections between Drakes lane and Brown Street. Residents and strata is to be notified at least 14 days in advance of the event.

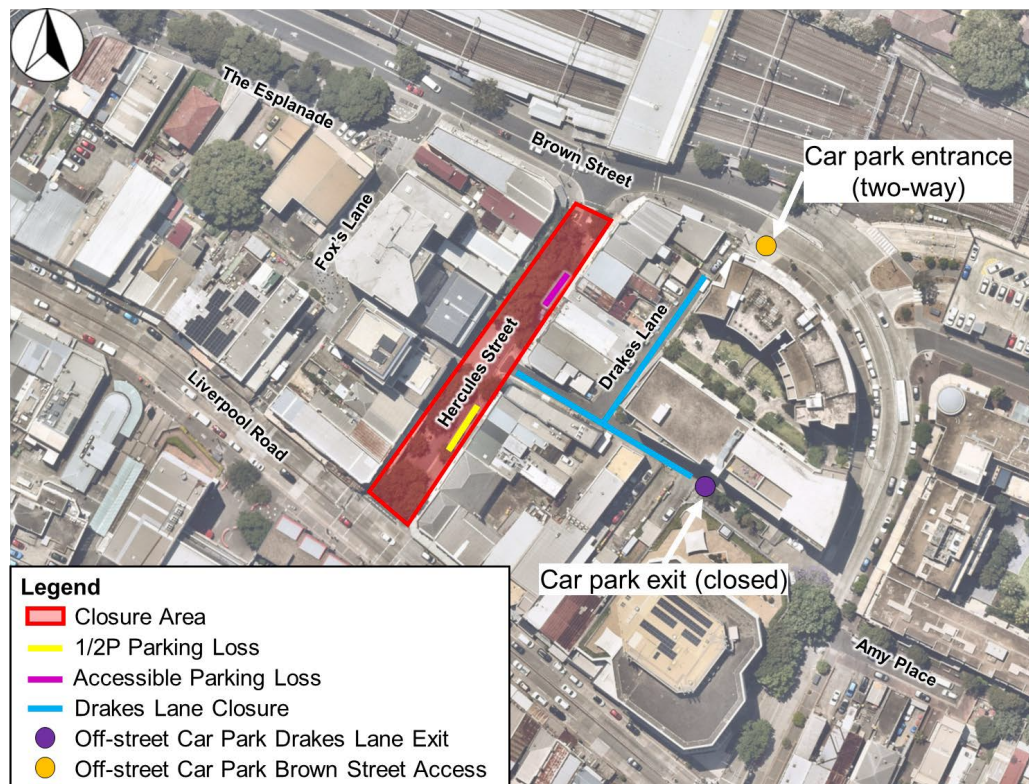
Two accessible spaces are located in Hercules Lane, which will not be available for use during events.

A *No Parking* area is located on Brown Street to accommodate pick-up/drop-off of passengers.

Parking loss due to the road closure is summarised in Table 3.1 and shown in Figure 3.6.

Table 3.1: Parking loss

Type	Number of Parking loss
1/2P	2
Accessible	2



Source: Neamap

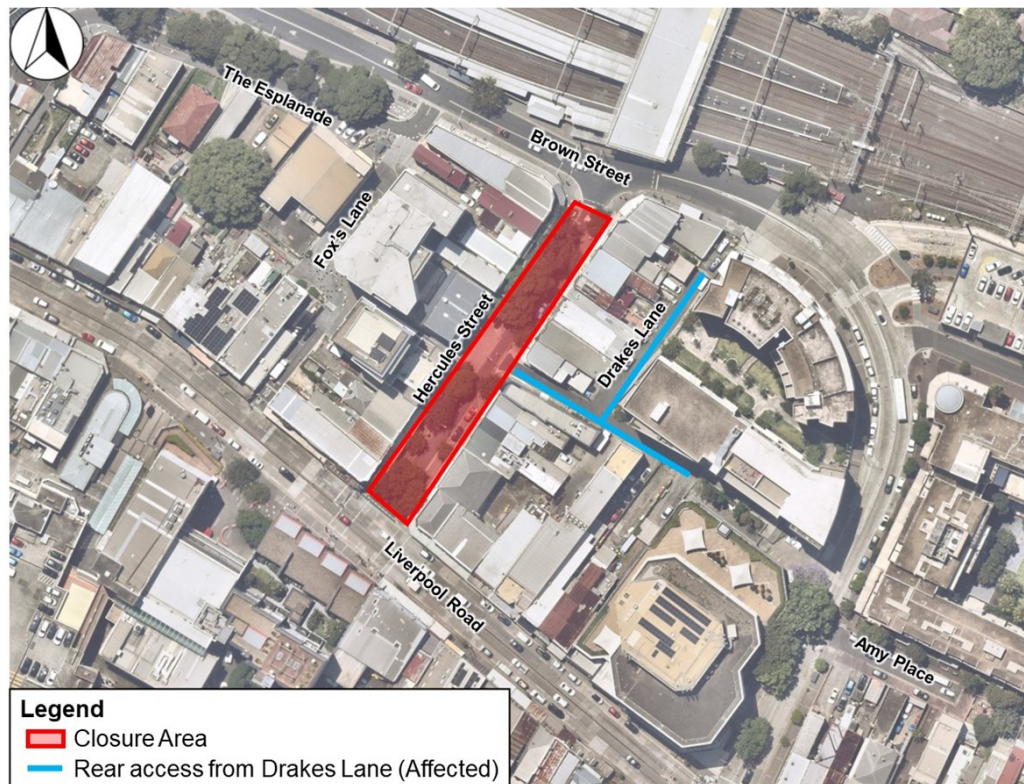
Figure 3.6: Parking loss

3.2.5 Businesses

Businesses on Hercules Street may be impacted by reduced nearby parking and vehicle access to their premises. Rear access to businesses on Hercules Street and Liverpool Road will be unavailable via Drakes Lane on event days. Overall impacts are expected to be low.

The loading zones on Hercules Street are not in effect on Sundays.

This is shown in Figure 3.7.



Source: Nearmap

Figure 3.7: Business Impacts

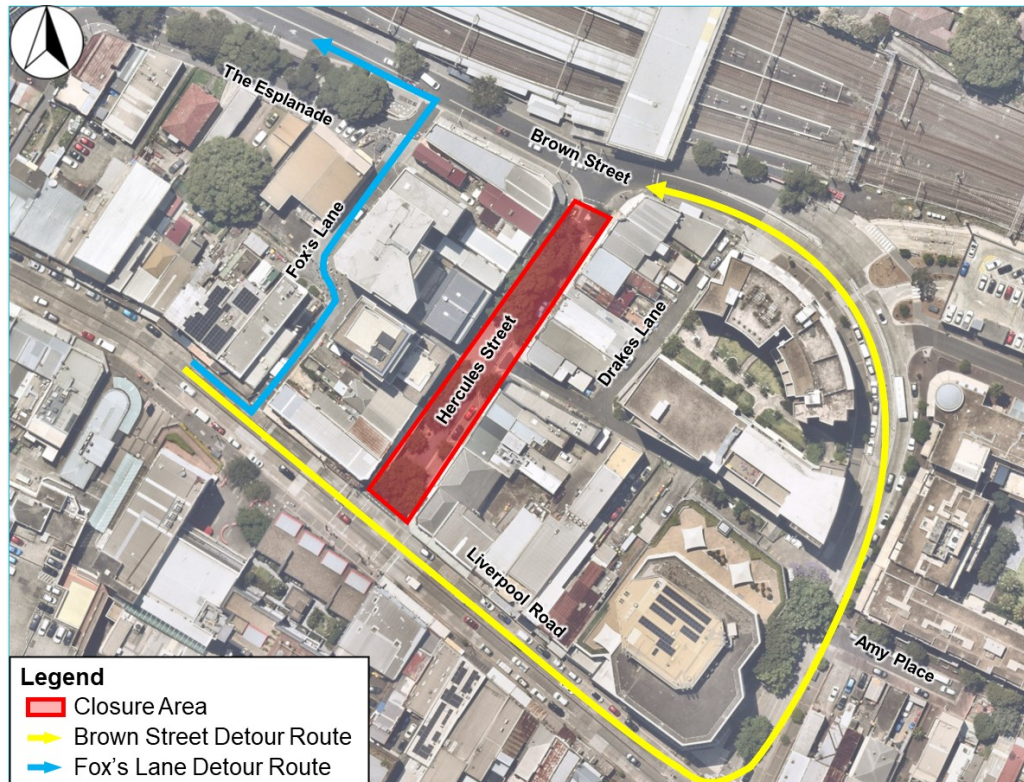
3.2.6 Pedestrians and Cyclists

No footpaths or cycle routes will be closed or impacted during the event.

3.2.7 Vehicle Routes

Vehicles will not be able to use Hercules Street during the closure. A detour will be implemented via Brown Street. This is expected to place additional left turn demand at the signalised intersection of Liverpool Road / Brown Street. Vehicles may also use Fox's Lane to connect to Brown Street, but will not be signposted as a designated detour route due to it being a low speed 10km/h shared zone.

The proposed vehicle detour route is shown in Figure 3.8



Source: Nearmap

Figure 3.8: Detour Route

3.2.8 Traffic Control Signals

The signalised intersections at Hercules Street / Brown Street and Hercules Street / Liverpool Road may experience increased pedestrian crossing demand during the closure period. SCATS is anticipated to manage the change in demand effectively.

Due to the closure of Hercules Street, the signals at Brown Street / Liverpool Road may experience higher demand for left-turning movements from Liverpool Road. No modifications to the signal phasing are expected to be required.

The signalised intersection at Brown Street / Hercules Street may not need to call the Hercules Street phase. It is recommended that TfNSW be consulted to determine whether modifications to the signal phasing during the event are required.

3.3 Dates Relevant to TMP Work

The TMP will run for one Sunday, with the date of each event determined on a case-by-case basis. The TMP is not designed for events on weekdays or Saturdays.

3.4 Traffic Control

The location of this event may require adopting hostile vehicle mitigation measures. These barriers can come in various forms, including:

- Temporary concrete or water-filled barriers
- Removable / Retractable bollards, installed into the ground, which are lowered or removed outside of events
- Re-deployable barriers.

Retractable bollards are suitable for these types of events; however, often have high installation and maintenance costs. Temporary barriers such as concrete or water-filled can provide sufficient protection, however, the costs, equipment, and personnel required to install and operate them can be high. With one of the goals of this TMP being to reduce the cost of traffic management services for event operators, the cost of setting up and operating such barriers is not desirable.

This TMP therefore proposes the use of re-deployable barriers, similar to those which have been adopted by TfNSW for major events, are proposed to be used at each end of the event closure area.

The barriers will be placed at both ends of Hercules Street, and at its intersection with Drakes Lane, shown in Figure 3.9.



Figure 3.9: Re-deployable Barrier Locations

The selected barriers must be capable of withstanding the kinetic energy of a vehicle impact appropriate to the assessed threat level, typically a minimum of 3.5 tonnes at 48 km/h. The final choice of barrier type will be at the discretion of the event organiser, in consultation with Council, and must be operated in accordance with the supplier's specifications and manufacturer guidelines.

One traffic controller will be required at each end of Brown Street to operate the re-deployable barriers.

Vehicle speeds around the closure will be reduced to 40km/h.

Road closure signs will be placed at both ends of Hercules Street, and detour signs to guide vehicles that intend to use Hercules Street.

3.5 Emergency Vehicles

Emergency vehicle access will be primarily available from the southern end of Hercules Street, with no through access to or from Brown Street.

A traffic controller will be stationed at the southern end, at the location of the retractable bollards. Upon the arrival or departure of an emergency vehicle, the traffic controller will relocate the barriers and place them back to the original location once the vehicle has moved past them.

Typically to facilitate emergency vehicle access, a minimum 4m road width must be maintained, however, parts of Hercules Street are already narrower than this. Furthermore, event infrastructure such as stages, food trucks, or other attractions would obstruct such traffic. The 4m width is to be maintained as far as possible along the laneway, at least between Liverpool Road and Drakes Lane.

3.6 Variable Messaging Signs

No variable messaging signs (VMS) are proposed for this event as the impacts are localised and minimally impact the wider road network.

3.7 Communication

Residents and businesses affected by the event are to be notified a minimum of 14 days prior to the commencement of the event.

3.8 Monitoring

Ongoing monitoring of the TMP during events, and review between events will be critical to maintain a safe environment for attendees, staff, and anyone in or near the event area. Monitoring is to be undertaken in accordance with Section 8 of the Traffic Control at Works Sites Manual, in addition to any relevant legislative requirements and/or guidelines.

After the first event is held, a full review of the TMP will be undertaken to identify aspects that could be improved upon for subsequent uses.

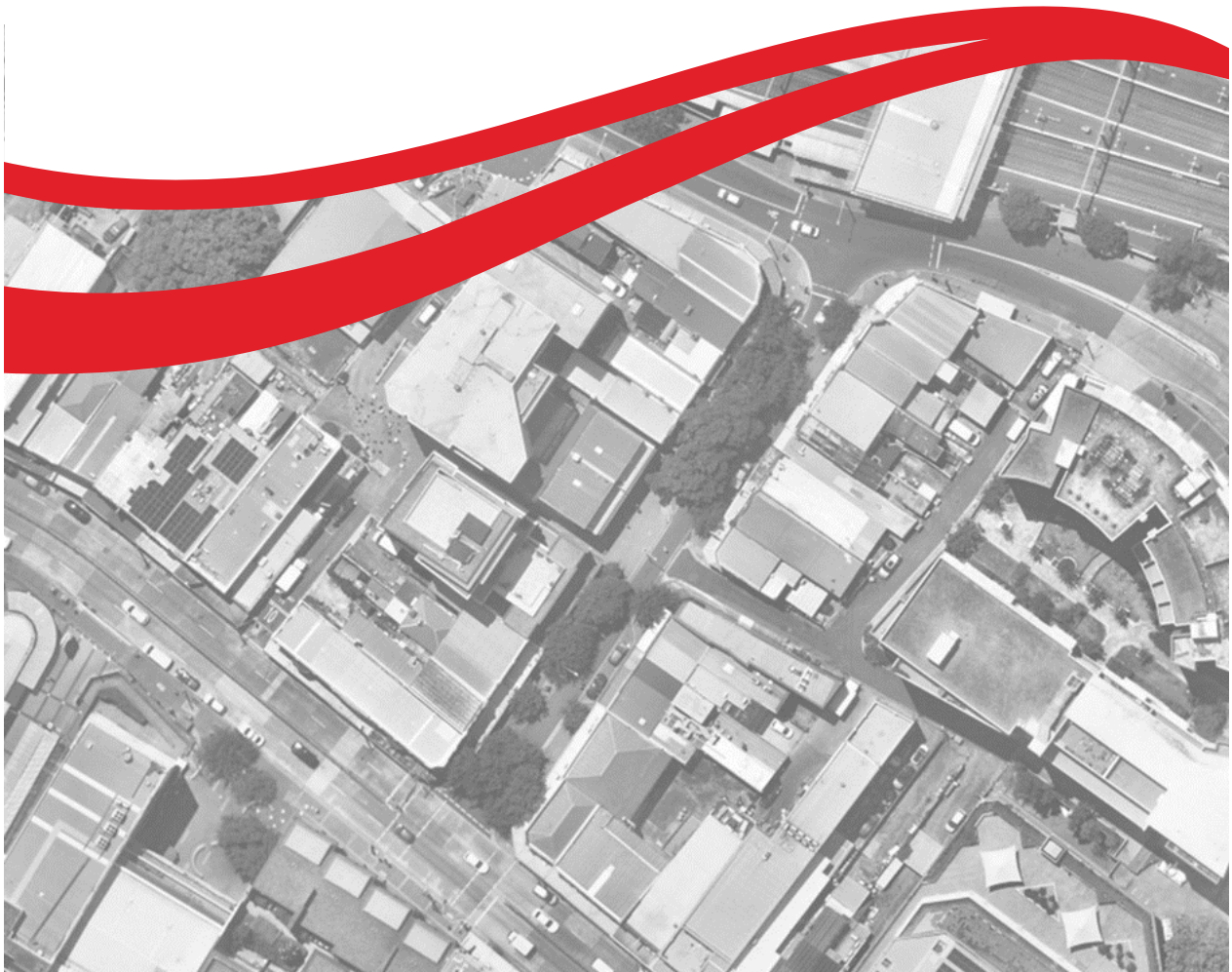
Temporary traffic management monitoring is to be undertaken at the following stages at a minimum:

- Planning
- During TTM
- Post Completion.

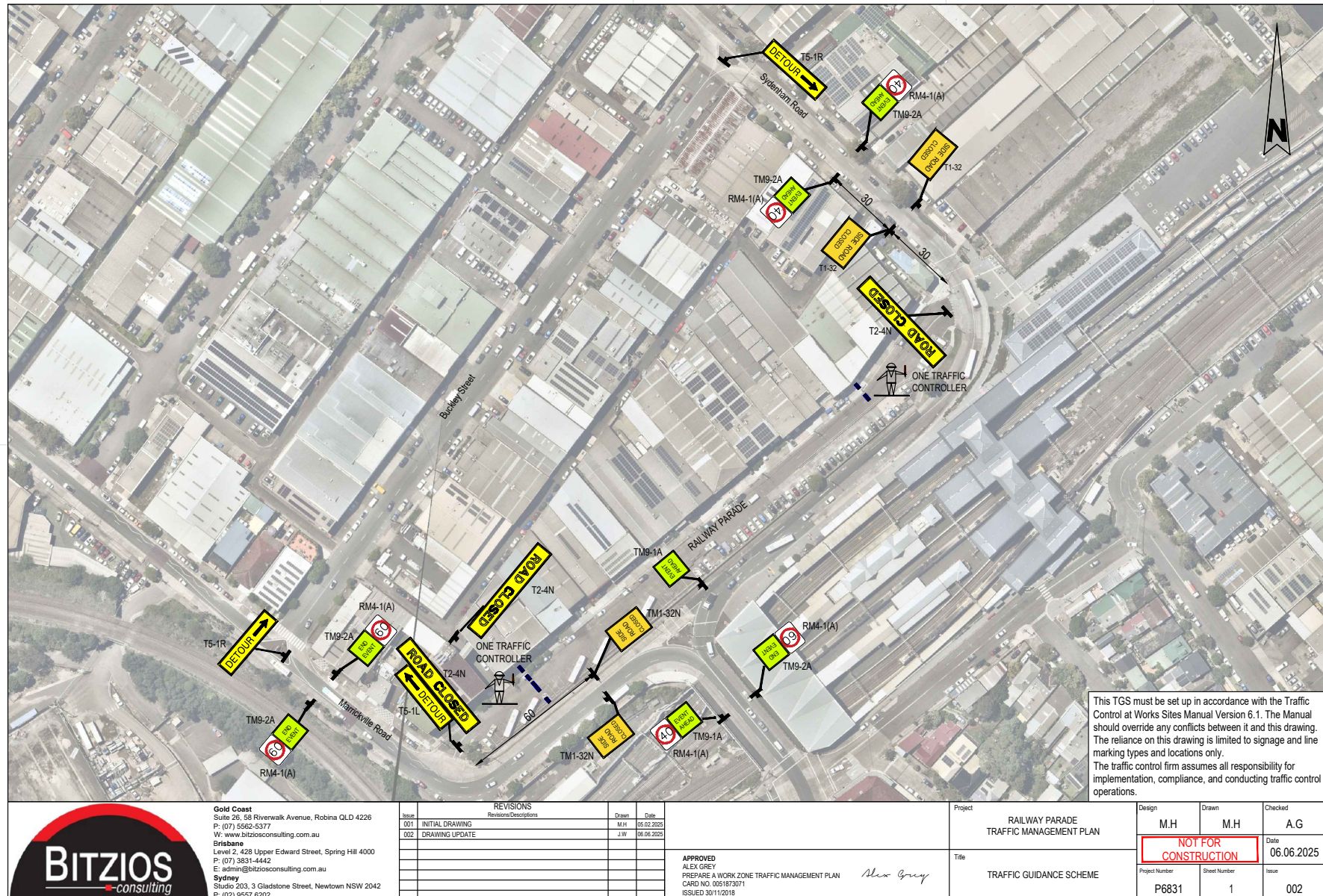
Appendix A: Traffic Guidance Scheme



Item 5



Attachment 3



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Permit/Plug/Play Pilot Program

Engagement Outcomes Report

November – December 2024



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Project background	4
Promotion and engagement methods	4
Who did we hear from?	5
Summary of feedback.....	6
Next steps	17



Summary

From 11th November – 9th December 2024, the community was invited to provide feedback on Permit/Plug/Play Pilot Program.

During the engagement period, there were:

- 1,318 visits to the Your Say project page,
- 288 total downloads of the associated documents,
- 111 participants completed the online survey,
- 4 phone calls and
- 29 email submissions were received,

Overall, the survey and emails received showed support for all of the proposed event sites. Of note is the low number of respondents who do not support the selected event sites. Votes on the event sites selection are summarised in following table:

Sites	You said
Hercules Street, Ashfield 106 responses	Yes – 47.17% No – 3.77% Don't know/Unsure – 13.21% Not providing feedback on this location – 35.85%
Illawarra Ln and Calvert St Carpark, Marrickville 106 responses	Yes – 68.87% No – 3.77% Don't know/Unsure – 6.6% Not providing feedback on this location – 20.75%
Railway Parade, Marrickville 107 responses	Yes – 57.01% No – 2.8% Don't know/Unsure – 9.35% Not providing feedback on this location – 30.84%

Other points to note include:

- There was strong support for both music events and markets uses at each site.
- Generally approximately one third of responses indicated they thought the proposal for up to six (6) events per year was the correct number although a significant number of responses indicated support for a greater number of events at each site.
- Many written responses indicated the selected sites are great locations for events.



- A small number of respondents indicated they have concerns about loss of parking and vehicle congestion in the Illawarra Lane/Calvert Street site.
- A small number of respondents indicated Council should support local businesses when making these sites available for events.

Project background

Council has received \$500,000 under the Vibrant Streets Package – Permit/Plug/Play Pilot Program, to identify event-ready streets and deliver long-term cost reductions by streamlining approval processes for temporary road closures and deliver enabling physical infrastructure.

Council proposes to approve regular and recurring events at the following locations:

- Railway Parade, Marrickville
- Illawarra Lane and the Calvert Street carpark in Marrickville
- Hercules Street, Ashfield

for up to 6 times per calendar year, between 2025 and 2029. The events will be permitted only on a Sunday and will involve temporary closure of the street to vehicles between 3:30am and 11:30pm on the day of the planned event.

This engagement is also notification under the Local Government Act of a Section 68 assessment about the program to understand:

- Thoughts around frequency of events; and
- Feedback on the types of events the community is interested in.

Promotion and engagement methods

The project was promoted via methods outlined in the table below

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	1,318 people viewed the project page 288 downloads of the associated attachments
Letterbox drops	Letters were delivered to residents and businesses within 500m catchment of the proposed sites
Council's social media	2 Instagram posts, and 2 Facebook posts



	<ul style="list-style-type: none"> - 21,921 views - 374 likes - 19 shares
Others	<p>Posters were publicly displayed in the vicinity of the three proposed event sites.</p> <p>Officers from Council's Economic Development team approached businesses adjacent to the event sites explaining the project.</p> <p>Email campaigns were sent to 1,253 recipients, which generated 95 clicks</p>

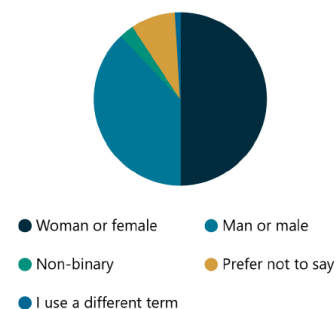
Engagement method	Stakeholders engaged
Online survey	111 surveys completed
Direct contact from residents	<p>29 emails from individuals</p> <p>4 phone calls from individuals</p>

Who did we hear from?

Council gathers basic demographic information as part of the participant registration process online at Your Say Inner West. We use this information to understand who has responded and whether we need to engage further on the proposal.

Gender

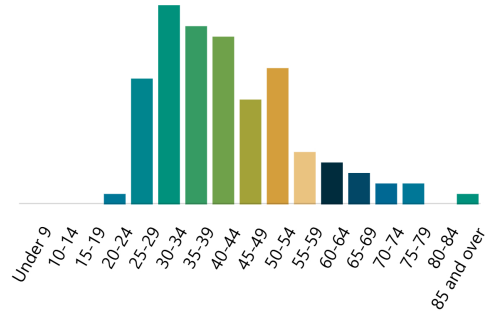
Most of the respondents are identified as woman or females, followed by man or male. Distribution of the gender group is captured in the pie chart.





Age

Most of the respondents are within 30-44 range. Distribution of each aging group is outlined in the column chart.



Location

Most of the respondents are in Marrickville and Ashfield, where the sites are located within. Other suburbs include Tempe, Dulwich, Enmore, Canterbury, Lewisham and Stanmore etc.

Summary of feedback

Online survey

Question 1 – Did we get the location right

Sites	You said
Hercules Street, Ashfield 106 responses	Yes – 47.17% No – 3.77% Don't know/Unsure – 13.21% Not providing feedback on this location – 35.85%
Illawarra Ln and Calvert St Carpark, Marrickville 106 responses	Yes – 68.87% No – 3.77% Don't know/Unsure – 6.6% Not providing feedback on this location – 20.75%
Railway Parade, Marrickville 107 responses	Yes – 57.01% No – 2.8% Don't know/Unsure – 9.35% Not providing feedback on this location – 30.84%

The survey allowed for respondents to choose which site/location they wanted to provide feedback on. Excluding the respondents not providing feedback on each site:

- Hercules Street, Ashfield, has **74%** support.



- Illawarra Ln and Calvert St Carpark, Marrickville, has **87%** support.
- Railway Pde, Marrickville has **83%** support.

Question 2 – Please provide feedback on the selected location

Some of the respondents provided additional comments. Staff reviewed and themed these comments. Responses to the comments have been provided where appropriate. The verbatim comments can be found in the Appendix 1.

Theme	You said	No. of Comment	Council response
HERCULES STREET, ASHFIELD			
<i>Concerns over negative impacts</i>	Loss of temporary parking/taxi parking would disrupt Hercules St businesses operation on weekends	3	Taxi parking and kiss and ride will be relocated during event times. This will be investigated further by transport experts. In addition, there are sufficient public parking spaces within walking distance to Hercules Street. In addition, events will attract more visitors to the area and potentially will increase the revenue for adjacent shops
	Potential anti-social behaviour	3	Event organisers will be required to submit a Crime Prevention and Security Management Plan to ensure safety during events.
	Concerned the close of Hercules St would generate additional traffic on Liverpool Rd and thereby affect Liverpool Rd businesses	2	Hercules Street is a one-way street with low traffic volumes. With temporary close-offs, drivers can still bypass via Brown Street, which is roughly 100m further east. Council will engage traffic and transport experts to manage the impacts.
	This should not disrupt traffic and day-to-day tasks	1	Council will work with traffic and transport experts to minimise the impacts
<i>Supporting the location</i>	Great location for events	20	Noted
	Experience with previous Hercules	2	Noted



Theme	You said	No. of Comment	Council response
	St events was great		
<i>Others</i>	Area could be expanded further, Such as Fox Ln, or The Esplanade	4	Broader extent will significantly impact on surrounding residents' amenity and access to their properties
	Hercules St should be transformed for active transport only	1	This is outside of the scope of this project
ILLAWARRA LN AND CALVERT ST CARPARK, MARRICKVILLE			
<i>Access to existing properties</i>	There are driveways/basements accessed from Illawarra Ln, closure of the laneway will disable the access function	2	Managed access will be maintained for the majority of Illawarra lane, and affected residents will be notified prior to the event to ensure that arrangements can be made.
<i>Impact on the existing residents and businesses</i>	This precinct is short on parking, closing the carpark will make it inconvenient for shoppers and businesses.	5	The site is close to a future Metro station, and there are public carparks within walking distance to this site, as well as local streets that provide additional capacity for parking.
	Should consider resident-only parking on local streets	1	This is outside of the scope of this project
	Might worsen traffic congestion and associated issue with pedestrian safety	4	Council will work with traffic and transport experts to minimise the impacts
	Additional pressure on	2	Noted, however the Metro Station is set to re-open at late 2025, these



Theme	You said	No. of Comment	Council response
	transport and parking due to closure of metro		events will take place after this timeframe.
	Pressure of parking flow into other streets during events	2	Noted
	People need to know Frampton Ave carpark has capacity	1	Noted
	Concerned about noise and suggest a limit on the noise	2	Event organisers will be required to submit a Noise Management Plan and comply with relevant noise standards during events.
	Should not block Illawarra Rd	1	The project is not intending to close-off Illawarra Rd during events
	Should not block bus route	1	There are no bus routes along Illawarra Ln hence the impact on bus network is minimal
	Better patrol of parking during events	1	Noted
Supporting the location	A well-connected location for events	32	Noted
	Beneficial for local businesses and foster a sense of community	3	Noted
Amenities and Maintenance	Need more toilets	1	Installation of permanent toilets is outside of the scope of this project, but the event organisers will need to submit a Temporary WCs Management Plan for each event
	Need better cleaning of the area	1	Regular maintenance is outside of the scope of this project, but the event organisers will need to submit a Waste



Theme	You said	No. of Comment	Council response
			Management Plan for each event and ensure the sites are returned to Council cleaned, otherwise cleaning fees may apply
Alternative locations	Use actual parks	3	This is outside the scope of this project
	Include Illawarra between Byrnes St and Marrickville Rd	1	Illawarra Rd closure will incur significant impact on local movement network so this not included in the closure.
	Banana Joe's Carpark	1	This is a privately-owned carpark that council does not have control over
	Suggest other locations across LGA	4	This is outside the scope of this project
Other Suggestions	Turn the carpark into a permanent plaza	7	This is outside the scope of this project
	Need to have better shading and seating	1	The event organisers are responsible for shading and seating during events. Permanent furniture is outside the scope of this project.
	Need to promote the events well	1	Noted
	What are the collection and removal strategies	1	The event holders will need to submit their individual strategies specific to their applications before Council approves events in the future
	Need to reduce the number of one-way streets in Marrickville	1	This is outside the scope of this project
RAILWAY PARADE, MARRICKVILLE			
Supporting the location	Great location for events	15	Noted
Other Suggestions	Permanent pedestrianisation of the street would be good	1	This is outside the scope of this project



Theme	You said	No. of Comment	Council response
	Fenced off gravel area outside Sydenham Station should be public space too	1	This is outside the scope of this project
	Is Council closing the overpass too?	1	The overpass is outside the project scope

Question 3 – Did we get the frequency right?

Sites	You said
Hercules Street, Ashfield 102 responses	Not Enough – 20.59% Just Right – 29.41% Too Many – 3.92% Don't know/Unsure – 10.78% Not providing feedback on this location – 35.29%
Illawarra Ln and Calvert St Carpark, Marrickville 104 responses	Not Enough – 32.69% Just Right – 30.77% Too Many – 8.65% Don't know/Unsure – 7.69% Not providing feedback on this location – 20.19%
Railway Parade, Marrickville 105 responses	Not Enough – 24.76% Just Right – 33.33% Too Many – 3.81% Don't know/Unsure – 10.48% Not providing feedback on this location – 27.62%



Question 4 – Please provide feedback on the frequency

Some of the respondents provided additional comments. Staff reviewed and themed these comments. Responses to the comments have been provided where appropriate. The verbatim comments can be found in the Appendix 1.

You said	No. of Comment	Council response
HERCULES STREET, ASHFIELD		
<i>Do events on public holidays</i>	1	This project is a pre-approve for Sunday activations only
<i>Less regular</i>	2	Noted, Council will investigate further
<i>More regular so community could anticipate</i>	10	Noted, Council will investigate further
ILLAWARRA LN AND CALVERT ST CARPARK, MARRICKVILLE		
<i>More regular so community could anticipate</i>	19	Noted, Council will investigate further
<i>Less events</i>	3	Noted, Council will investigate further
RAILWAY PARADE, MARRICKVILLE		
<i>Events need to be more frequent</i>	9	Noted, Council will investigate further
<i>3-4 would be good</i>	2	Noted, Council will investigate further
<i>Start with lower numbers</i>	1	Noted, Council will investigate further
<i>Saturdays will be better</i>	1	This project is pre-approved for Sunday activations only.

Question 5 – What types of events are you interested to have at Hercules Street, Ashfield site?

You said	
Music	92.19%
Market	87.50%
Other	25.00%

Question 6 – What types of events are you interested to have at Illawarra Ln and Calvert St Carpark, Marrickville?



You said	
Music	83.72%
Market	86.05%
Other	24.42%

Question 7 – What types of events are you interested to have at Railway Pde, Marrickville?

You said	
Music	88.89%
Market	83.95%
Other	18.52%

Question 8 – Please provide feedback on the event types

You said	No. of Comment	Council response
HERCULES STREET, ASHFIELD		
<i>Need to consult with community organisations about the events</i>	1	Residents will be notified before upcoming events
<i>Would love more Culture X</i>	3	The site option allows similar events to occur, subject to applications from private event organisers.
<i>Performance events including comedy, dramatic performance, acrobatics and more music events, especially for Jazz and Blues</i>	5	Noted. The proposed site option includes a stage and power supply, which are compatible with these proposed events.
<i>Need cultural events that reflect history</i>	3	Many events will be held by private event organisers. It is up to these organisers to decide event types.
<i>Food events</i>	2	
<i>No more market</i>	2	
<i>Open air/arts activities</i>	1	



Street parties run by local collectives	1	
Outdoor cinema	2	
Wellness Events	2	
Bike riding events on longer streets	1	This is outside the scope of this study
ILLAWARRA LN AND CALVERT ST CARPARK, MARRICKVILLE		
Science	1	<p>Noted.</p> <p>The proposed site options are compatible with these proposed events.</p> <p>Many events will be held by private event organisers. It is up to these organisers to decide event types.</p>
Community focused events, such kids activities, creative, individual display, workshops etc.	6	
Music events	1	
Fresh event targeting different demographics each time	1	
Cultural events	3	
Events curated by local businesses	1	
Arts	2	
Informal busking, performance	3	
Should allow alcohol	1	
Roller skating rink	1	This is difficult for suggested layout
Involve local breweries in the events. Should not compete with local businesses	2	<p>The events are run by private organisers. Council could make a note and recommend local suppliers however it is outside Council's control to decide.</p> <p>Local businesses, including the local breweries, are welcome to take advantage of this opportunity and book their own events.</p>



<i>Use the carpark for informal community uses permanently</i>	1	This is a more substantial change and is outside the scope of this initiative
<i>End time for music should allow for pack up</i>	1	Noted, Council will investigate this further
RAILWAY PARADE, MARRICKVILLE		
<i>Good louder events</i>	1	<p>Noted.</p> <p>The proposed site options are compatible with these proposed events.</p> <p>Many events will be held by private event organisers. It is up to these organisers to decide event types.</p>
<i>Kids' events</i>	1	
<i>Creativity and arts</i>	1	
<i>International food</i>	1	

Email

29 emails were received during the engagement period. Key information and council responses are summarised in below table. Verbatim emails are attached in Appendix 2.

You said	Council response
Show support of the events across the three sites	Noted
Council should limit external food/drink offerings and prioritise local restaurants and breweries in Marrickville. Suggest co-operative between organisers and local businesses.	<p>Events are expected to be run by private organisers. Council can make a note and recommend local suppliers on request.</p> <p>Local businesses/artists are welcome to take advantage of this opportunity and book their own events.</p> <p>Council-run events prioritise local artists and stallholders. Many events run by Council hold open expressions of interest for applications.</p>
Local artist supporting the idea and suggest council not to rely on one booking agent to book talents for events.	
Want Jazz performances in Ashfield	Noted



Recommend a review of the program in 12 months as it appears restrictive now	Noted
Marrickville Illawarra Ln proposal will help improve local economy	Noted
Will help Ashfield to thrive	Noted
Should learn from Open Street, or Sunday Streets in US to close streets at broader scale for walking/cycling only. Also encourage active transport to events.	Noted
Residents concerning over parking shortage in local street during events from previous experience	Noted
There are properties accessing from Illawarra Ln and concerns over events might disable this	Managed access will be maintained for the majority of Illawarra Lane, and affected residents will be notified prior to the event to ensure that arrangements can be made.
managed access will be maintained for the majority of Illawarra Lane, and affected residents will be notified prior to the event to ensure that arrangements can be made. More events would be better	Noted
Community band wishing to perform	Noted
Plaza should be permanently transformed into a plaza. Public liability insurance has also stopped businesses from doing things here	This is outside the scope of this program
Market seems redundant to current food market, and might suit music events better in Illawarra Ln site.	Noted
Hope council could improve active transport access to Sydenham Station on both sides of Upper Railway Pde	This is outside the scope of this program
A submission collating responses and ideas from a number of Marrickville creatives: placemakers, artists, performers and musicians, who are excited by the idea of being able to access public space	Noted



in the middle of our beloved neighbourhood	
Supports to music and entertainment events	Noted

Phone Calls

Council spoke directly to 4 residents/businesses during the engagement period. Key information and council responses are summarised in below table.

You said	Council response
Want to expand to Sydenham Road near Railway Pde	Sydenham Rd is an important local thoroughfare and is difficult to close
Businesses near Railway Pde will need access to the warehouses on weekends, and supports the frequency	Noted. Rear access for the businesses on Railway Pde via Buckleys Ln will be maintained. Local businesses will be notified in advance of any road closures on Railway Parade.
Artists wishing to play at events	Events will be operated by private organisers, performance rosters need to be determined by the organiser. Artists wishing to play at Council run events can submit a general events expression of interest form which is available on our website.
Concerned over noise limits and stage placement. Need to ensure everything is within requirement framework	Noted. Organisers will need to submit relevant management plans for council review before approval.

Next steps

The majority of the feedback received showed overall supports to the Permit/plug/play Pilot Program and selected sites.

Should this project proceed further, Council will consider the following:

- Manage parking near the event sites.
- Council-run events will prioritise local food and beverage suppliers for Illawarra Ln site. Council can also recommend local suppliers to private event organisers,

INNER WEST

- Ensure all activities during events are undertaken abiding with relevant Council or legal requirements, such noise, waste management and safety.
- Event organisers need to provide local residents 2 weeks' notice for activities on site and to discuss alternative arrangements.
- Investigate further on the frequency of the events.

All community members who provided feedback will be advised when this program is approved.

Item No: LTC0725(1) Item 6

Subject: VICTORIA STREET, ASHFIELD - INSTALLATION OF A 'KEEP CLEAR' ZONE AT THE FRONT OF ASHFIELD FIRE STATION (DJARRAWUNANG-ASHFIELD WARD / SUMMER HILL ELECTORATE / BURWOOD PAC)

Prepared By: Daniel Li - Student/Graduate Traffic Engineer

Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the installation of a 'Keep Clear' zone on Victoria Street, Ashfield at the main driveway for Ashfield Fire Station be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines current emergency vehicle accessibility issues at Victoria Street between Liverpool Road and Norton Street and proposes the appropriate road treatment to improve emergency response operations of Ashfield Fire Station

BACKGROUND

Council has received a request from Ashfield Fire and Rescue Station, located at 16 Victoria Street, Ashfield to install a 'Keep Clear' zone at the front driveway similar to the Ashfield Police Station at 14 Victoria Street, Ashfield. The Ashfield Fire and Rescue Station have requested a 'Keep Clear' to assist with emergency operations and to address traffic congestions during the morning and afternoon peak hours.

DISCUSSION

The nature of fire stations involves firefighters to urgently respond to local incidents associated with fire prevention, hazardous materials and emergency situations.

Victoria Street provides an approximate pavement width of 13m, facilitating one lane of travel in the northbound and southbound directions as well as restricted 1P parking on the western side and unrestricted parking on the eastern side. Notwithstanding the above, this section of Victoria Street provides access to high traffic generating facilities such as Ashfield Boys High School, Ashfield Public School and Trinity Grammar School as well as signalised access to Liverpool Road near Ashfield shopping strip thereby validating the identified traffic congestion during the peak morning and afternoon periods.

Whilst the installation of a 'Keep Clear' zone will vastly assist with the ingress and egress movements of fire trucks from the driveway, it should be noted that this section of Victoria Street is operating under signalised control at its intersection with Liverpool Road and priority control with a roundabout at its intersection with Norton Street. These traffic control devices in conjunction with high traffic volumes would result in emergency fire trucks queuing in the roadway for a brief period of time. In this case, given that the driveway of the Ashfield Fire

Station is in proximity of the roundabout, it is proposed that a 4m 'Keep Clear' zone be installed in the southbound travel lane at the frontage of Ashfield Fire Station to minimise confusion amongst motorists whilst facilitating unrestricted ingress and egress movements for emergency operations. A concept plan of the proposed 'Keep Clear' marking is provided in the diagram below.

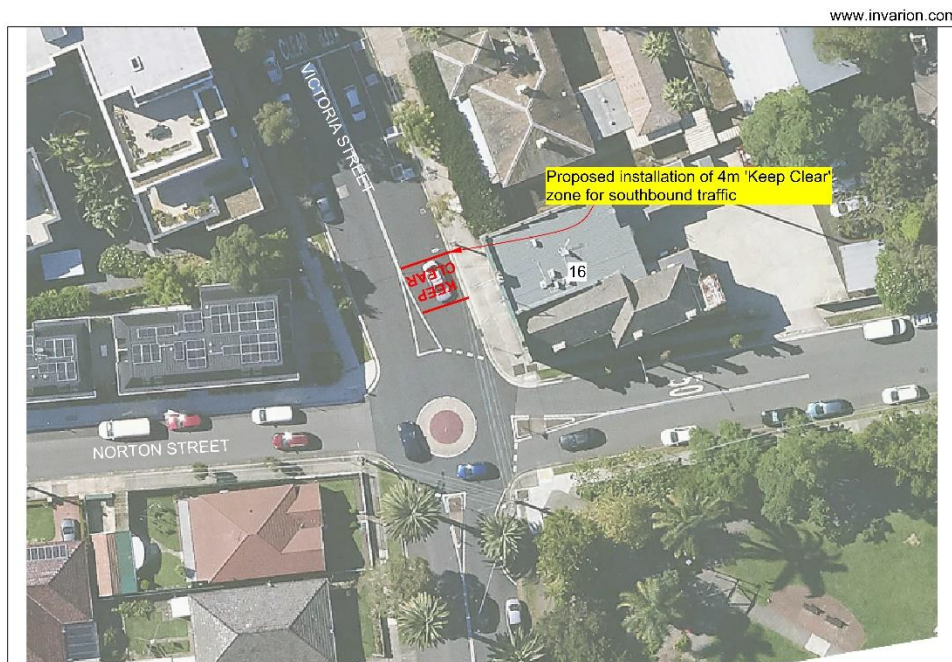


Figure 1 Proposed Concept Plan

Public Consultation:

As the 'Keep Clear' zone is designated for the Ashfield Fire and Rescue Station, which is an emergency service (and thus is permissible) and was requested by the Fire Station thus public consultation was not undertaken in this case. According to Transport for NSW, a 'Keep Clear' marking is used to keep the road clear outside of areas of high traffic demand such as hospitals, fire stations and police stations.

FINANCIAL IMPLICATIONS

The cost of installing the line marking as recommended will be funded with Council's signs and line marking budget.

ATTACHMENTS

Nil.

Item No: LTC0725(1) Item 7
Subject: RAILWAY PARADE, ANNANDALE - PROPOSED ROAD AND STREETSCAPE UPGRADE (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Jackie Ng - Graduate Traffic Engineer
Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detail design plan (No. 10283) for the proposed road and streetscape upgrade along Railway Parade, Annandale be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to undertake works to upgrade the existing road and streetscape along Railway Parade, Annandale between Brenan Street and Bayview Crescent. The project intends to formalise the existing 90-degree angle parking and reduce localised flooding by improving stormwater drainage. Additionally, upgrades and renewals including a new footpath, existing road and footpath works, driveway and layback reconstruction, and landscaping works will improve the overall amenity of the street.

The proposed upgrades will result in no loss of existing on-street parking spaces.

BACKGROUND

Council has consulted the residents of Railway Parade, Annandale between Brenan Street and Bayview Crescent regarding the proposed road and streetscape upgrades. The proposed detailed design plans have considered resident feedback and have been revised to meet the community's concerns. A summary of the feedback can be seen in the discussion section.

The detailed design plan shown in *Attachment 1* outlines the proposed works along Railway Parade between Brenan Street and Bayview Crescent:

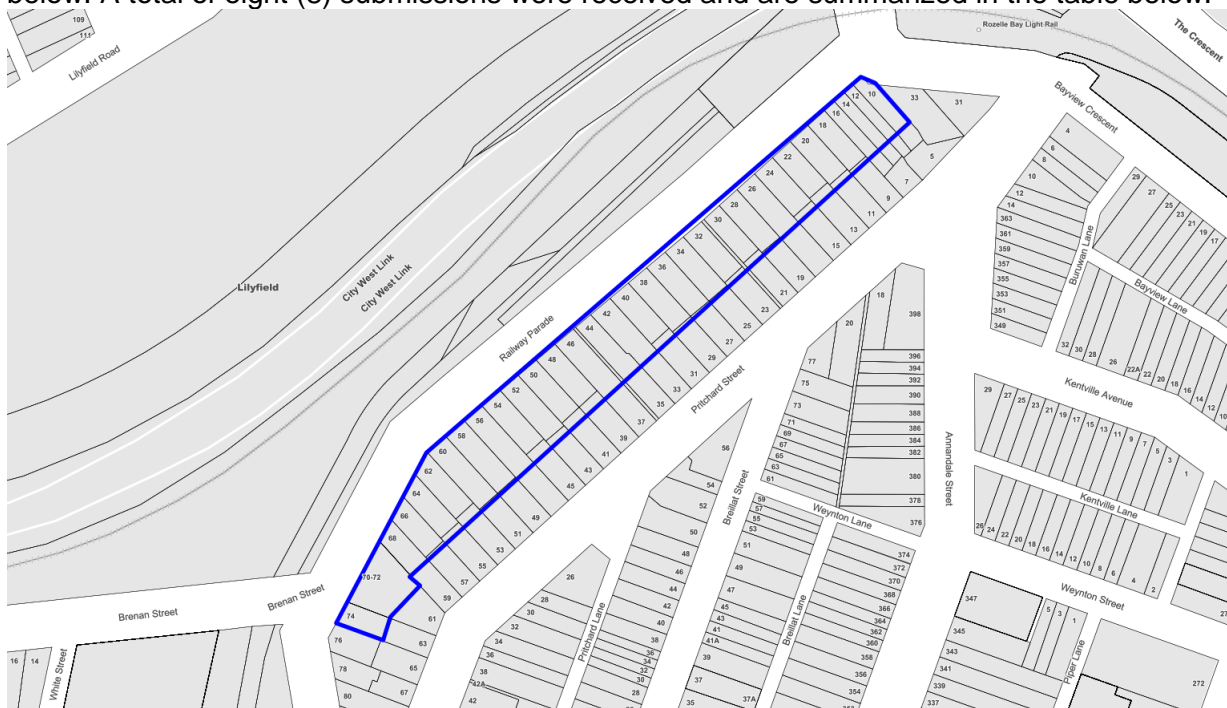
- **Kerb and gutter works on the east side of Railway Parade:** reconstruction of existing kerb.
- **Kerb and gutter works on the west side of Railway Parade:** new concrete kerb and guttering to formalize 90-degree angle parking bays.
- **Road pavement and angle parking bays:**
 - Reconstruction and resurfacing of road areas requiring upgrades.
 - New asphalt, road pavement and kerbs where new 90-degree angle parking bays will be installed.
- **Driveways:** reconstruction of some existing driveways and laybacks where required on the east side of Railway Parade to match new kerb and gutter levels.
- **Trees:** new street trees on the west and east sides of Railway Parade.

- **Stormwater drainage:** upgrade of existing stormwater drainage in front of No.58, 60 and 62 Railway Parade to help reduce the risk of localised flooding.
- **Central median island (south end):** demolition of existing central median island near Brenan Street, Lilyfield to shorten its overall length and reconstruction of island nosing. This will create one additional on-street parking space on the west side of the street.
- **Landscaping:** additional landscaping around the created tree pits and garden beds on the west side of Railway Parade and along the rear of the angle parking bays.

The proposed upgrades will result in no loss of existing on-street parking spaces.

DISCUSSION

A letter outlining the proposal was distributed to the highlighted properties within the map below. A total of eight (8) submissions were received and are summarized in the table below.



Resident Comment	Officer Comment
Mobility Parking Zone: There is currently unrestricted parking at the frontage of my house. I have spoken to my neighbours on either side of my property, and they have raised no objection in having the space rezoned to a mobility parking zone.	Residents may apply for a mobility parking zone through Council's online application.
Angled Parking: The consensus is that we prefer to maintain the appearance of a reserve rather than a car park between No.52 and No.60.	Detailed design plans have been amended to reflect feedback.
Localised Flooding: There is poor drainage outside our house and around the driveway. We are hoping that the improvements to Railway Parade will ensure that water does not collect at the front of our property. Will the additional paving and kerbs along the western side create more flooding or	The proposed stormwater drainage improvements are expected to reduce the localised flooding issue.

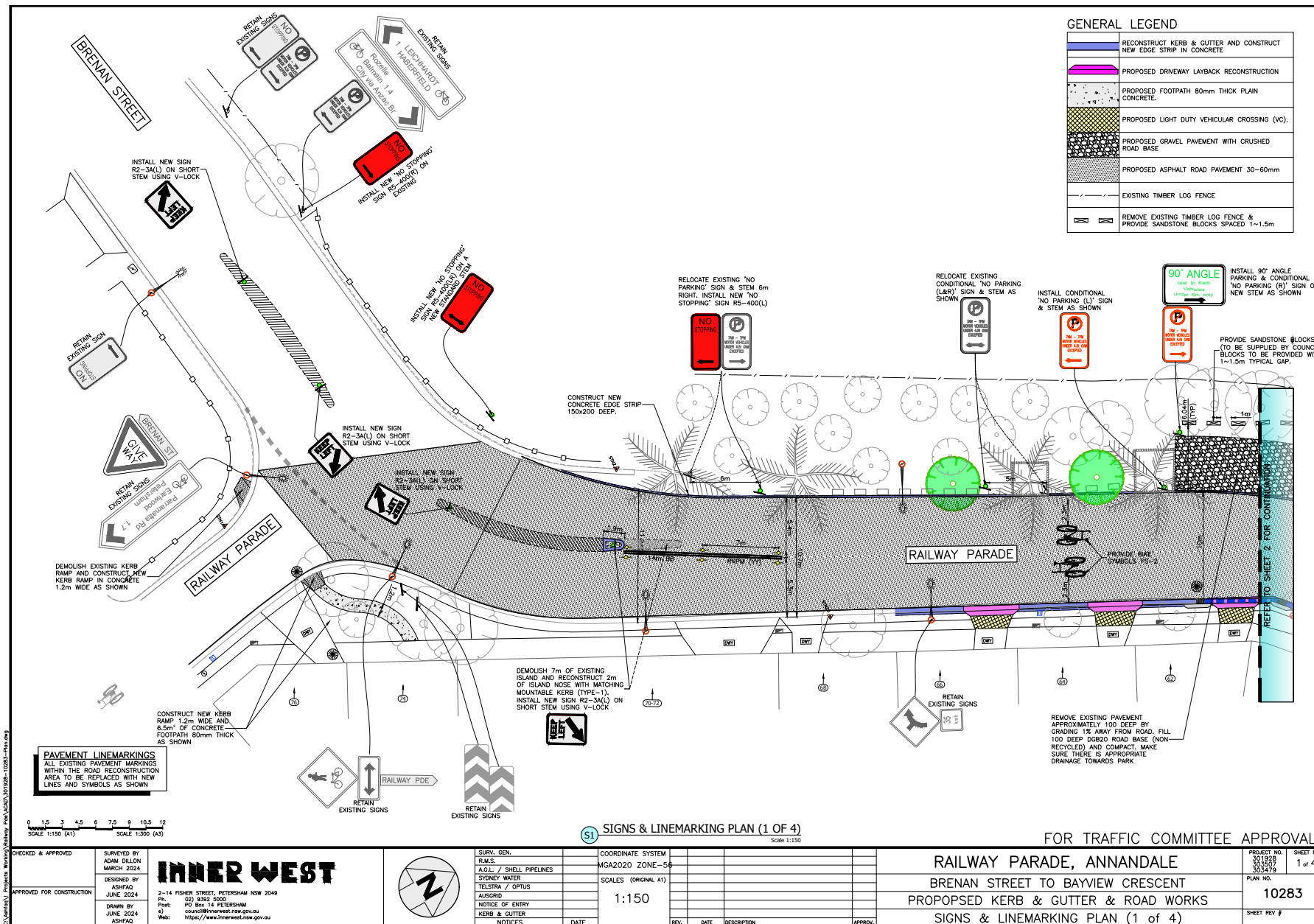
help channel excess water away?	
Footpath: The footpath is uneven, narrow and awkwardly angled. Vegetation is also encroaching on the footpath.	The proposed footpath works is expected to resolve the issue.
Resident Parking Scheme: There is very limited resident parking at this end of Railway Parade due to WestConnex, Metro West and Bays Precinct projects. Could 2P be included in the upgrades?	In June and July 2024, Council sought resident feedback for a resident parking scheme in Railway Parade and adjacent streets. Due to the low level of support, the proposal was not implemented. Further information can be found at Council's YourSay Rozelle Bay Resident Parking Scheme website

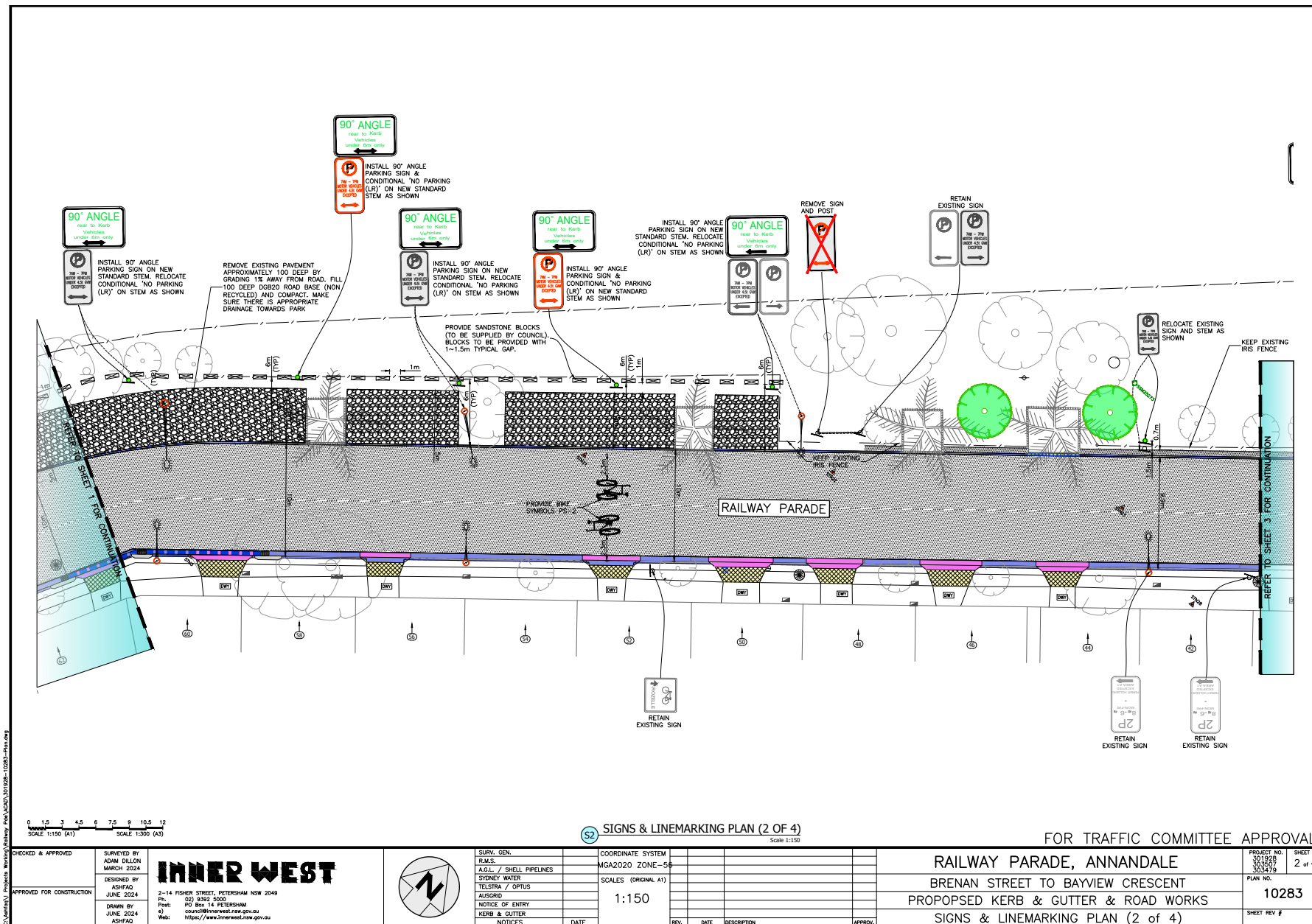
FINANCIAL IMPLICATIONS

The works are estimated at \$480,000 and are funded under Council's 2025/26 Local Roads Program.

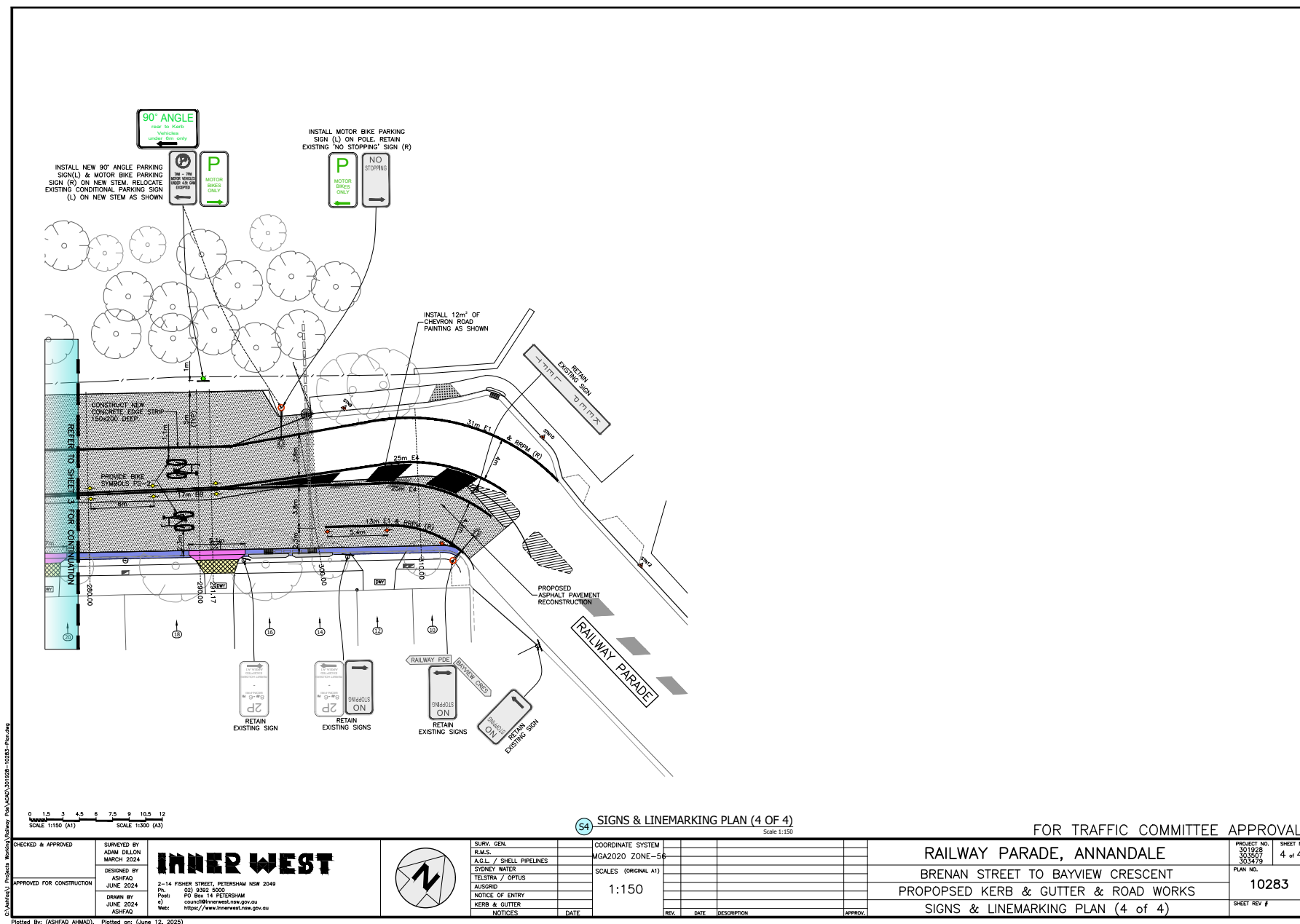
ATTACHMENTS

1. [↓](#) Railway Parade, Annandale - Road and Streetscape Upgrade Detailed Design Plan









Item No: LTC0725(1) Item 8
Subject: ANTHONY STREET, CROYDON - PROPOSED INSTALLATION OF STATUTORY 'NO STOPPING' RESTRICTIONS AT THE JUNCTION OF THE UNNAMED LANEWAY AND ANTHONY STREET BETWEEN ROBINSON STREET AND EDWIN STREET, CROYDON (GULGADYA - LEICHHARDT WARD / STRATHFIELD ELECTORATE / BURWOOD PAC)
Prepared By: Daniel Li - Student/Graduate Traffic Engineer
Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That Anthony Street next to the unnamed laneway between Robinson Street and Edwin Street, Croydon be signposted with statutory 10m 'No Stopping' restrictions on both corners.
2. That the 'No Stopping' sign on the northern side of Anthony Street at Burwood Council's boundary be relocated 3m west to create an additional parking space.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Residents of Edwin Street, Croydon, have raised concerns with vehicles using the pickup / drop off zone associated with PLC School and obstructing residential access to the unnamed laneway. To address the large volumes associated with PLC School during the peak pickup / drop off times and preventing residential access to the laneway, Council proposes to signpost the departure and approaching corners with statutory 10m 'No Stopping' signs. Council also proposes to relocate the 'No Stopping' sign on Burwood Council's boundary to create an additional parking space.

BACKGROUND

Residents of Edwin Street, Croydon have raised concerns with vehicles associated with PLC School during peak pick up and drop off periods regarding the obstruction of residential laneway access and restricted sightlines for residents departing the unnamed laneway.

As Anthony Street between Robinson Street and Edwin Street provides a narrow carriageway width and is unable to accommodate two-way traffic movements, vehicles are expected to utilise driveways and parking areas to pass oncoming vehicles. However, due to high traffic volumes along Anthony Street in conjunction with the northern side of Anthony Street being designated as an unofficial pick up and drop off zone associated with PLC School, residents and parents of PLC have reported difficulty in passing oncoming vehicles along with conducting ingress and egress movements.

DISCUSSION

Existing Conditions

Anthony Street is a residential street running east-west between Robinson Street and Croydon Road with varying road widths as shown in *Table 1*. Despite Anthony Street between Robinson Street and Edwin Street being incapable of accommodating concurrent two-way traffic movements, Anthony Street currently operates as a two-way road where drivers are expected to utilise driveways and parking areas to pass oncoming vehicles.

Street Name	Anthony Street
Carriageway width (m) kerb to kerb	<ul style="list-style-type: none"> Between Robinson Street and Unnamed Laneway – 8.5m Between Unnamed Laneway and Edwin Street – 6.3m Between Edwin Street and Croydon Road – 9.0m
Carriageway type	Two-way with vehicles utilising driveways and parking areas to pass oncoming vehicles
Classification	Local
Speed Limit (km/h)	50 outside of peak school hours. 40 during peak school hours.
Parking Arrangements	<ul style="list-style-type: none"> '2P 8.30am – 6.00pm Mon-Fri, 8.30am – 12.30pm Sat, Permit Holders Excepted' on the southern side of Schwebel Street between Leofrene Avenue and Ivanhoe Street. Unrestricted parking on the northern side. Unrestricted parking east of Ivanhoe Street to Carrington Road

Table 1. Road Network Detail

To alleviate the issues of traffic congestion as well as the lack of sightlines from the unnamed laneway into Anthony Street, it is proposed that the Anthony Street be signposted with statutory 10m 'No Stopping' restrictions adjacent to the unnamed laneway. This proposal would improve sight view for vehicles coming out of the unnamed laneway and would provide a 25m sections to provide two way passing opportunities for vehicles approaching in the opposing directions, thereby alleviating some of the traffic congestion issues along Anthony Street.

It should also be noted that the relocation of the 'No Stopping' sign on the boundary of Burwood Council was not part of the initial proposal. However, following community consultation, a resident with mobility issues had expressed concerns about the loss of a parking space for caretakers within the statutory 'No Stopping' zones. As a result, Council officers of Inner West Council have engaged Burwood Council to consider the relocation of a 'No Stopping' sign situated on Burwood Council's boundary by 3m to restore a single parking space for residents of Anthony Street. As seen in *Attachment 1*, Burwood Council have provided their support to relocate the 'No Stopping' sign at the expense of Inner West Council.

To further address traffic congestion issues along Robinson Street and Anthony Street, Burwood Council have also recommended the conversion of the three unrestricted spaces into 'No Parking 8.30am-9.30am, 3pm-4pm School Days'. The implementation of the above recommendation by Burwood Council will require further consultation in which could be considered by Council officers at a later stage if it is deemed that further traffic treatments are required to address the observed traffic congestion issues in Anthony Street.



Figure 1 Proposed Concept Plan

CONSULTATION

Consultation letters were sent out to surrounding residents which require laneway access. A total of sixty-three (63) letters were mailed out including a letter to the Principal of PLC School. Seven (7) responses were received, with three responses opposing the 'No Stopping' proposal. A summary of the received responses that were not in support of the proposal can be seen below.

Resident's comments	Officer's response
The proposal does not address that Anthony Street is not wide enough to accommodate two-way traffic movements. Additionally, the existing 'No Parking' times during the pickup and drop off periods should be extended to reduce the amount of congestion in Anthony Street.	Council has considered multiple proposals to address traffic congestion. Ultimately, the removal of additional parking spaces outside of regulatory restrictions is not supported within Council as there is an increase in on-street parking demands. The intention of maintaining two-way traffic movements within Anthony Street is to control vehicle speeds in high pedestrian areas such as Schools. To address congestion, this proposal aims to create additional spaces in which cars can give-way to opposing traffic via formal passing bays.
Signs would be easily vandalized and cost money to install and maintain.	It is understandable that Council signs are susceptible to vandalism and damages, however, Council typically installs signs in areas that are related to road safety purposes. These signs are also installed to

	in situations where there is a history of repeated offences and to provide general guidance to road users.
The removal of on-street parking spaces would affect properties fronting Anthony Street who require aged care and mobility services. PLC School and Burwood Council should be engaged with to address congestion issues and identify areas where additional parking can be created.	<p>Council has liaised with Burwood Council who have agreed to relocate a 'No Stopping' on the northern side of Anthony Street to create an additional parking space.</p> <p>It should also be noted that PLC School have submitted an application to create more off-street parking spaces on the school campus to reduce on-street parking demands by parents during the pickup and drop of periods.</p>

FINANCIAL IMPLICATIONS

The installation and relocation of 'No Stopping' signs will be funded with Council's signs and line marking budget.

ATTACHMENTS

- [1.](#) Burwood Council Approval - Relocation of 'No Stopping' Sign

Daniel Li

From: Roberto Di Federico <Roberto.DiFederico@burwood.nsw.gov.au>
Sent: Thursday, 15 May 2025 9:27 AM
To: Boris Muha
Cc: Daniel Li; Usha Arvind
Subject: RE: Anthony Street, Croydon - Updated Plan

You don't often get email from roberto.difederico@burwood.nsw.gov.au. [Learn why this is important](#)

Hi Boris

I can see merit in the proposal and am happy to support in in principal, including the relocation of the 'No Stopping' restrictions within the Burwood LGA.

As one of the aims is to improve traffic flow within Anthony Street can I suggest you also consider the extension of the existing 'No Parking 8.30am-9.30am 3pm-4pm School Days' restrictions to the three parking spaces to be retained fronting 21 Anthony Street and the side of 56 Robinson Street.


As you would know the queue of traffic trying to enter PLC's internal kiss and ride area, as well as those wanting to access the kiss and ride area on the western side of Robinson Street quickly extends down Anthony Street, and while this section of the carriageway is wider, vehicles parked in this location could also restrict east bound traffic.

We would be happy to meet on site to observe the afternoon peak period to discuss this further if needed.

Regards

Roberto Di Federico
Manager Traffic & Transport
T: 02 9911 9884
E: Roberto.DiFederico@burwood.nsw.gov.au
2 Conder Street, Burwood, NSW, 2134



 Burwood Council acknowledges the Wangal Peoples as the traditional custodians of the area. We pay our respects to their elders past and present.

How would you rate my service?



It takes 10 seconds and our management reads every response.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this message in error, please notify the sender immediately and delete this message and any attachments. Council employs virus scanning systems but does not accept liability for viruses, or any form of malware, etc. that may be transmitted with this email.

From: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>
Sent: Wednesday, 14 May 2025 5:18 PM

To: Roberto Di Federico <Roberto.DiFederico@burwood.nsw.gov.au>; Burwood Council
<Council@burwood.nsw.gov.au>
Cc: Daniel Li <daniel.li@innerwest.nsw.gov.au>
Subject: FW: Anthony Street, Croydon - Updated Plan

Hi Roberto, how are you?

Inner West Council is proposing to rationalise parking in Anthony Street between Robinson Street and Edwin Street to improve site view and 2-way traffic movement in Anthony Street. The attached plan identifies proposed 'No Stopping' to the corners of a public lane and similar an additional parking spot is fitted in at the corner of Anthony Street near Robinson Street, reducing the No Stopping length at that corner by 3 metres.

The benefit of this proposal is to provide (statutory) 10m sight line distance of 'No Stopping' on either sides of the lane and allow clear- safe turning manoeuvrability out of the lane. With the help of driveways this also provides a good length for vehicles in one direction to hold aside and let opposing vehicles pass through with Anthony Street being narrow. To minimise the impact to loss of parking, it is also proposed to add new parking spot closer to Robinson Street on the north side of Anthony Street. As the inclusion of a parking spot falls under the boundary line of both Councils, IWC seeks your support to implement this parking spot under our resourcing.

This proposal is considered a suitable (compromised) alternative and avoids more impactful measures to either remove all parking along the north side of Anthony Street or go with a one-way west system. Parents and carers to enter the PLC school from the east of Anthony Street. No right turn prohibits school entry west of Boundary Street.

Please note, that hopefully this proposal will relieve the problem, however if further problems are accounted down the track we may need to approach your Council to discuss the one-way system.

Boris Muha

Traffic Engineer

p +61 2 9392 5989 e Boris.Muha@innerwest.nsw.gov.au



We acknowledge that this land area traditionally belonged to the Gadigal and Wangal peoples of the Sydney Basin.



From: Daniel Li <daniel.li@innerwest.nsw.gov.au>
Sent: Wednesday, 14 May 2025 11:59 AM
To: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>
Subject: Anthony Street, Croydon - Updated Plan

Daniel Li

Student/Graduate Traffic Engineer

p +61 2 9392 5530 e daniel.li@innerwest.nsw.gov.au

Item No: LTC0725(1) Item 9
Subject: CARRINGTON STREET, LILYFIELD - TEMPORARY FULL ROAD CLOSURE AND ASSOCIATED CONSTRUCTION TRAFFIC MANAGEMENT PLAN (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Amir Falamarzi - Traffic Engineer
Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the temporary full road closure of Carrington Street (between Joseph Street and Balmain Road), The Boulevard (between Joseph Street and Balmain Road) and partial temporary on-street parking removal along Balmain Road (between Helena Street and Grove Street), be approved for the purpose of the installation of a modular building at No.12 Carrington Street, Lilyfield for a two-day period in the week commencing 11 August 2025, with a four week contingency period, subject to the following conditions and all standard Council conditions for temporary full road closures:

- a) A Road Occupancy License application be obtained from the Transport Management Centre for road closure on Balmain Road.
- b) Temporary parking arrangements must be provided for the existing disabled parking bays on Balmain Road, Carrington Street and The Boulevard which will be affected during the work and should be located as close as possible to their original locations.
- c) NHVR permit to be obtained prior to the work.
- d) Notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services.
- e) All residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
- f) On-street parking to be maintained for residents along the east side of The Boulevard (between Joseph Street and the laneway south of Balmain Road).
- g) Vehicular access to the laneway south of Balmain Road to be maintained within the road closure zone.
- h) Authorised pilot vehicles to accompany and manage the trucks at major intersections including City West Link Road at Balmain Road, Balmain Road at Perry Street, Balmain Road at The Boulevard and Balmain Road at Carrington Road

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Inner West City Council has received a Temporary Road Closure and Traffic Management Plan (TMP) application from Modscape (*Attachment 1*) seeking an approval for delivering a modular building to No.12 Carrington Street, Lilyfield in the week commencing 11 August 2025. As part of this road closure, there will be full road closure on Carrington Street (between Joseph Street and Balmain Road), The Boulevarde (between Joseph Street and Balmain Road) and partial temporary on-street parking removal along Balmain Road (between Helena Street and Grove Street).

This TMP and road closure application was previously considered and approved by the Local Traffic Committee on 18 November 2024.

BACKGROUND

Modscape on behalf of its client are in the final stages of planning for a proposed new dwelling at 12 Carrington Street, Lilyfield NSW. The proposed structure is to be a prefabricated building constructed off-site. The proposed building methodology is a full welded steel structure which comprises 6 modules in total. Each module will be independent when fabricated off-site and transported individually, but upon installation on-site, the dwelling will be welded and bolted together to form one complete diaphragm.

The applicant has indicated that they have not implemented the road closures and TMP previously approved for 24 March 2025 and have amended the dates for the week commencing 11 August 2025.

DISCUSSION

Site and the proposed development

The Site is Lot 12 of DP1063821 which occupies a rectangular shaped block of approximate 271.9m² with a street frontage to 12 Carrington Street, Lilyfield NSW. It is proposed to demolish the existing house and construct a new single dwelling on the property. The site is adjoined by residential dwellings, while there are several parks, school, playgrounds, early centers and other types of accommodation in the surrounding area.

Construction vehicle route

All trucks involving the delivery of the work will follow the proposed route to Carrington Street including City West Link, Balmain Road, The Boulevarde (temporary truck standby zone) and Carrington Street. As part of this route:

- Authorised pilot vehicles will accompany and manage the trucks at major intersections including City West Link Road at Balmain Road, Balmain Road at Perry Street, Balmain Road at The Boulevarde and Balmain Road at Carrington Road.
- It is proposed that the laydown area for the articulated trucks is along The Boulevarde which has been selected to minimize disruption to traffic on Balmain Road and its width to enable module de-hoarding.
- Modscape has confirmed that a swept path assessment has been undertaken and was deemed achievable.

Traffic and Parking management plans

The proposed traffic and parking management plans include:

1. Work area and where the crane will be located.
2. Full road closure on Balmain Road between May Street and Grove Street.
3. Full road closure on Carrington Street between Balmain Road and Joseph Street.
4. Full road closure on The Boulevarde between Balmain Road and Joseph Street.
5. Detour plan
6. Parking removal along north side of Balmain Road between Helena Street and May Street.

7. Parking removal along south side of Balmain Road between May Street and The Boulevarde.
8. Partial parking removal on both sides of Balmain Road between The Boulevarde and Grove Street.
9. Partial parking removal along west side of The Boulevarde between Joseph Street and Balmain Road.
10. Parking removal along east side of The Boulevarde between Balmain Road and the laneway south of Balmain Road.
11. Parking removal on both sides of Carrington Street between Balmain Road and No.22 Carrington Street.

Pedestrian management

Pedestrian access will be provided with the assistance of licensed traffic controllers.

Impact on public transport and other modes of transport

Consultation with residents within the works zones will be undertaken to ensure plans, times and level of impact is clearly articulated to affected residents.

Initially will undertake a door knock for the more severely affected residents and neighbours to allow questions and introduce a point of contact for the works. This is normally undertaken once site has been established.

Modscape typically will undertake a minimum of 2x letterbox drops with in a drop zone determined by council. These being 7x day prior to road closures and another the day prior to road closure.

Work schedule

The above-mentioned works are confirmed to be conducted over Monday 11 August 2025 through to Tuesday 12 August 2025. The running sheet for the work is as follows:

Monday 7:00AM

- Traffic Management commence on-site to notify residents of the impending works and restricted parking as per Parking Prevention Plan 'TLTGS219453'

Monday 11:00AM to 12:00PM

- Traffic Management commence set-up of the impending works as per Crane Works 'TLTGS219451'

Monday 11:30AM

- Traffic control to close off access to Carrington Street in anticipation of crane arrival

Monday 12:00PM to 6:00PM

- 250T Crane mobilization / arrival to site and commences set-up
- 20T Franna Crane to be used to lay out crane pads
- Approx. 4x counterweight trucks to be unloaded in Carrington Street and leave the area.
- 250T crane to be left on site overnight
- Crane crew to leave site once crane is set-up
- Counterweight trucks to arrive in scheduled intervals of approx. 45mins
- Communication to be in place to ensure the area doesn't become congested with unscheduled arrivals
- Sufficient room within Carrington Street to cater for up to 4x counterweight trucks if there are any delays with crane set-up
- No counterweight trucks are to be left within the local area affected by these works

Monday 6:00PM to 9:30PM

- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

Monday / Tuesday 12:00AM to 3:30AM

- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'
- Trucks to commence arriving to site in spaced intervals under escort in accordance with NHVR permit approvals
- Trucks to reverse into The Boulevard per Sweep Path 03
- Total of 5x oversize loads with associated pilot / escorts
- Trucks to turn off amber beacon lights once entered into closed road The Boulevard and park up per Sweep Path 04
- Truck drivers and pilot vehicles to park up and remain vehicles until 7:00am

Tuesday 3:00AM to 7:00AM

- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

Tuesday 6:30AM to 7:15AM

- Worker's arrival, unload tools & equipment and morning prestart meeting

Tuesday 7:00AM to Approx. 8:00AM

- Commence module de-hoarding in The Boulevard
- Once first module has been de-hoarded, truck to move from The Boulevard and reverse into Carrington Street under traffic management guidance per Sweep Path 06
- Refer to attached truck movements and sequencing on TMP-01 to TMP-16
- The process is repeated until all 5 trucks have been de-hoarded.
- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

Tuesday Approx. 8:00AM to approx. 3:00PM

- Commence module installation
- Anticipated 1hr required per module install
- Truck 1, once unloaded to close trailer and leave Carrington Street in forwards direction per Sweep Path 07
- The process is repeated until all 5 trucks have been unloaded and installed into position
- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

Tuesday approx. 3:00PM to approx. 7:30PM

- 250T Crane pack down and de-mobilization / removal from site
- Approx. 4x counterweight trucks to be loaded in Carrington Street and leave the area
- Counterweight trucks to arrive in scheduled intervals of approx. 45mins
- Communication to be in place to ensure the area doesn't become congested with unscheduled arrivals
- 20T Franna Crane to be used to pack-up crane pads
- Sufficient room within Carrington Street to cater for up to 4x counterweight trucks if there are any delays with crane pack down
- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

Tuesday 3:00PM to 5:00PM

- Clean and tidy all street work areas
- Construction crews to leave site

Tuesday 7:30PM to 9:30PM

- Traffic control to pack up and demobilise from site

COMMUNITY CONSULTATION

Consultation with residents within the works zones will be undertaken to ensure plans, times and level of impact is clearly articulated to affected residents.

Initially will undertake a door knock for the more severely affected residents and neighbors to allow questions and introduce a point of contact for the works. This is normally undertaken once site has been established.

Modscape typically will undertake a minimum of 2x letterbox drops with in a drop zone determined by Council. These being seven days prior to road closures and another the day prior to road closure.

It is requested that a complaints/feedback register be created for post event review.

Notice of the temporary full road closure has been advertised in accordance with the *Roads Act*.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Construction Vehicle and Pedestrian Plan of Management

**PROPOSED RESIDENTIAL
DEVELOPMENT**

12 CARRINGTON STREET, LILYFIELD NSW

**Construction Vehicle and Pedestrian Plan of
Management**

26th June 2025

**MODSCAPE
+MODBOTICS**

112 Global Ave, Essendon Fields VIC 3041
Tel: (03) 9316 6000
Email: brendan@modscape.com.au

**MODSCAPE
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APPENDIX A	TRANSPORT SERVICES (NHVR & AUSGRID APPROVAL)
APPENDIX B	MODULES/TRUCK SIZES
APPENDIX C	TURNING PATH ASSESSMENT
APPENDIX D	TRAFFIC CONTROL PLAN
APPENDIX E	CRANE LIFT STUDY/RISK ASSESSMENT (INC. AUSGRID)
APPENDIX F	RESIDENT NOTIFICATION
APPENDIX G	MODULE INSTALLATION RUN SHEET

LIST OF ILLUSTRATIONS

FIGURE 1	SITE PLAN
FIGURE 2	VEHICLE ROUTE
FIGURE 3	COMMUNITY CONSULTATION

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1.0 INTRODUCTION

Modscape and our client are in the final stages of planning for a proposed new dwelling at 12 Carrington Street, Lilyfield NSW. Pre-approval has been received for Complying Development Certificate (CDC) from the certifying authority for this development.

This Construction Vehicle and Pedestrian Plan of Management has been prepared to assist the council and/or others understand the building process involved in the new dwelling and any impacts that may arise with the installation of a modular dwelling.

The proposed building is to be a pre-fabricated building constructed off-site. The proposed building methodology is a full welded steel structure which comprises 6 modules in total. Each module will be independent when fabricated off-site and transported individually, but upon installation on-site, the dwelling will be welded and bolted together to form one complete diaphragm. The modules are designed, engineered, built and installed using fully qualified contractors and consultants.

Modscape has been in business for over 18 years and have successfully delivered hundreds of new projects across Australia.

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2.0 PROPOSED DEVELOPMENT

2.1 SITE, CONTEXT AND EXISTING USE

The Site (Figure 1) is Lot 12 of DP1063821 which occupies a rectangular shaped block of approximate 271.9m² with a street frontage to 12 Carrington Street, Lilyfield NSW.

The Site is adjoined by residential dwellings, while there are several parks, schools, and other types of accommodation in the surrounding area.

The Site is currently occupied with an existing dwelling which is owner-occupied.

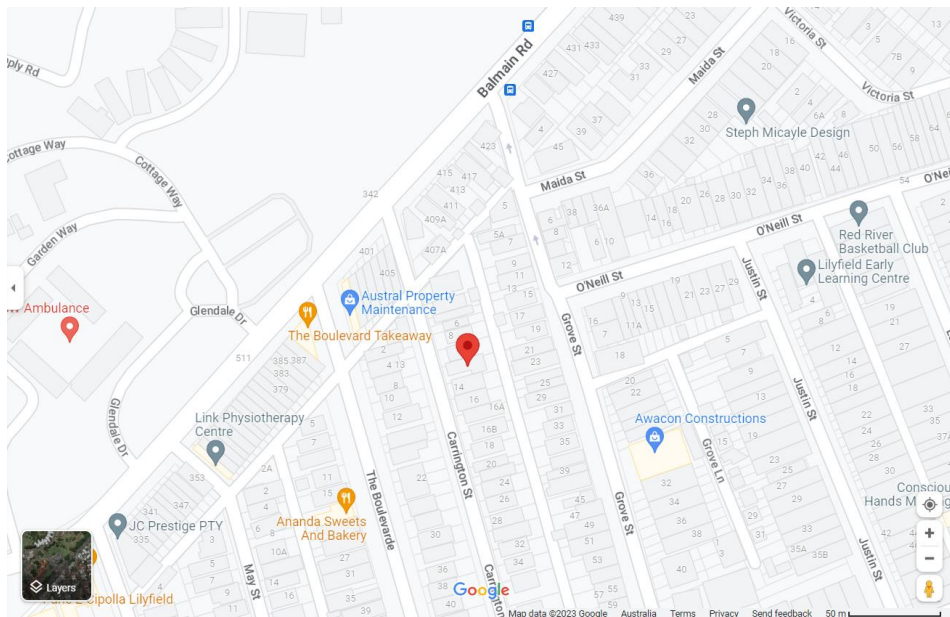


FIGURE 1 SITE PLAN

2.2 PROPOSED DEVELOPMENT

It is proposed to demolish the existing house and construct a new dwelling on the property.

The proposed dwelling consists of;

- 3 Bedrooms with 2.5 bathrooms
- Living, Dining and Kitchen
- Rumpus and Study
- Laundry
- Garage
- External landscaping

A copy of the proposed Architectural Plans have been provided in Appendix A.

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Pre-approval has been received for Complying Development Certificate (CDC) from the certifying authority for this development.

2.3 CONSTRUCTION PROGRAM

The proposed timelines for various stages of the works are as follows;

Demolition	2 weeks
Earthworks/In-Ground Services	4 weeks
Construction (off-site fabrication)	12 weeks
Construction (on site completion)	4 weeks
Total on site works	10 weeks
Total program	16 weeks

The total construction program of 16 weeks is considerably less than an average conventional building.

2.4 CONSTRUCTION PROCESS

The proposed development will be a new modular dwelling, which will comprise of on-site works and off-site works.

The works are best separated into 3 stages;

- Stage 1 – Pre-Installation Works
- Stage 2 – Off-Site Manufacturing and Installation Works
- Stage 3 – Post Installation Works

Stage 1 works will consist of Demolition, Earthworks and in-ground services and considered the enabling works prior to the installation of the modules.

Stage 2 works will consist of the off-site manufacture of the dwelling and the process of transportation and installation of the modules. The works are built off-site in a controlled environment in Brooklyn, Victoria. The dwelling is a fully welded structural steel frame which is then manufactured completely off-site. Each module is non-typical in size and site dependent. The installation of the dwelling is achieved by a crane lift on-site undertaken by a suitably qualified crane contractor.

Examples of Modscape residential dwellings can be found on our website www.modscape.com.au

Stage 3 works will consist of the completion of works post the installation of the modules (i.e installation of floor coverings and final commissioning of services)

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3.0 TRAFFIC CONDITIONS

3.1 TRAFFIC CONDITIONS

Observations of traffic activity via the proposed vehicle route on the main arterial as well as the ancillary roads to enter site for the modular installation was completed during typical morning, business and afternoon peak periods.

The observations revealed relatively free flowing conditions except for minor stoppages due to signal operations and any on-street parking/stoppages.

A Traffic Management Plan and VMS Board will be required for the assistance of the installation of the modular buildings. Applications will be submitted to council for approval upon final CDC approval.

On final application in the lead-up to works being undertaken notice will be issued Transport Management Centre (TMC) NSW outlining the proposed works inclusive of dates and times.

3.2 TRANSPORT SERVICES

Our Traffic Management Plan and Traffic Control Plan will take public transport routes into consideration and alternative routes will be provided at all times to maintain transport services.

On final application in the lead-up to works being undertaken notice will be issued to Transport for NSW (TfNSW) outlining the proposed works inclusive of dates and times.

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4.0 PROPOSED CONSTRUCTION TRAFFIC MANAGEMENT PLAN

As described previously, there are 3no. stages throughout the project lifecycle. They are as follows;

- Stage 1 – Pre-installation Works
- Stage 2 – Installation Works
- Stage 3 – Post Installation Works

4.1 CONSTRUCTION VEHICLE ROUTE

All trucks involved during Stage 1 and Stage 3, including but not limited to demolition and earthworks machinery, will access the site normally.

The approach and department route for the crane and articulated trailer for Stage 2 module delivery and installation will be applied for to the National Heavy Vehicle Regulator (NHVR) and will go through the typical application process.

It is confirmed that Modscape transport subcontractor Nunn Bros Haulage has already been to site to assess the vehicle route. Their proposed entry to Carrington Street is shown in Figure 2.

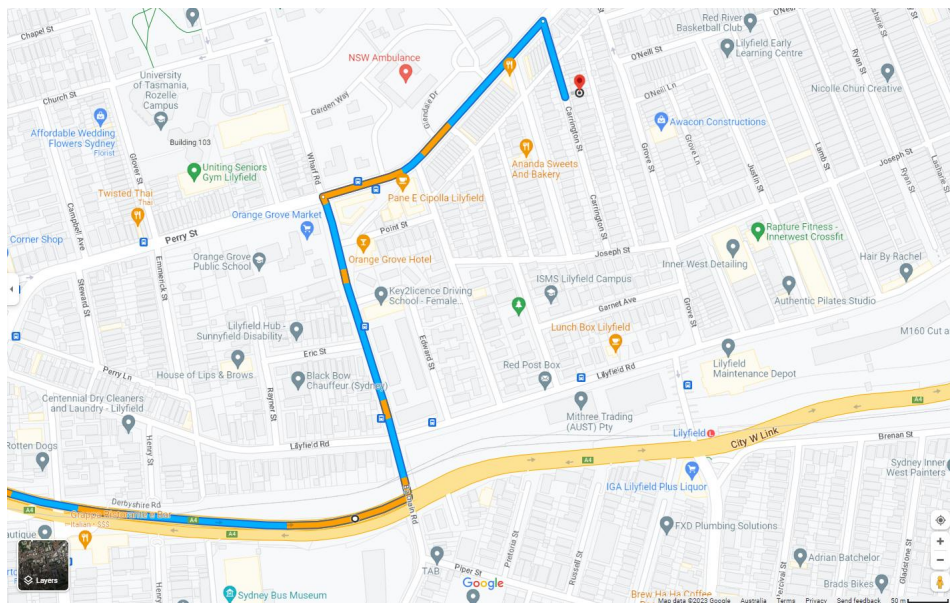


FIGURE 2 VEHICLE ROUTE

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It is proposed that the laydown area for the articulated trucks is along The Boulevard which has been selected to minimize disruption to traffic on Balmain Road and its width to enable module de-hoarding.

To enable the installation to occur we confirm that we will require a road closure of Carrington Street and partial road closure (local residents only) on The Boulevard.

The confirmed times/dates will be based on the approval given to Modscape by council.

Modscape can confirm that a swept path assessment has been undertaken and was deemed achievable. These details are provided in Appendix D

4.2 VEHICLE MOVEMENTS

The proposed truck and vehicle movements are as follows;

- Stage 1 – Pre-Installation Works
 - Demolition – 2 to 3 per day
 - Earthworks/In-Ground Services – 2 to 3 per day
- Stage 2 – Installation Works
 - Vehicle movement will be confirmed upon application, however the proposed running sheet during the installation works is described in Appendix H
- Stage 3 – Post Installation Works
 - Services Trades – 2 to 3 per day
 - Finishing Trades – 3 to 4 per day

4.3 CONSTRUCTION HOURS

The approved hours of on-site construction during Stage 1 and Stage 3 works will be determined as part of the DA / CDC process.

Typical hours of construction activity are:

Monday to Friday	7:00am – 5:00pm
Saturday	7:00am – 3:00pm
Sunday and public holidays	No works

The approved hours of installation works will be determined upon application to council with approval of road closures and the NVHR permits.

4.4 MATERIALS HANDLING

All deliveries during Stage 1 will loaded/unloaded within the work zone (i.e the site).

There will be minimal to no deliveries once the modules have been installed as most works will have been completed prior to arrival. Any major materials that are required post installation will have already been loaded into the building to enable completion of works.

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4.5 SITE INDUCTION

All workers and visitors on the site will be subject to a formal site induction process and all the inductions will be performed specific to each trade according to Modscape OH&S requirements.

4.6 TRAFFIC CONTROL PLANS

Traffic Control Plans have been prepared by a suitably qualified Traffic Control contractor and are included in Appendix E for Council review and approval.

4.7 PEDESTRIAN MANAGEMENT

Site Fencing will be installed at all times on the site boundary. Footpaths will be accessible at all times, apart from any deliveries, during Stage 1 and Stage 3 of the works.

Full Traffic Management will be in place during Stage 2 installation works. RMS accredited Traffic Controllers will be on-site at all times, as well as Senior Modscape management.

4.8 HOARDINGS

Temporary site fencing with shade cloth will be installed at all times. Any other conditions will be adhered to as required.

4.9 COMMUNITY CONSULTATION

Consultation with residents within the works zones will be undertaken to ensure plans, times and level of impact is clearly articulated to affected residents.

Initially, we will undertake a door knock for the more severely affected residents and neighbors to allow questions and introduce a point of contact for the works. This is normally undertaken once site has been established. These residences are shown in **RED** on Figure 3 below.

Modscape typically will undertake a minimum of 2x letterbox drops within a drop zone determined by council, which is shown outlined in **GREEN** in Figure 3 below. These being minimum 7x day prior to road closures and another day prior to road closure.

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FIGURE 3 COMMUNITY CONSULTATION

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5.0 CRANAGE WORKS

We note that we will require a mobile crane lift for the modular building, which are works pertaining to Stage 2 as noted above.

It is confirmed that Modscape crane subcontractor Melrose cranes has already been to site to assess the access and lift capacities and any restrictions.

5.1 CRANE LIFTING PLAN

A proposed crane lifting plan has been developed yet, however we can confirm that a lift study has been completed for another project in Scott Street.

This assessment confirmed that a 300T crane would be used.

All relevant permit applications will be made once DA is received.

5.2 RISK ASSESSMENT

A site inspection has been completed and the key item identified was the required for Tiger Tales to certain locations.

These will be identified within the crane lifting plan which forms part of the permit applications.

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APPENDIX A

TRANSPORT SERVICES

Includes NHVR Permit and Ausgrid approval for oversize load route



Permit number

804254V13

Oversize and/or Overmass (OSOM) Mass or Dimension Exemption Permit

Heavy Vehicle National Law

This Permit is issued under the provisions of *Section 122 of the Heavy Vehicle National Law* for the operation of a Class 1 vehicle (*as defined in this Permit*) subject to the conditions set out in this Permit and any attachments.

Permit details

This Permit is issued to

The Trustee for the Gary Nunn Family Trust

Address

31 WILTSHIRE LANE
DELACOMBE, VIC 3356

Vehicle configuration and description

Prime mover towing OS/OM/OSOM load
Prime Mover and Low Loader

Permit type

Oversize (OS)

Permit period

Start date

02-Aug-2025

End date

30-Oct-2025

Period or fixed trips

Period Permit

continued on next page...



Permit number

804254V13

Vehicle details

Prime mover

Registration	State of Registration	VIN	GVM (t)	GTM (t)
1AF8H0	VIC	6F500000DA450486	24t	n/a
1EW8MM	VIC	6F2SFAN00EDX30065	24t	n/a
1FR6KH	VIC	6FMM12G69FD806953	24t	n/a
1HQ9ID	VIC	YV5AUF0DXAD133138	24t	n/a
1KQ2LX	VIC	YV5AG40D3DD136642	24t	n/a
1MH3GE	VIC	5KKJBEDR2DPFF3649	24t	n/a
1NN1TX	VIC	1FVJAWDR3FLGM5107	24t	n/a
BEP194	VIC	YV5RP90DXLD210573	24t	n/a
BEP194	VIC	YV5RP90DXLD210573	24t	n/a
BW76ZU	NSW	6F5000005A428971	24t	n/a
HTT401	VIC	6F500000WA417504	24t	n/a
KW908	NSW	6F5000008A438269	24t	n/a
KW908	VIC	6F5000008A438272	24t	n/a
MT950	NSW	6F500000TA415774	24.1t	n/a
MY909	NSW	6F500000HA459311	24t	n/a
NBH02	VIC	YV5RG40D9RD219762	24t	n/a
NBH06	VIC	YV5RG40D0GD204001	24t	n/a
NBH09	VIC	6FMD14E02BTB03633	24t	n/a
NBH12	VIC	YV5RG40D6HD204926	24t	n/a
NBH15	VIC	YV5RG40D3PD216692	24t	n/a
NBH18	VIC	YV5RG40D4KD209081	24t	n/a
NBH26	VIC	YV5RG40D3GD203120	28.1t	n/a
NBH30	VIC	YV5RP90G9MD212181	24t	n/a
NBH32	VIC	YV5RP80D6FD202680	24t	n/a
NBH33	VIC	6FMN12H69HD808698	24t	n/a
NBH34	VIC	YV5RG40D3KD209122	24t	n/a
NBH37	VIC	YV5RG40D2PD216344	24t	n/a
NBH38	VIC	YV5RP80D8PD216419	24t	n/a
TOY409	NSW	6F500000EA451687	24t	n/a
TOY909	NSW	6F500000CA446111	24t	n/a
TVL289	VIC	JNBCWB48300H00750	24t	n/a
XFJ058	VIC	6F5000009A440772	24t	n/a
XO44LG	NSW	6F5000001A421314	24t	n/a
XO94NA	NSW	WJMS2NTH40C271535	24t	n/a
XV40MM	VIC	6FMSL2GT9LD811686	24t	n/a
XV61MC	VIC	6F500000KA465968	24t	n/a
XV71MT	VIC	6F500000LA467660	24t	n/a



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XV72NY	VIC	6F5000000LA468827	24t	n/a
XW76AG	VIC	WJMS2NTH40C340205	24t	n/a
XW76AG	VIC	WJMS2NTH40C340205	24t	n/a
XW95KO	VIC	YV5RP80D2FD202353	24t	n/a
YGZ115	VIC	5KKJAEDR2BPBB0238	24t	n/a
YIU932	NSW	6F5000000SA414596	24.1t	n/a

Trailer Registration Numbers

Trailer/s must be registered

GCM must not exceed manufacturer's specifications

Unladen dimensions

Unladen width
(metres)

2.5m

Unladen length
(metres)

19m

Unladen height
(metres)

3.6m

Tare mass
(tonnes)

22t

Laden dimensions

Width (metres)

5m

Length (metres)

25m

Height (metres)

5m

Total mass (tonnes)

42.5t

Forward projection
(metres)

n/a

Rear overhang
(metres)

n/a

Load type

Indivisible

Description of load

Modular Building

continued on next page...



Permit number

804254V13

Item 9

Authorised Routes

Turn by turn description

804254r1v10 - Single Route

Start: 430 Francis Street, Brooklyn VIC
Francis Street, Brooklyn
Millers Road, Brooklyn
Geelong Road, Brooklyn
Little Boundary Road, Laverton North
Boundary Road, [Laverton North - Sunshine West]
Western Ring Road, [Sunshine West - Fawkner]
Metropolitan Ring Road, [Fawkner - Thomastown]
Hume Freeway, [Thomastown - South Albury]
Approved OSOM network Hume Highway, [South Albury - Lilyfield]
Balmain Road, Lilyfield
Carrington Street, Lilyfield
End: 12 Carrington St, Lilyfield NSW

Road conditions

Department of Transport - Victoria

(1) COT09 - Laden Height

When laden combination height exceeds 4.8m the item must be carried on a trailer where the laden deck height does not exceed 1.2m.

(2) LEMS2 - Conditions of Access - Multi-State Class 1 Load Carrying Vehicle Mass and/or Dimension Exemption Notice

All conditions of access, including but not limited to pilot/escort requirements and areas/routes of access as per the Multi-State Class 1 Load Carrying Vehicle Mass and/or Dimension Exemption Notice including any amendments and associated schedules of operation for the eligible class 1 vehicle combination.

Regulator

(1) G003 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

- (a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic
- (b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed
- (c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern
- (d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles
- (e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to

Attachment 1



Permit number

804254V13

Item 9

manage risks arising from the use of restricted access vehicles on these roads.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

Transport for New South Wales (TfNSW)

(1) COT13 -

For Portable Building and House Movements the following conditions apply -

- (a) The building and or any underframe shall be positively located on the vehicle frame and secured in accordance with the guidelines detailed in the 'Load Restraint Guide' Published by the Australian Government Publishing Services.
- (b) No part of any underframe or cross member support shall protrude laterally more than 50mm from any outside wall of the building directly above it.
- (c) Window openings with broken glass, cracked glass, or louvre blades of glass shall have all glass removed before travel, or shall be totally covered by timber or other suitable solid material.
- (d) Windows must be crossed taped with 50mm duct tape and secured to withstand transportation forces.
- (e) Loose guttering, roofing sheets, wall siding, material or doors shall be secured prior to travel.
- (f) Pilot vehicles, where required, are to remain in position ahead of and behind the load, and must not stop for the purpose of replacing signs, posts, etc.

(2) RI02 - Restricted Structure

The heavy vehicle must not travel on or traverse the nominated asset being under BN:6851 Pitt Street Overpass Bridge at Merrylands over the Western Motorway when overall height exceeds 4.8 metres. Trailer must be lowered and/ or correct lane used.

(3) RMSBS01 - The operator is only permitted to carry one (1) building section per trip.

(4) RMSC001 - The permitted heavy vehicle combination must comply with the conditions of access located within "Schedule 2 New South Wales" forming part of the "National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 (No.1)" located at <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices>. The permitted heavy vehicle combination must also operate in accordance with "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.transport.nsw.gov.au).

(5) RMSC002 - In addition to the pilot and escort requirements contained in the "New South Wales Class 1 Load Carrying Vehicle Exemption Notice 2023 (No.1)", the operator must comply with the pilot and escort requirements listed in the "New South Wales Class 1 Load Carrying Vehicle Operator's Guide" document (available at www.nhvr.gov.au), and "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.rms.nsw.gov.au).

(6) RMSC001 - Convoy travel is not permitted on state authority roads within NSW.

(7) RMSEI01 - In the event of an emergency or incident, the Traffic Management Centre (TMC) must be contacted Ph. 1800 679 782 to enable any necessary warnings to be issued to minimise the impact to other road users.

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Travel conditions

Department of Transport - Victoria

(1) VRRT07 - A heavy vehicle combination may travel within Melbourne and Geelong Urban areas, with exception to a major road, during the following time period;

Monday to Saturday inclusive - Permitted from 9:00am to 4:00 pm, 12:00 midnight to 06:00 am and 6.00pm to Sunset,

Sunday - Permitted from 12:00 midnight to 04:00 pm,

Public holiday - Permitted from 12:00 midnight to 04:00 pm.

A heavy vehicle combination may travel on a Major Road during the following time period;

Any day - Permitted from 06:00 am to 04:00 pm,

Note: This does not include travel from 4:00 pm to Sunset on a public holiday, or the day before or the last day of the holiday period.

A heavy vehicle combination may travel on a Freeway/Hume Highway during the following time period;

Any day - Permitted at all times except for the day before a holiday period and the last day of a holiday period.

A heavy vehicle combination may travel within a Rural Area during the following time period;

Any day - Permitted during daylight hours only.

In this section a "Major Road" includes the Bass Highway, Calder Highway and Freeway between Diggers Rest and Bendigo, Goulburn Valley Highway, Great Alpine Road, Maroondah Highway outside the Melbourne Urban Area, Maroondah Link Highway, McIvor Highway, Midland Highway (between the Calder Highway and Mansfield), Midland Highway (between Gheringhap and Sebastopol), Midland Link Highway, Northern Highway (between Wallan and Heathcote), Princes Highway (between Traralgon and New South Wales border), Princes Highway (between Waurin Ponds and South Australian border), South Gippsland Highway and Freeway (outside the Melbourne Urban Area), Western Highway (between Burrumbeet to South Australia border), Peninsula Freeway, Melba Highway and the Warburton Highway.

In this section "holiday period" means a period of three or more consecutive days consisting of a State-wide school holiday, a public holiday, or a Saturday, or a Sunday. Further clarification on a "holiday period" can be obtained via the following links

Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice

<https://www.legislation.gov.au/Details/C2022G00120>

In this section "daylight hours" means between the hours of sunrise to sunset

Inner West Council

(1) IWC1 - Approved with consent conditions as follows:

Your access request is approved with conditions:

This permit does not authorise travel on any roads that are not specified on this permit.

1. Before a vehicle or combination is driven along any route, its driver and owner must be satisfied that the route has been assessed and that the vehicle or combination can be driven along it without:

- Causing unnecessary disruption to any roadwork in progress, or
- Causing disruption to Telecommunications, electricity, rail, gas, water or sewage services, or
- Causing damage to a road structure or tree, or
- Posing risk to pedestrians or motorists.

2. The owner and driver must ensure that all intersections are wide enough to accommodate the turn manoeuvres.

3. Vehicles must enter and exit in forward direction. Marshalling and Queuing of vehicles are not permitted on local roads.

4. Travel times must conform to the Roads and Maritime Services (RMS) requirements as per State Road network.

Please review the conditions that have been added to your application in this request.



Permit number

804254V13

Transport for New South Wales (TfNSW)

- (1) NSWLIVETRAFFIC - TfNSW Live Traffic must be checked prior to departure, if there are any road works and/or restrictions along the planned route the operator must ensure that they can travel along the route without causing damage or disruption.

Please Note

Class 1 vehicles travelling under a Permit MUST NOT travel off the approved route listed in the permit unless an updated permit is obtained from the NHVR.

- (2) RT16 - The heavy vehicle is not permitted to travel on Hume Highway between NSW/ VIC border to Thurgoona Drive, Thurgoona Monday to Friday between 7.00am to 9.30am and 3.30pm to 6.00pm .

Vehicle conditions

Regulator

- (1) LE14 - A class 1 heavy vehicle operating under this permit must comply with the conditions stated within Divisions 1, 2 and 5 of Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, unless otherwise expressly exempted by a stated condition in this permit.

- (2) LEOL - Other Laws and Legislation

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

continued on next page...



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The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

Declaration

Signed:

NHVR Delegate

Dated: 17-Jun-2025

Associated documents

N/A

Disclaimer:

The National Heavy Vehicle Regulator (NHVR) accepts no liability for any errors or omissions and gives no warranty or guarantee that the material, information, maps or publications made accessible are accurate, complete, current or fit for any use whatsoever. The information contained within the NHVR Route Planner online map system is subject to change without notice.

NHVR accepts no liability for the information provided within the authorised route as part of this exemption/authorisation. The operator must ensure prior to travel that the roads/areas/networks listed in the authorised route are still current and accessible as the approved network is subject to change at any given time.

To the extent permitted by law, NHVR excludes liability for any loss (including loss from viruses, or consequential damage) caused by use of or reliance on the NHVR Route Planner.

Access to the NHVR Portal and NHVR Route Planner is only provided for your personal use. You may not sell or rebrand information obtained from the NHVR Portal or NHVR Route Planner without NHVR's written permission, or represent that the information is from a source other than the NVHR.

Apart from the purposes required or permitted under Heavy Vehicle National Law and for private study, research, criticism or review purposes as permitted under Australian copyright legislation, no part of this permit may be reproduced, modified, stored in a retrieval system, transmitted, broadcasted, published or reused for any commercial purposes whatsoever without the written permission of the NHVR first being obtained.

END OF DOCUMENT

HIGH LOAD PERMIT High Load Movement and Authorisation Form



Item 9

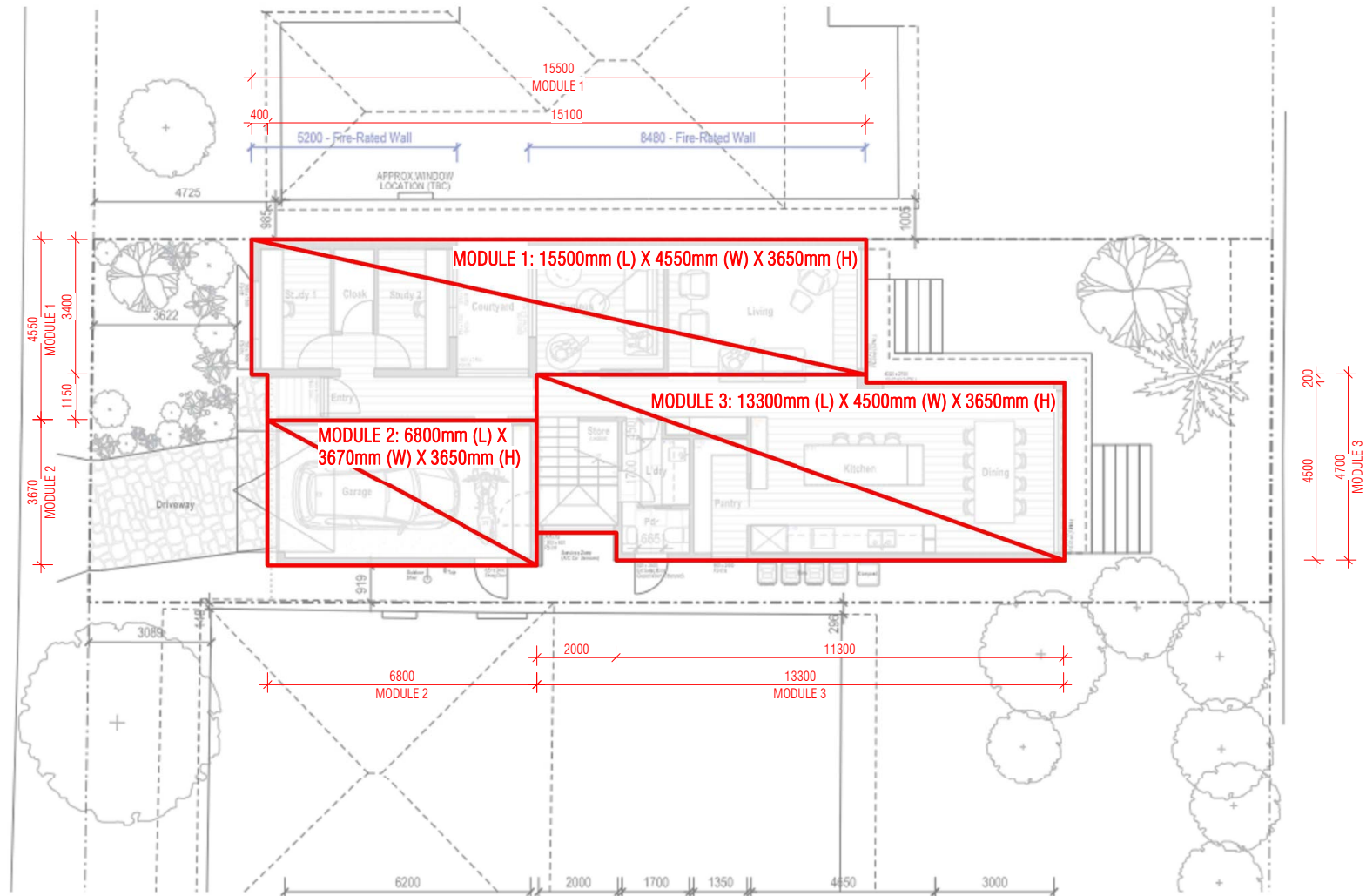
Please complete all the details below and return by email to:		resservicesupport@ausgrid.com.au	
Company Name:	NUNN BROS HAULAGE		
Contact Person/s:	BRAITH NUNN	ABN / ACN:	68551517326
Business Address:	31 WILTSHIRE LANE, DELACOMBE VIC 3356		
Postal Address:	AS ABOVE		
Phone #:	0417 143 357	Mobile #:	0417 143 357
Email:	admin@nunnbroshaulage.com.au		
Load Details:	Load Type: MODULAR BUILDING		
	Height: ____ 5.0 ____ m	Width: ____ 5.0 ____ m	Length: ____ 25 ____ m
<i>Note: Measurements are agreed dimensions of overall travel height, width & length on vehicle.</i>			
Vehicle Details:	Make/Model: VOLVO	Registration #: NBH 37	State: VIC
Specific Entry Point/Address:	Property Name: BALMAIN RD	Road:	Town: LILYFIELD
Details of Proposed Route:	<p>Please list all towns, road names and additional information relating to this application:</p> <p>PRE APPROVED OSOM ROUTE, CITY W LINK RD, LEFT ONTO BALMAIN RD , RIGHT ONTO CARRINGTON ST and also right onto The Boulevarde Lilyfield</p>		
Specific Exit Point/Address:	Property Name: CARRINGTON RD, LILYFIELD	Road: CARRINGTON RD	Town: LILYFIELD
Time / Date of Travel:	Time: ____ TBC ____ am / pm ____ (dd) / ____ (mm) ____ (yyyy)	To assist your application, do you have an existing or previous permit for this route? <input type="checkbox"/> Yes If Yes, Permit #: __804254V4____ <input type="checkbox"/> No	
<ul style="list-style-type: none"> Ausgrid accepts no obligation or responsibility in measurements of the height, however may seek verification of the measurement height immediately prior to transport. Ausgrid endeavours to maintain all its overhead lines at or above statutory minimum clearances above the ground, including roadways, at all times. The driver must remain vigilant in maintaining safe passage under overhead powerlines. Since the granting of this approval, conditions may have varied causing reduced clearances and Ausgrid takes no responsibility for changes to the overhead network outside of their control. This permit does not cover private networks or other utilities. Ausgrid approval is based on the above-mentioned criteria and does not allow for any deviation and is non-transferable, any changes to this Authorisation Form must be in writing and re-submitted for approval. 			
<p>Ausgrid won't be providing an escort to facilitate the safe passage of the load underneath overhead electricity installations.</p> <p>Where an escort or electricity supply interruption is required, or cost to Ausgrid associated with, these activities will be charged to the above company or contractor.</p>			
Ausgrid Authorised Officer:	Name: Todd Johnson	Phone #:	0459 059593
	Signature: <i>Todd Johnson</i>	Date:	27/10/2023

Attachment 1

**MODSCAPE
+MODBOTICS**

APPENDIX B

MODULE/TRUCK SIZES



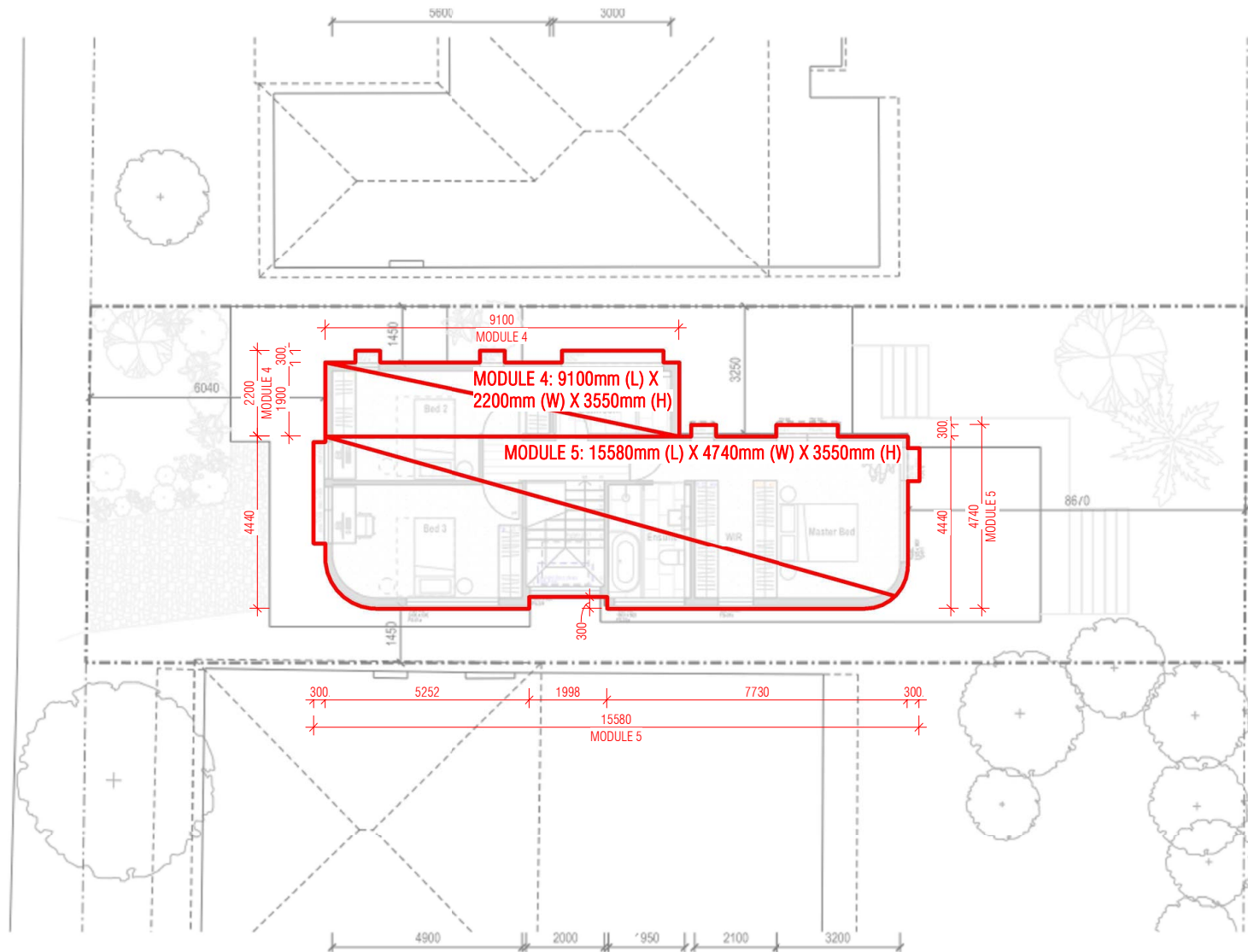
Ground Floor Module Layout

Lilyfield

SCALE: 1 : 100

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MODSCAPE.



First Floor Module Layout

Lilyfield

SCALE: 1 : 100

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12 Carrington Street, Lilyfield NSW
Module and Truck Sizes

Actual As Built Module Size				
Module	Width (mm)	Length (mm)	Height (mm)	Weight (t)
Module A	4,550	15,480	3,600	16
Module B	3,670	6,500	3,600	6.5
Module C	4,750	13,330	3,600	14
Module D	1,900	9,100	3,550	10
Module E	4,439	15000	3,550	16

Truck size including Module Load					
Truck	Module	Width (mm)	Length (mm)	Height (mm)	Weight (t)
Truck 1	Module A	4,550	23,480	4,640	36
Truck 2	Module C	4,750	21,330	4,640	34
Truck 3	Module B	3,670	19,000	4,640	26.5
Truck 4	Module E	4,439	23,000	4,590	36
Truck 5	Module D	1,900	19,000	4,590	30

**MODSCAPE
+MODBOTICS**

APPENDIX C

TURNING PATH ASSESSMENT



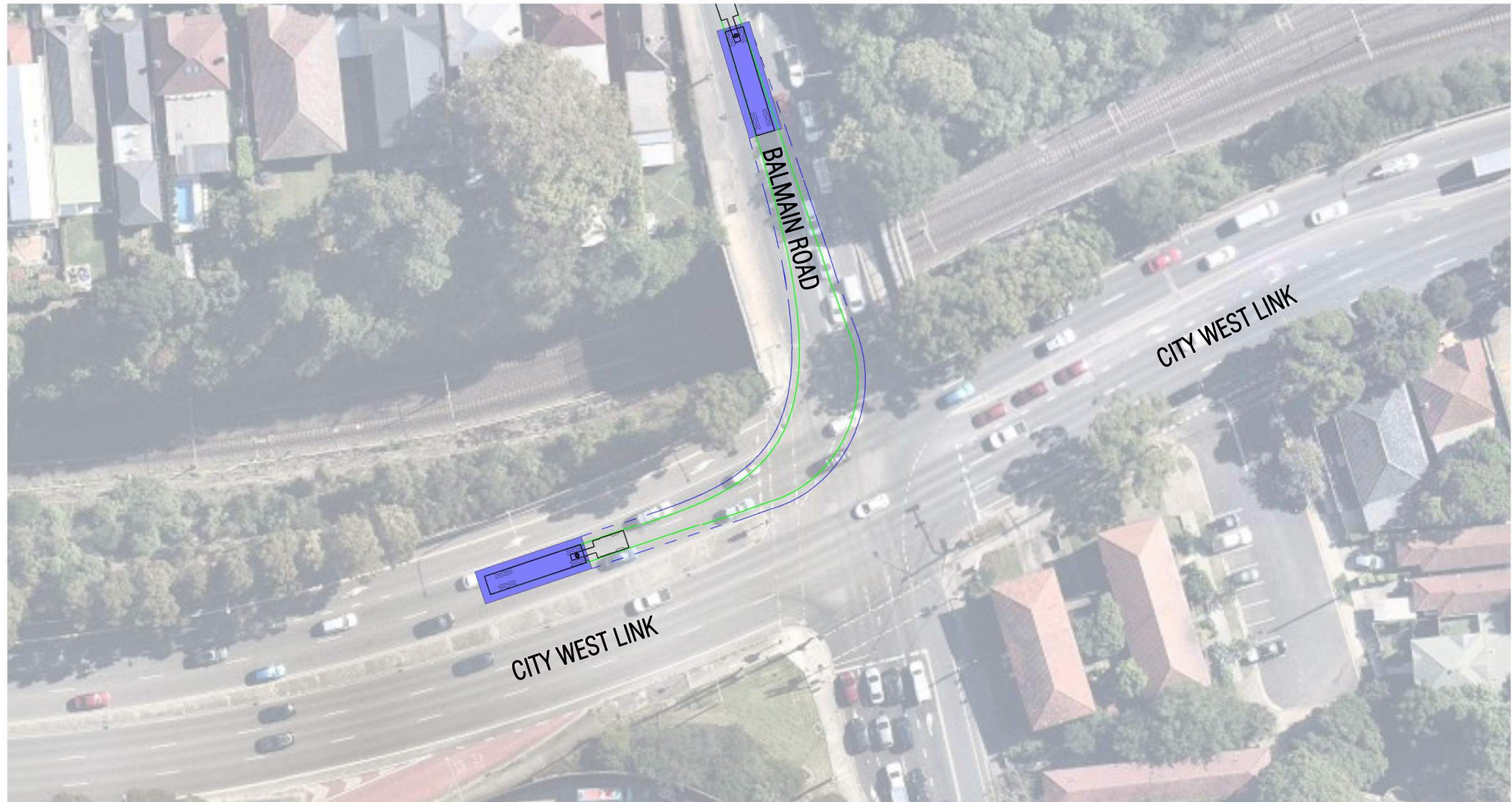
Swept Path Locality Plan

Lilyfield

SCALE: NTS

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MODSCAPE.



City West Link Turning Left into Balmain Rd Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- MODULAR ENVELOPE
- WHEEL BASE ENVELOPE

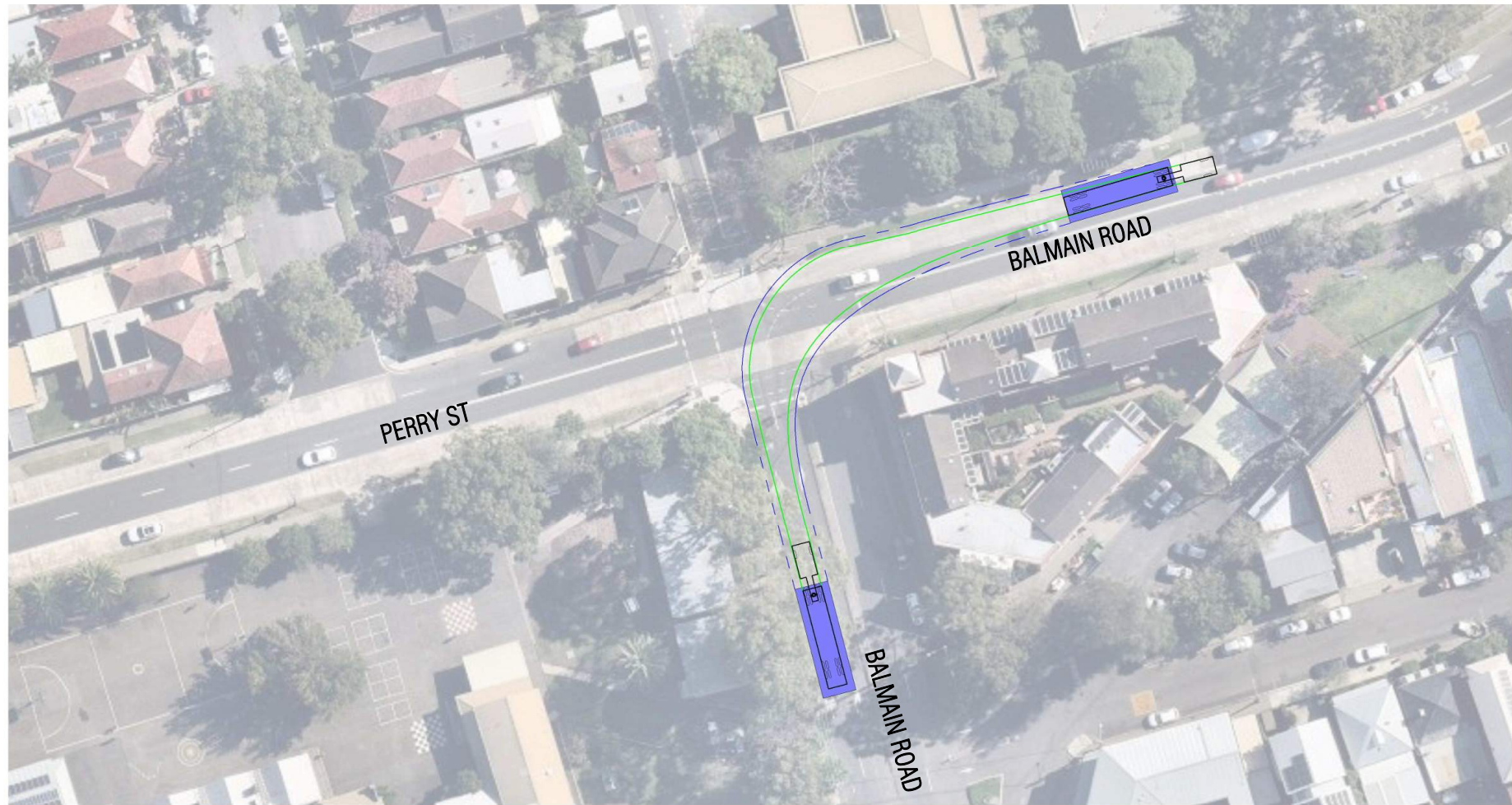
Swept Path 01

Lilyfield

SCALE: 1 : 500

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MODSCAPE.



Balmain Rd Turning Right into Balmain Rd Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- MODULAR ENVELOPE
- WHEEL BASE ENVELOPE

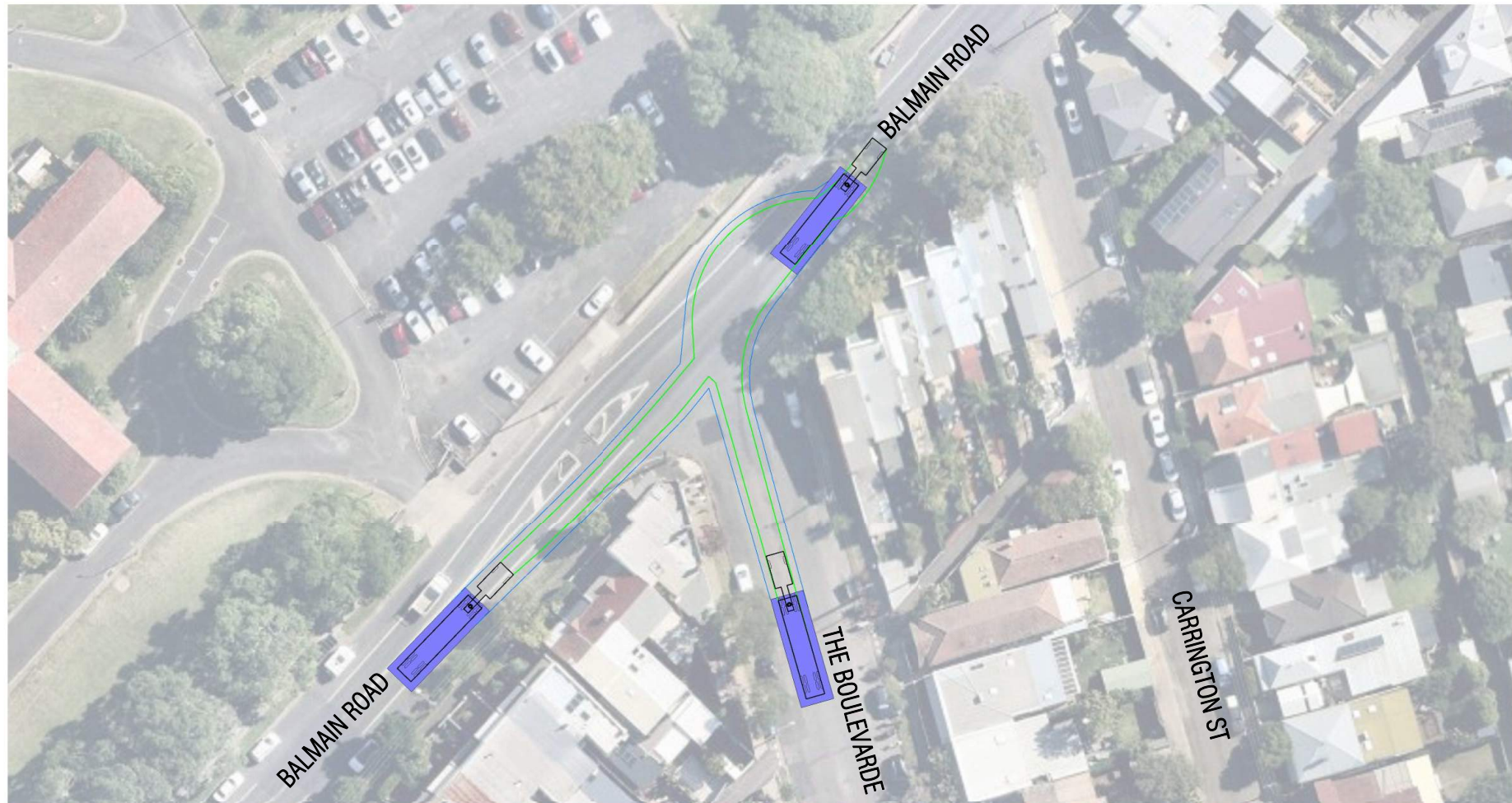
Swept Path 02

Lilyfield

SCALE: 1 : 500

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MODSCAPE.



Balmain Rd Reversing into The Boulevard Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- MODULAR ENVELOPE
- WHEEL BASE ENVELOPE

Swept Path 03

Lilyfield

SCALE: 1 : 500

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MODSCAPE.



Parking of 5x Loaded Trucks on The Boulevard

SCALE: 1 : 500

Swept Path Legend

- MODULAR BUILDING
- MODULAR ENVELOPE
- WHEEL BASE ENVELOPE

Swept Path 04

Lilyfield

SCALE: 1 : 500

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MODSCAPE.



The Boulevard Turning Right into Balmain Rd Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- MODULAR ENVELOPE
- WHEEL BASE ENVELOPE

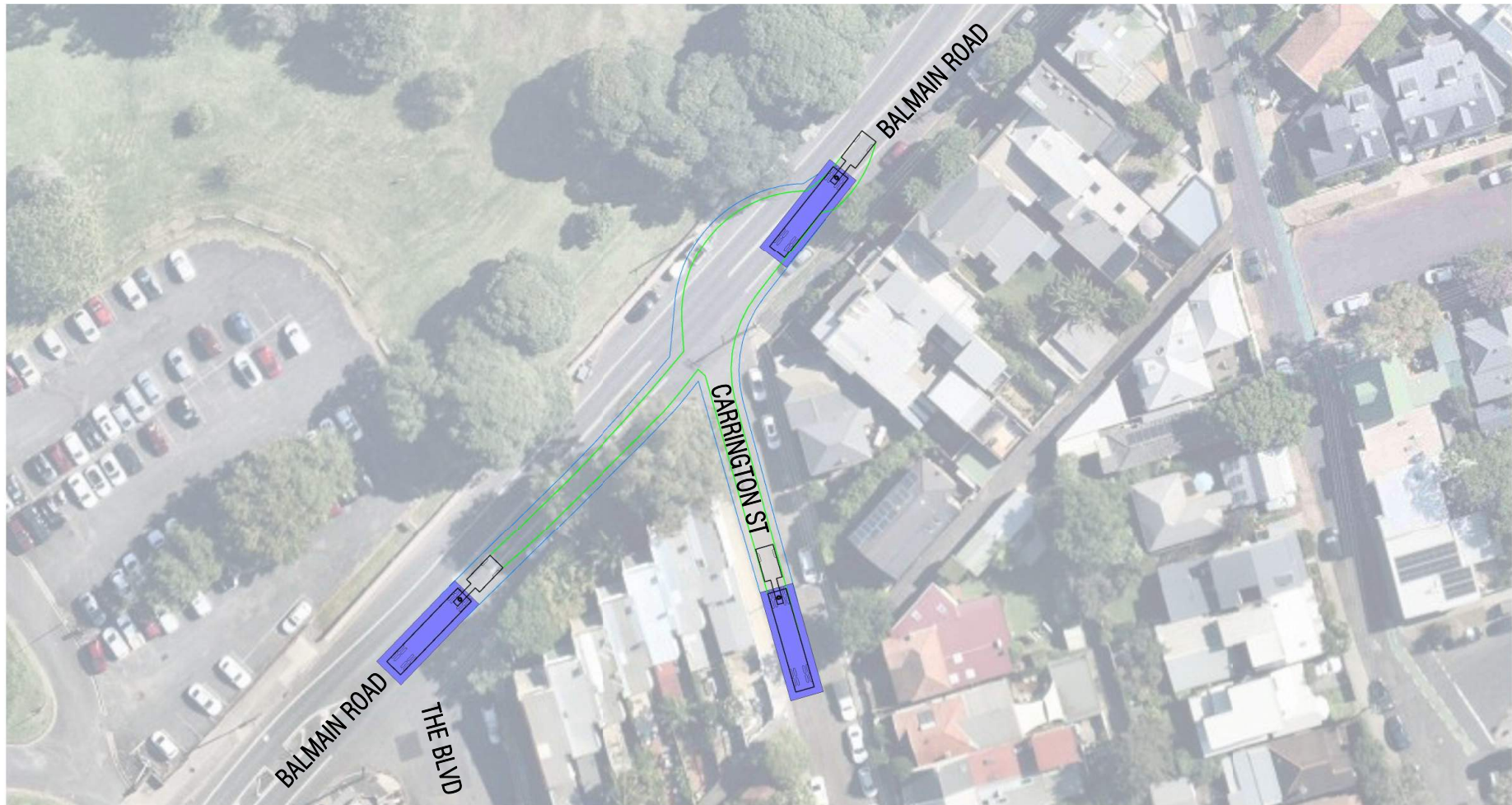
Swept Path 05

Lilyfield

SCALE: 1 : 500

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MODSCAPE.



Balmain Rd Reversing into Carrington St Swept Path

SCALE: 1 : 500

Swept Path 06

Lilyfield

SCALE: 1 : 500

Swept Path Legend

- MODULAR BUILDING
- MODULAR ENVELOPE
- WHEEL BASE ENVELOPE



Carrington St Turning Right into Balmain Rd Swept Path

SCALE 1 : 500

Swept Path Legend

- MODULAR BUILDING
- MODULAR ENVELOPE
- WHEEL BASE ENVELOPE

Swept Path 07

Lilyfield

SCALE: 1 : 500

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MODSCAPE.

**MODSCAPE
+MODBOTICS**

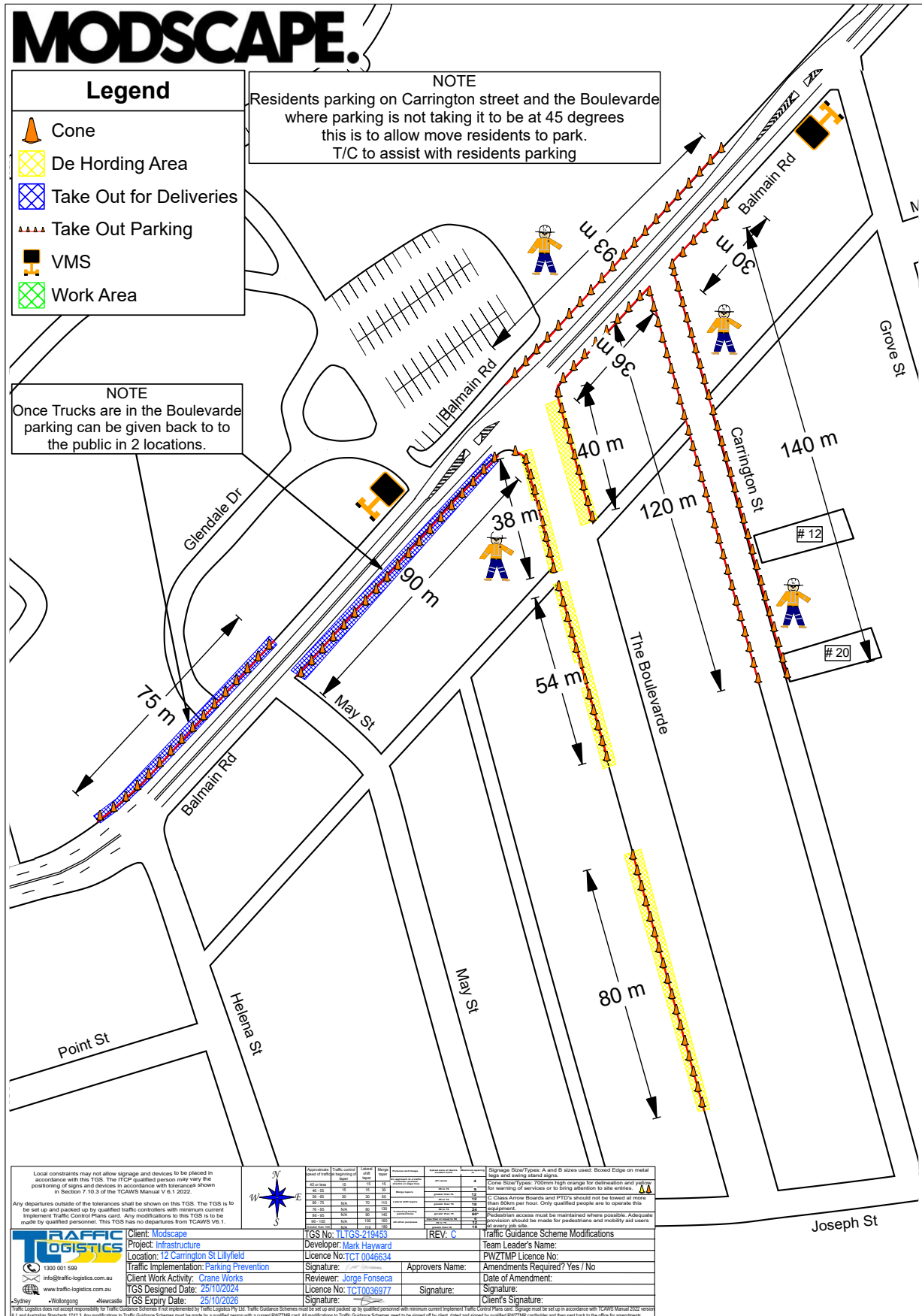
APPENDIX D

TRAFFIC CONTROL PLAN

Page 16 of 19

Item 9

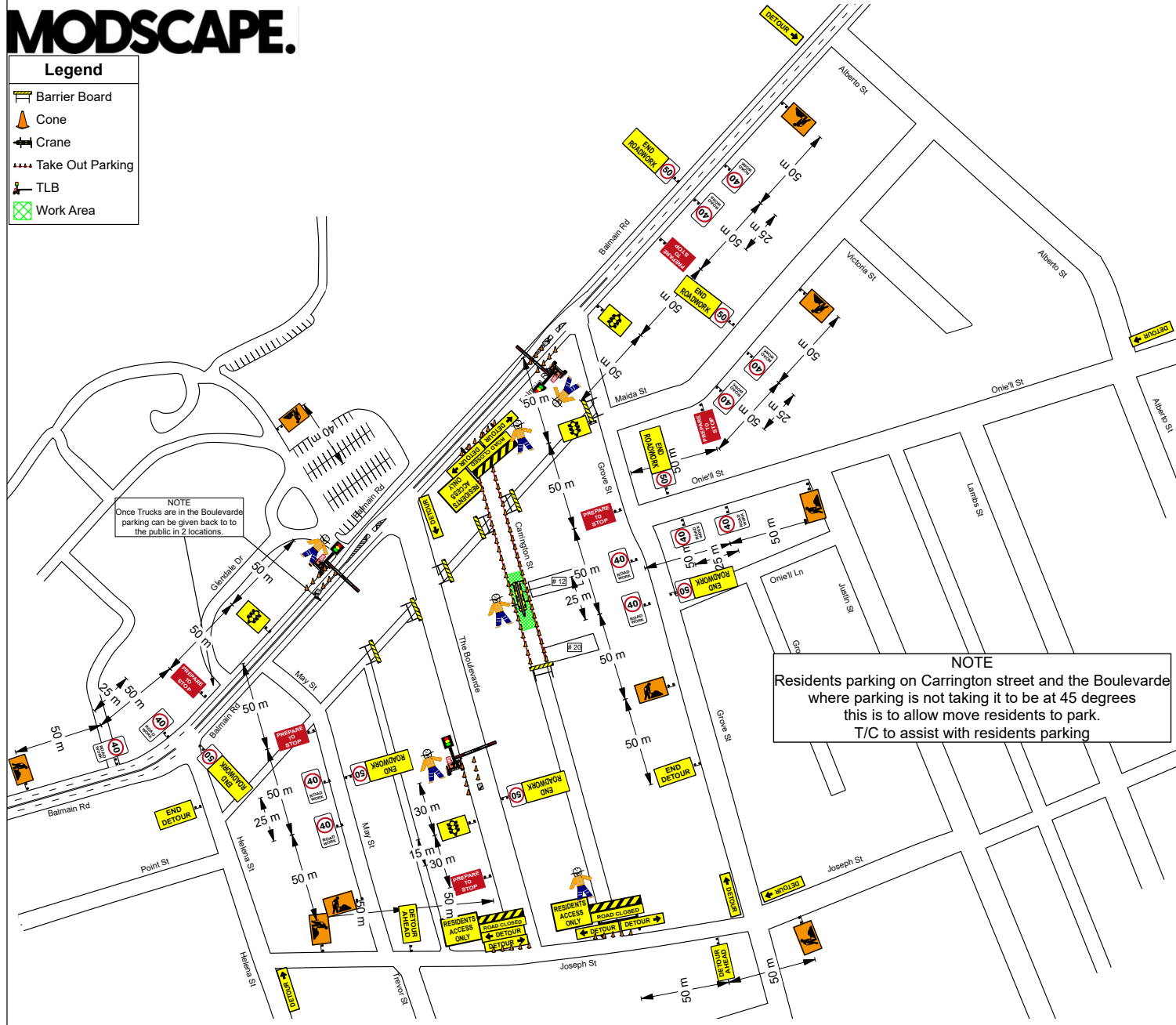
Attachment 1



MODSCAPE.

Legend

- Barrier Board
- Cone
- Crane
- Take Out Parking
- TLB
- Work Area



1300 001 599

info@traffic-logistics.com.au

www.traffic-logistics.com.au

• Sydney • Wollongong • Newcastle

Client: **Modscape**

Project: **Modular building construction**

Location: **12 Carrington St Lillyfield**

Traffic Implementation: **Road closure**

Client Work Activity: **Crane Works**

TGS Designed Date: **25/10/2024**

TGS Expiry Date: **25/10/2026**

TGS No: **TLTGS-219451** REV: **C**

Developer: **Mark Hayward**

Licence No: **TCT 0046634**

Signature: Approver's Name:

Reviewer: **Jorge Fonseca**

Licence No: **TCT0036977** Signature:

Signature:

Traffic Guidance Scheme Modifications

Team Leader's Name:

PWZTMP Licence No:

Amendments Required? Yes / No

Date of Amendment:

Signature:

Client's Signature:

Signage Size/Types: A and B sizes used: Boxed Edge on metal legs and swing stand signs.
Cone Size/Types: 700 mm high orange for delineation and yellow for warning of services or to bring attention to site entries.
C Class Arrow Boards & PTD's not to be towed at more than 80km/h. Only qualified people are to operate this equipment.
Pedestrian access must be maintained where possible. Adequate provision should be made for pedestrians and mobility aid users at every job site.

Traffic Logistics does not accept responsibility for Traffic Guidance Schemes if not implemented by Traffic Logistics Pty Ltd.

Traffic Guidance Schemes must only be set up and packed up by qualified personnel with minimum current Implement Traffic Control Plans card (ITCPL).

Local constraints may not allow signage and devices to be placed in accordance with this TGS. The TGS qualified person may vary the positioning of signs and devices in accordance with tolerances shown in Section 7.10.3 of the TCAWS Manual V 6.1 2022.

Departures outside of the tolerances shall be shown on this TGS. TGS is to be set up and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans card. Any modifications to this TGS is to be made by qualified personnel.

This TGS has no departures from TCAWS V6.1.

Any modifications to Traffic Guidance Schemes must be made by a qualified person with a current PWZTMP card. All modifications to Traffic Guidance Schemes MUST be signed off by client, dated and signed by qualified PWZTMP cardholder and then sent back to the office for amendments.

Approximate Speed of traffic (km/h)	Traffic control device	Signage	Signage	Signage	Signage	Signage	Signage	Signage	Signage
45 or less	15	15	15	15	15	15	15	15	15
45 - 55	15	15	15	15	15	15	15	15	15
55 - 65	30	30	30	30	30	30	30	30	30
65 - 75	N/A	70	115	115	115	115	115	115	115
75 - 85	N/A	80	130	130	130	130	130	130	130
85 - 95	N/A	90	145	145	145	145	145	145	145
95 - 105	N/A	100	160	160	160	160	160	160	160
Greater than 105	N/A	110	180	180	180	180	180	180	180

**MODSCAPE
+MODBOTICS**

APPENDIX E

CRANE LIFT STUDY/RISK ASSESSMENT

Includes Ausgrid's Tiger Tail Plan & Safety Advice Response Form



LIFT STUDY

Client: **MODSCAPE**

Location: **12 CARRINGTON St LILYFIELD**

Description: **MODULES - 16.0t**

Crane: **GROVE_GMK5250XL-1**

Drawing No. **AD25133**

Lift Study Type: **Single Crane**

Drawn by: **Alex Dounis**

Revision: **0 - Original Lift Study Completed**

Date: **07.05.2025**

Contact:

Mick Melrose

0488 323 473

mickm@borgercranes.com





Borger Crane Hire & Rigging Services Pty Ltd (ABN: 98 001 947 413)
Head Office: 36 Killo Crescent, Glendenning NSW 2761, Australia

Sydney 02 9832 1044
Botany 02 9666 6366
Central Coast 02 4346 4262
Newcastle 02 4961 3002
Singleton 02 5504 5525

Muswellbrook 02 5542 0077
Gold Coast 07 5588 5158
Brisbane 07 3333 5513
Sunshine Coast 07 5445 4900
Gympie 07 5408 4060

admin@borgercranes.com
www.borgercranes.com

Lift Study - Single Crane Pick and Place

Client:	MODSCAPE	Job Number:	AD25133
Contact Name:		Contact Phone:	
Project:	LILYFIELD	Date:	7/05/2025
Location of lift:	12 CARRINGTON St LILYFIELD	Scheduled Date of Lift:	TBC
Lift Description:	MODULES - 16.0t		

Crane Configuration

Crane Model	GROVE_GMK5250XL-1	
Crane Setup Mode	MAIN BOOM	
Outrigger Deployment	6.85m W x 8.95m L	
Counterweight in Use	65.5t	
Superlift Counterweight in Use	N/A	
Main Boom Length & Angle	49.46 m	58.9°
Main Boom Configuration	50+50+50+50+50+50+90+	
Auxiliary Jib Length & Offset	N/A	N/A

Main Winch

Main Hook Capacity	32t - 1 SHEAVE (2-3)	
Main Winch Line Pull	10.50 t	
Parts of Line in Main Rope	3	
Diam. of Main Winch Rope & kg/m	22.0mm	2.46 kg/m
Main Winch Hook Height		
Total Main Winch Capacity	31400 kg	
Percentage of Winch Capacity	57.7%	

Auxiliary Winch

Auxiliary Hook Capacity		
Auxiliary Winch Line Pull	10.50 t	
Parts of Line in Auxiliary Rope		
Diam. of Aux Winch Rope & kg/m	22.0mm	2.46 kg/m
Auxiliary Winch Hook Height		
Total Auxiliary Winch Capacity		
Percentage of Winch Capacity	NOT IN USE	

Rigging Bill of Materials

Item Type	Description	Angle-Equalized Legs	Rating	Length	Qty	Wt:Unit	Weight
NYLON SLINGS	20t	60°	2	34.0 t	6.0 m	2	30.0 kg
SHACKLES	17t	60°	2	28.9 t		4	8.8 kg
ADJ. SPREADER BARS	MCR1A		1	50.0t	5.5 m	1	520.0 kg
NYLON SLINGS	10t	60°	4	34.0 t	6.0 m	4	15.0 kg
SHACKLES	12t	60°	4	40.8 t		4	5.0 kg
SHACKLES	6.5t	60°	4	22.1 t		8	2.0 kg
EQUALIZING TRIANGLES	25t		2	50.0 t		2	25.0 kg
NYLON SLINGS	10t	60°	4	34.0 t	8.0 m	4	20.0 kg
NYLON SLINGS	10t	60°	4	34.0 t	4.0 m	4	10.0 kg
CHAIN BLOCKS	5t	60°	4	17.0 t	6.0 m	4	52.0 kg
CHAIN BLOCKS	5t	60°	2	8.5 t	3.0 m	2	46.0 kg

Lifted Piece Dimensions

Length	
Width	
Height	
Piece Weight	16000 kg
Other Allowances: (e.g. Handrails)	
Site Safety Factor:	
TOTAL PIECE WEIGHT	16000 kg

Crane Fixed Weight

Main Hook	600 kg
Main Wire Rope	
Auxiliary Jib Attached	336 kg
Auxiliary Hook	
Auxiliary Wire Rope	
Total Rigging Bill of Materials	1181 kg
Total Fixed Weight	2117 kg
TOTAL LIFT WEIGHT	18117 kg

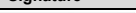

Structural Lifting Capacity

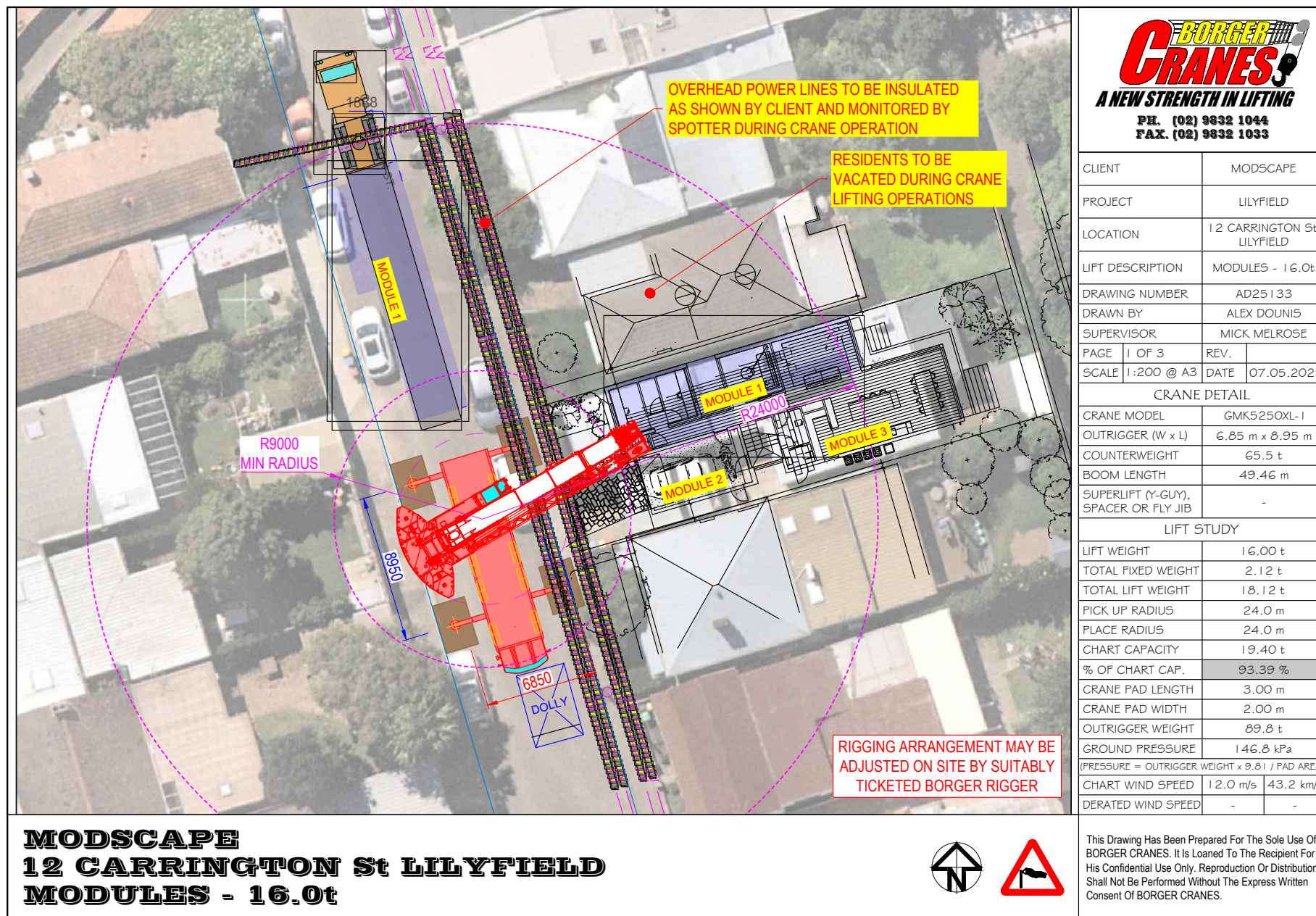
Pick Radius	24.0 m
Chart Capacity	19400 kg
Derated Chart Capacity	
Percentage of Chart Capacity	93.4%
Place Radius	24.0 m
Chart Capacity	19400 kg
Derated Chart Capacity	
Percentage of Chart Capacity	93.4%

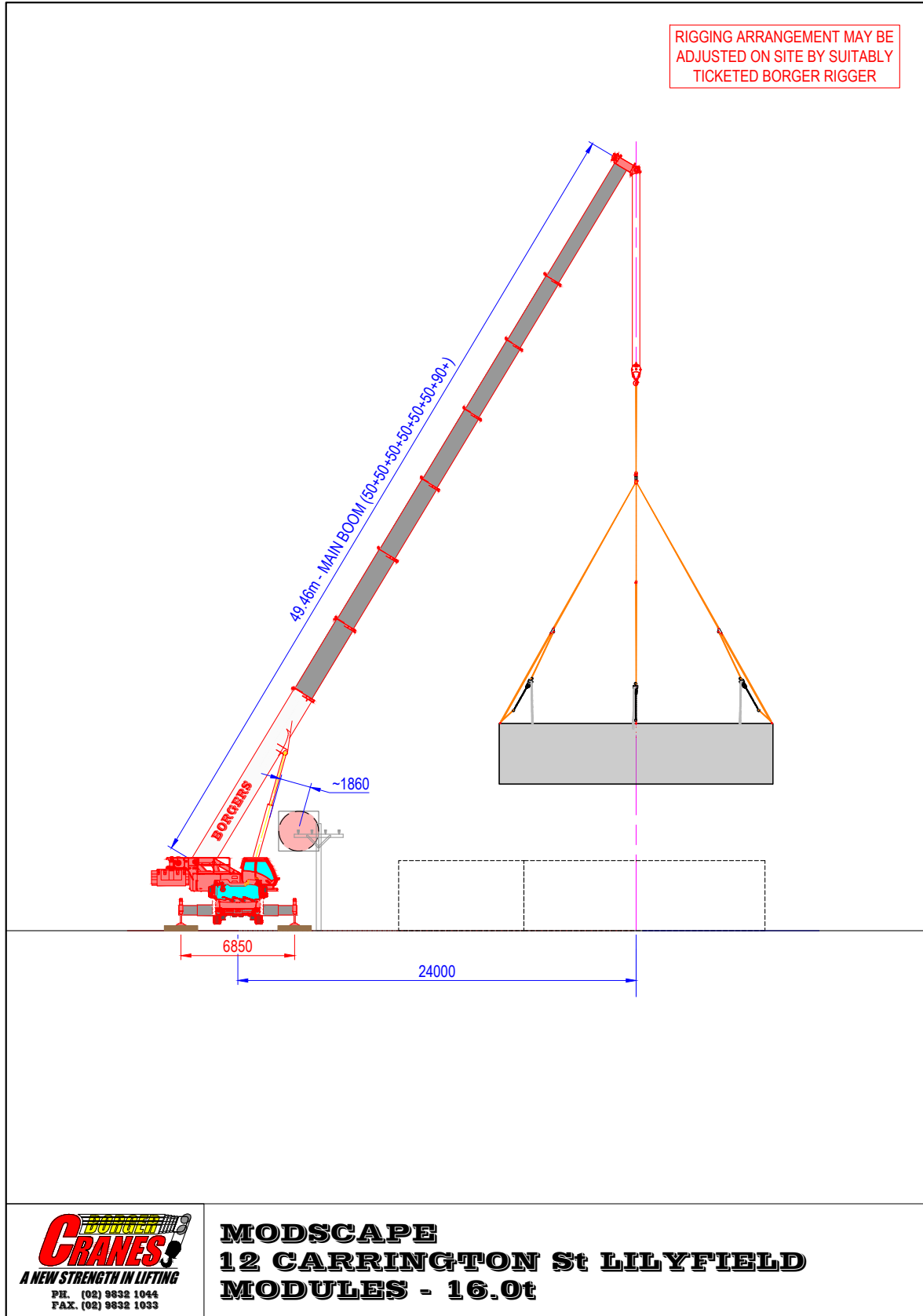


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www.borgercranes.com

Item Type	Description	Angle-Equalized Legs		Rating	Length	Qty	Wt:Unit	Weight
Total Weight:								1181 kg

	Name	Position	Signature	Date
Prepared by:	Alex Dounis	Draftsperson		7/05/2025
Checked by:	Mick Melrose	Supervisor		7/05/2025
Authorised by Client:				



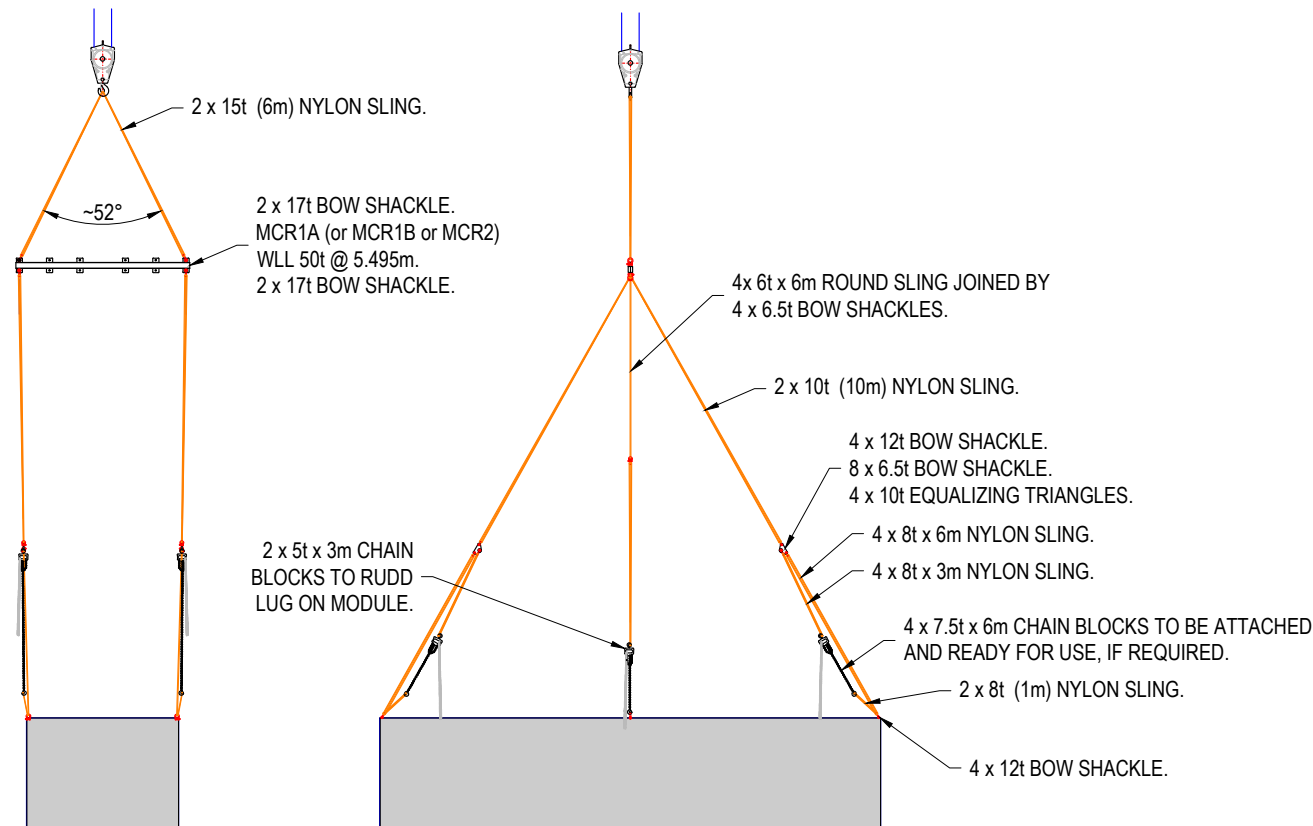


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Item 9

Attachment 1

RIGGING ARRANGEMENT MAY BE
ADJUSTED ON SITE BY SUITABLY
TICKETED BORGER RIGGER



SCALE : 1:150 @ A3

Main boom

Lifting capacity charts acc. to EN 13000 (ISO 4305)

4 297 312

	Crane with 65.5 t counterweight							
	Outrigger base - length 8,950 m - width 6,854 m							
	Main boom - fixed length in m							
	45.96	46.28	47.54	48.05	48.30	49.46	49.76	49.93
Tel. sec. I	0.50	0.00	0.00	0.00	0.00	0.50	0.90	0.00
Tel. sec. II	0.50	0.00	0.00	0.00	0.50	0.50	0.50	0.00
Tel. sec. III	0.50	0.00	0.50	0.00	0.50	0.50	0.50	0.00
Tel. sec. IV	0.50	0.90	0.90	0.90	0.50	0.50	0.50	1.00
Tel. sec. V	0.50	0.90	0.90	0.90	0.50	0.50	0.50	1.00
Tel. sec. VI	0.50	0.90	0.90	1.00	0.90	0.50	0.50	1.00
Tel. sec. VII	0.50	0.90	0.50	1.00	0.90	0.90	0.50	1.00
Slewing range	360°							
Radius in m	Lifting capacities in t							
8.0	41.5	23.5						
9.0	41.5	22.5	24.5	21.0	26.5	30.0	34.5	19.2
10.0	41.5	21.5	24.0	19.9	25.5	29.5	34.5	18.5
11.0	40.0	20.0	22.5	19.0	24.5	29.0	34.5	17.6
12.0	38.5	19.1	21.5	18.1	23.0	29.0	33.5	16.8
13.0	37.0	18.1	20.0	17.3	22.0	28.0	32.0	16.1
14.0	35.5	17.1	19.0	16.6	21.0	27.0	30.5	15.3
15.0	34.0	16.2	18.0	15.8	20.0	26.0	29.0	14.5
16.0	32.5	15.3	17.1	15.0	19.3	25.5	27.5	13.8
18.0	29.0	13.8	15.5	13.5	17.8	23.5	25.5	12.4
20.0	25.0	12.5	14.0	12.2	16.3	22.0	23.5	11.0
22.0	22.0	11.3	12.8	11.0	15.1	20.5	21.0	9.9
24.0	18.8	10.3	11.8	10.0	14.0	19.4	18.2	9.1
26.0	16.4	9.4	10.8	9.2	13.1	17.0	15.8	8.4
28.0	14.4	8.7	10.0	8.5	12.3	15.0	13.8	7.7
30.0	12.7	8.0	9.2	7.9	11.5	13.3	12.1	7.1
32.0	11.2	7.4	8.6	7.3	10.8	11.8	10.6	6.6
34.0	9.9	6.9	8.0	6.8	10.1	10.5	9.3	6.1
36.0	8.8	6.5	7.5	6.3	9.6	9.4	8.2	5.7
38.0	7.8	6.0	7.0	5.9	9.2	8.4	7.2	5.3
40.0	7.0	5.7	6.6	5.5	8.6	7.5	6.4	4.9
42.0	6.2	5.3	6.3	5.2	7.8	6.7	5.6	4.6
43.8		1.8						
44.0			5.9	4.9	7.1	6.0	4.9	4.3
45.0			1.0					
45.6				1.6				
46.0						5.4	4.3	4.0
47.4								1.3
RCL code	2001							
Max. permitted	12 m/s							
windspeed	12 m/s							



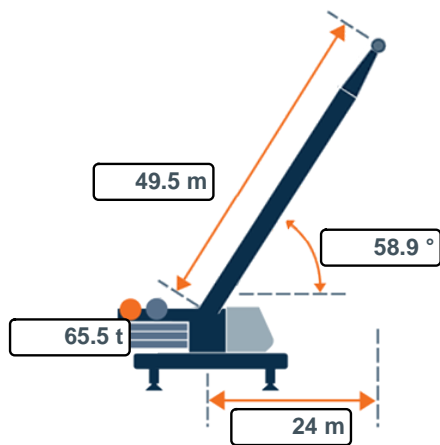
Outrigger Pad Load Calculator

Crane setup

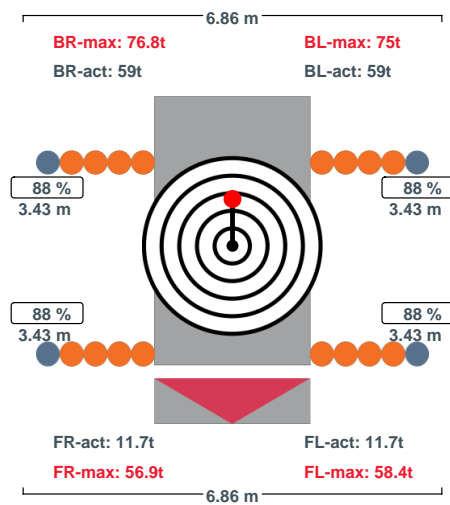
crane model: GMK5250XL-1	configuration: MB	
ident number: 4297312	outrigger base: 8.95x6.854m	standard: EN13000
LMB-code: 2001	slew range: 0 to 360 °	superstructure-angle: 0 °



Side view



Top view (incl. ground bearing pressures)



Load charts / load graphs

Radius m	Load t	Height m
9	30	52.2
10	29.5	51.94
11	29	51.67
12	29	51.37
13	28	51.05
14	27	50.71
15	26	50.34
16	25.5	49.95
18	23.5	49.08
20	22	48.11
22	20.5	47.03
24	19.4	45.82
26	17	44.47
28	15	42.98
30	13.3	41.32
32	11.8	39.47
34	10.5	37.39
36	9.4	35.05
38	8.4	32.38
40	7.5	29.26
42	6.7	25.52
44	6	20.72
46	5.4	13.37

Disclaimer

The Outrigger Pad Load calculations produced by this software are not a substitute for adherence to all load chart requirements and safe crane operating practices and limitations. Always confirm that the lifted load and the actual crane configuration are approved by the applicable load chart. In addition, the accuracy of the Outrigger Pad Load calculations is entirely dependent upon the user inputting proper data/information. If inaccurate data is input, the Outrigger Pad Load calculations will not be accurate.

Design of ground support sufficient to withstand calculated loads is within the sole responsibility of the user of this software and/or the Site Supervisor (see ASME B30.5-2007 5-3.1.3.2.1(e)(3)). Reliance upon inaccurate calculations and/or improper ground support could lead to tip over (and potentially result in death, serious bodily injury, damage to the crane and/or damage to other property). If you have any questions as to whether the data/information you are inputting into the software is accurate, please contact Product Marketing.



Outrigger Pad Load Calculator

Crane Control Screen

360°

65.5t

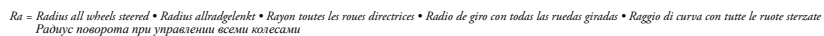
2001


65.5t

3

50>50>50>50>50>50>90 (49.46m)

Item 9



	A	A 130 mm**	B	C	D	E	F	α	β	β ₁
385/95 R25	3950	3820	3000	2570	1822	486	228	14	8	6
445/95 R25	4000	3870	3000	2510	1872	536	278	16	10	8
525/80 R25	4000	3870	3100	2530	1872	536	278	16	10	8

** Lowered • Abgesenkt • Surbaissée • Rebaja • Abbassato • Сниженный

Data • Daten • Caractéristiques • Datos • Dati • Данные



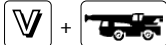
	Total									
< 10 000	on request*									x
12 000	60 000	10 x 6	385/95 Steel	Upper part of split hook block / single line	0 t	x			x (+400 kg)	
12 000	60 000	10 x 6	445/95 Alu	Upper part of split hook block / single line	0 t	x			x (+400 kg)	
12 000	60 000	10 x 6	385/95 Alu	Upper part of split hook block / single line	0 t	x	x		x (+500 kg)	
< 16 500	82 500	10 x 8	445/95 Steel	1 sheave	21 t	x	x		x (+500 kg)	

* on request • auf Anfrage • sur demande • su richiesta • bajo demanda • a pedido • по запросу
Tolerances may occur. For detailed weight information refer to axle weight calculation sheets. • Toleranzen können auftreten. Detaillierte Gewichtsangaben erhalten Sie auf den Achslast-Berechnungsunterlagen. • Des tolérances sont acceptables. Pour des informations de poids détaillées, se reporter aux planches de calcul de poids de l'essieu. • Se acceptan tolerancias. Para obtener información detallada sobre el peso, consulte las hojas de cálculo de peso de los ejes. • Si possono essere tolleranze. Per informazioni dettagliate sul peso consultare i fogli di calcolo del peso dell'asse. • Возможны отклонения. Подробную информацию по массе см. в расчетных таблицах нагрузок на ось.



Lifting Capacity Traglast Force de levage Capacidad de elevación Capacità di sollevamento Грузоподъемность	Sheaves Rollen Poules Poleas Carrucole Шкивы	Weight Gewicht Poids Peso Peso Macca	Parts of line Stränge Brins Ramales de cable Numero di funi Кратность запасовки	Possible load with crane* Mögliche Traglast am Kran* Capacité possible sur la grue* Carga posible con la grúa* Portata ammissibile con la gru* Допустимая нагрузка для крана*
160 t	7	1750 kg	2-15	140 t
125 t	5	1650 kg	2-11	110 t
80 t	3	950 kg	2-7	70 t
32 t	1	600 kg	2-3	30 t
12 t	H/B	300 kg	1	10 t

* varies depending on national regulations • variiert je nach Ländervorschrift • fonction des réglementations nationales • variaciones dependiendo de las regulaciones nacionales
varia in funzione delle normative nazionali • изменяется в зависимости от национальных норм.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	R	
km/h	6,8	8,2	10,4	12,2	15,1	18,3	22,1	26,6	30,1	36,3	44,6	54,4	66,7	80,3	85,0	85,0	6,0	50 %
	14.00R25 (385/95R25), 16.00R25 (445/95R25), 20.5R25 (525/80R25)																	

* Theoretical gradeability • Theoretisches Steigvermögen • Aptitude théorique en pente • Inclinação teórica • Pendencia teorica • Преодолеваемый уклон (теор.)



	Infinitely variable • Stufenlos • Progressivement variable • Infinitamente variable • Infinitamente variabile • Плавно-изменяемый	Rope • Seil Cable • Cable Fune • Канат	Max. single line pull • Max. Seilzug • Effort maxi au brin simple • Tiro máximo por ramal • Tiro max. per singola fune • Макс. натяжение каната
	0 - 125 m/min Single line • Einfacher Strang Brin simple • Ramal simple • Tiro a fune singola • Однократная запасовка	22 mm/300 m	104,0 kN
	0 - 125 m/min Single line • Einfacher Strang Brin simple • Ramal simple • Tiro a fune singola • Однократная запасовка	22 mm/330 m	104,0 kN
	0 - 1,45 min ⁻¹		
	-1,5° to + 82° approx. 65 s • ca. 65 s env. 65 s • aproximadamente 65 s aproximadamente 65 s • примерно 65 с		
	13,4 to 78,5 m approx. 600 s • ca. 600 s env. 600 s • aproximadamente 600 s aproximadamente 600 s • примерно 600 с		

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APPENDIX F

RESIDENT NOTIFICATION

Inner West Council – Community Consultation & Letter Box Drop Zones

RED = Door knock and consultation (record information in register)

GREEN = 2x letterbox drops:

- 1st to be minimum 7x days prior to works
- 2nd to be the day prior to road closure works



FIGURE 3 COMMUNITY CONSULTATION

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14/07/25 to 08/08/25

To the Resident

RE: Building Works to 12 Carrington Street, Lilyfield

Dear Resident,

As you may be aware, Modscape are the modular home builder who are undertaking the project of constructing a new modular home on Carrington Street, Lilyfield.

We are writing you this letter to inform you that we are 7 days out from the confirmed delivery and installation dates of the home. As a reminder, installation will be taking place from 11/08/25 through until 13/08/25.

During this period, we will be setting up a crane and there will be semi-trailer trucks entering and exiting or passing through your street. The works take place under the supervision of experienced traffic management professionals, with representatives from Modscape on-site at all times.

The attached Parking Plan shows the proposed impact on your area during the installation period. As you live in the area, you may experience minor delays entering or exiting your property during the times noted on the attached plan.

If you'd like more information about this job, please text or email myself on 0401 118 096 or email brendan@modscape.com.au

If you have any questions on the process, or on modular building more broadly, please contact us on (03) 9316 6000 or through our website, www.modscape.com.au

We appreciate your understanding.

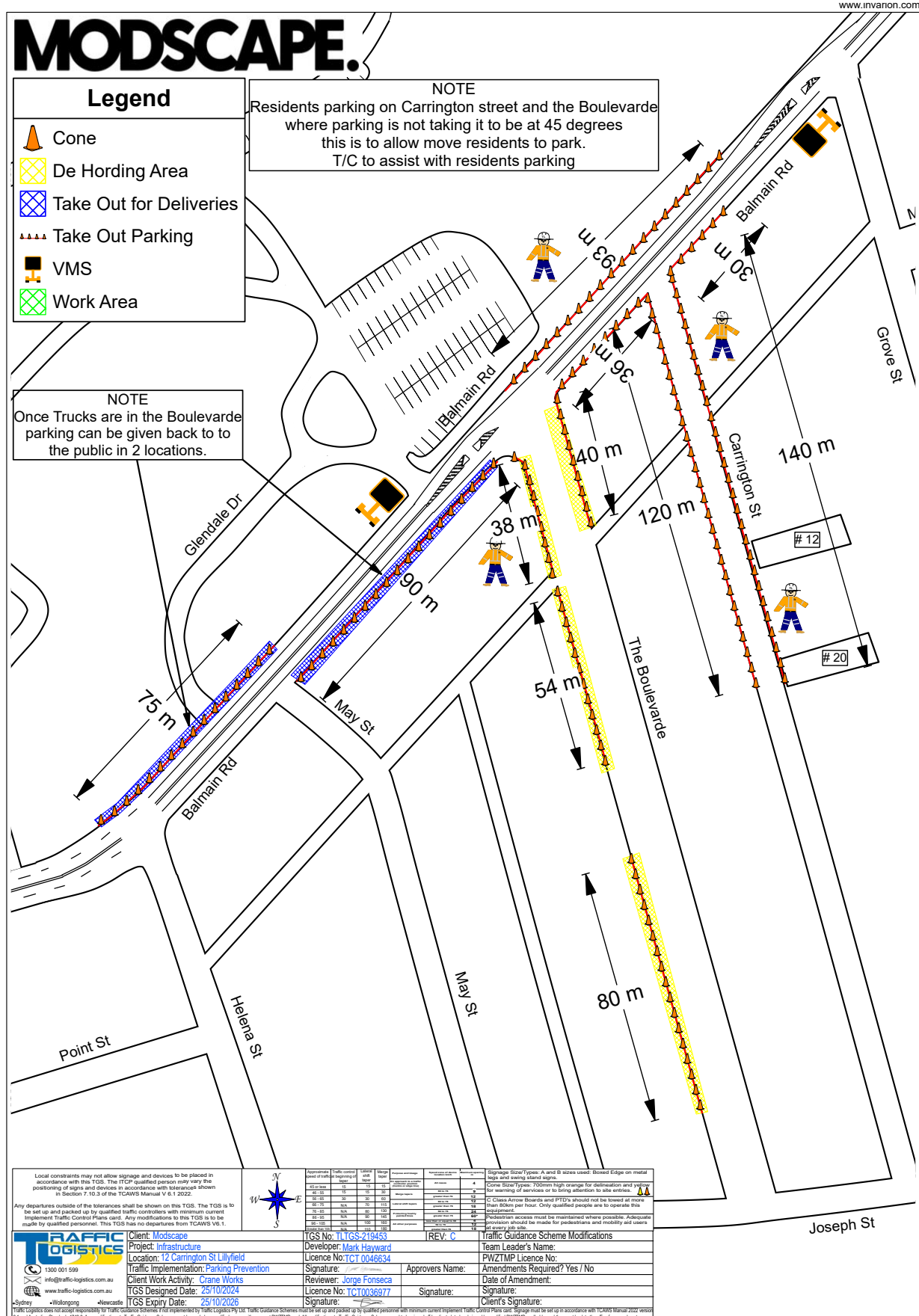
Warm regards,

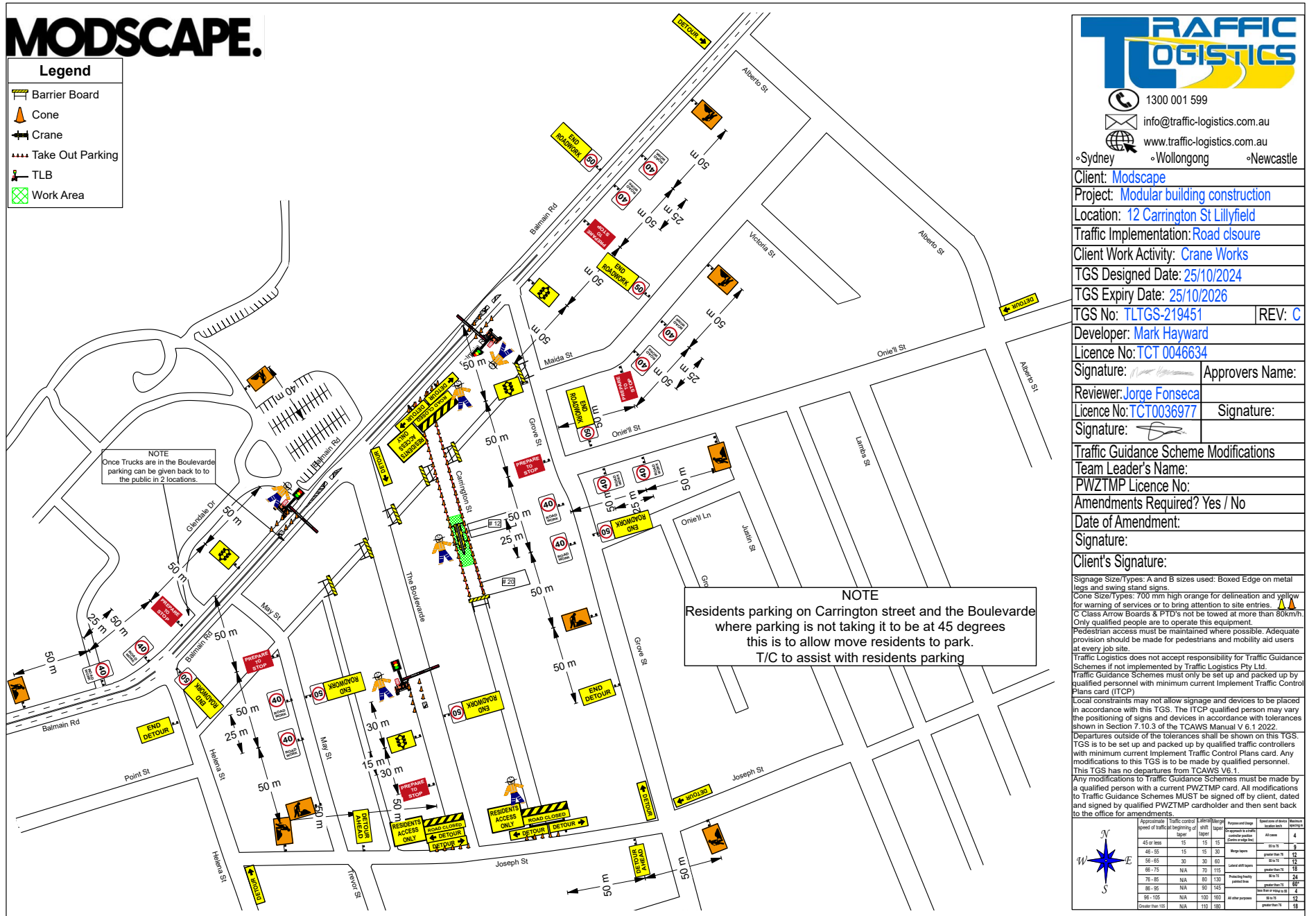


Brendan Farquhar
Operations Manager
0401 118 096
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Attachment 1





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12 Carrington St, Lilyfield NSW 2040 – NOTICE OF UPCOMING CHANGE IN TRAFFIC CONDITIONS

We have read, understood and accept the upcoming change in traffic conditions detailed in Modscape's letter provided.

PROPERTY ADDRESS	RESIDENT NAME	SIGNATURE	DATE	REGO DETAILS	COMMENTS

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14/07/25 to 08/08/25

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We appreciate your understanding.

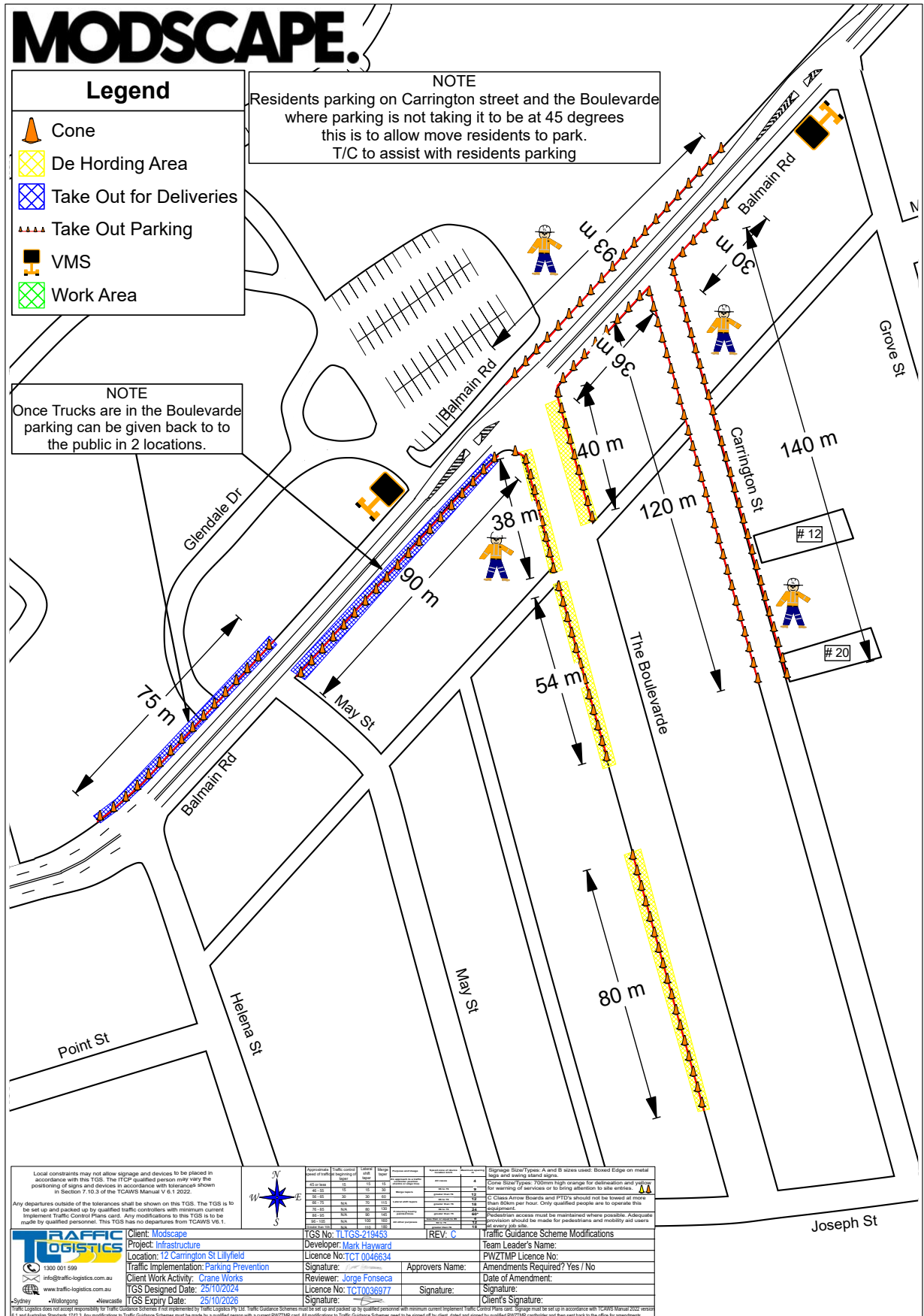
Warm regards,

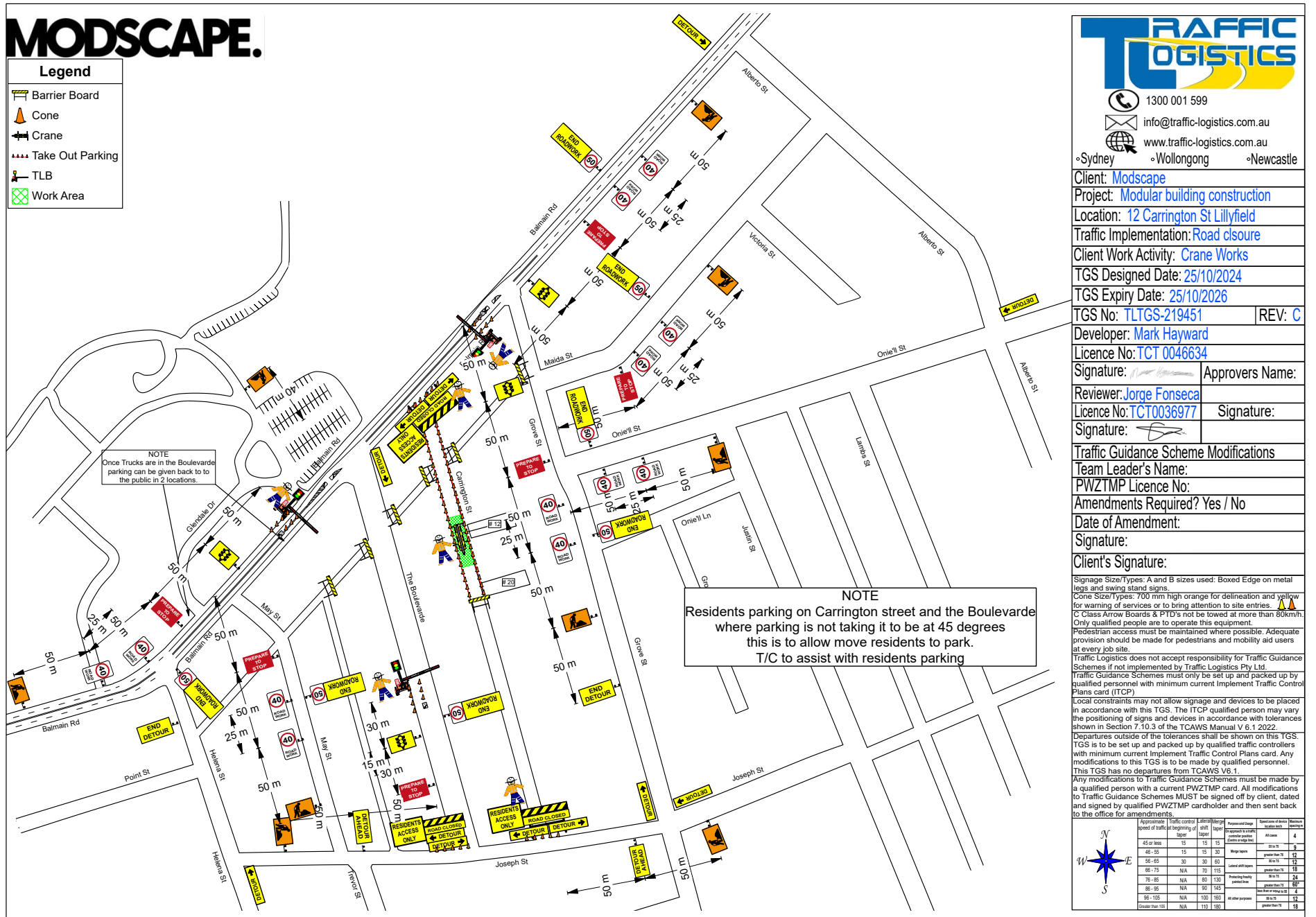


Brendan Farquhar
Operations Manager
0401 118 096
MODSCAPE.



Attachment 1





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14/07/25 to 08/08/25

To the Resident

RE: Building Works to 12 Carrington Street, Lilyfield

Dear Resident,

As you may be aware, Modscape are the modular home builder who are undertaking the project of constructing a new modular home on Scott Street, Bronte.

We are writing you this letter to confirm our delivery and installation dates of the home. As a reminder, installation will be taking place from 11/08/25 through until 13/08/25. During this period, we will be setting up a crane and there will be semi-trailer trucks entering and exiting or passing through your street. The works take place under the supervision of experienced traffic management professionals, with representatives from Modscape on-site at all times.

The attached Parking Plan shows the proposed impact on your area during the installation period. As you live in the area, you may experience minor delays entering or exiting your property during the times noted on the attached plan.

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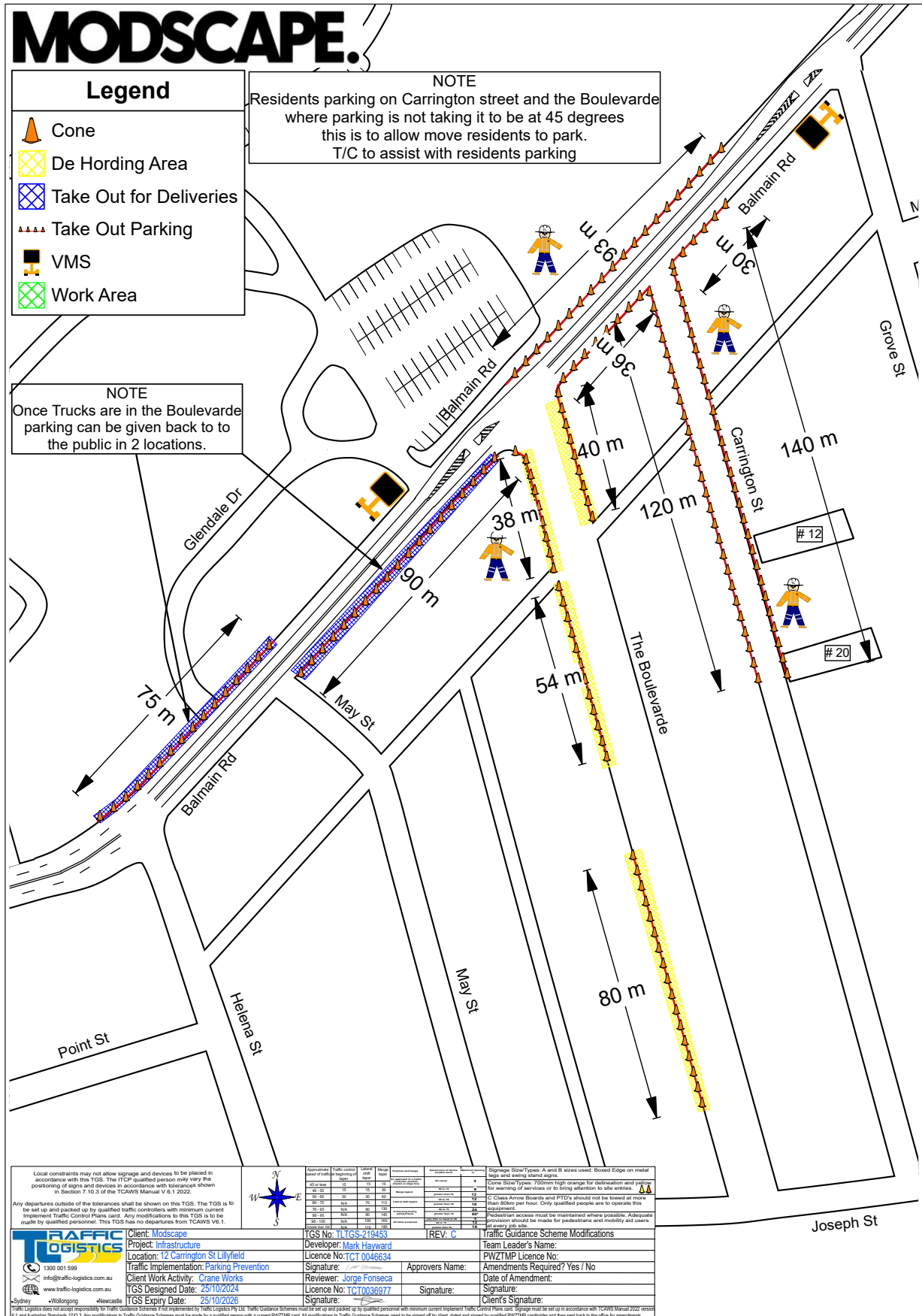
We appreciate your understanding.

Warm regards,



Brendan Farquhar
Operations Manager
0401 118 096
MODSCAPE.

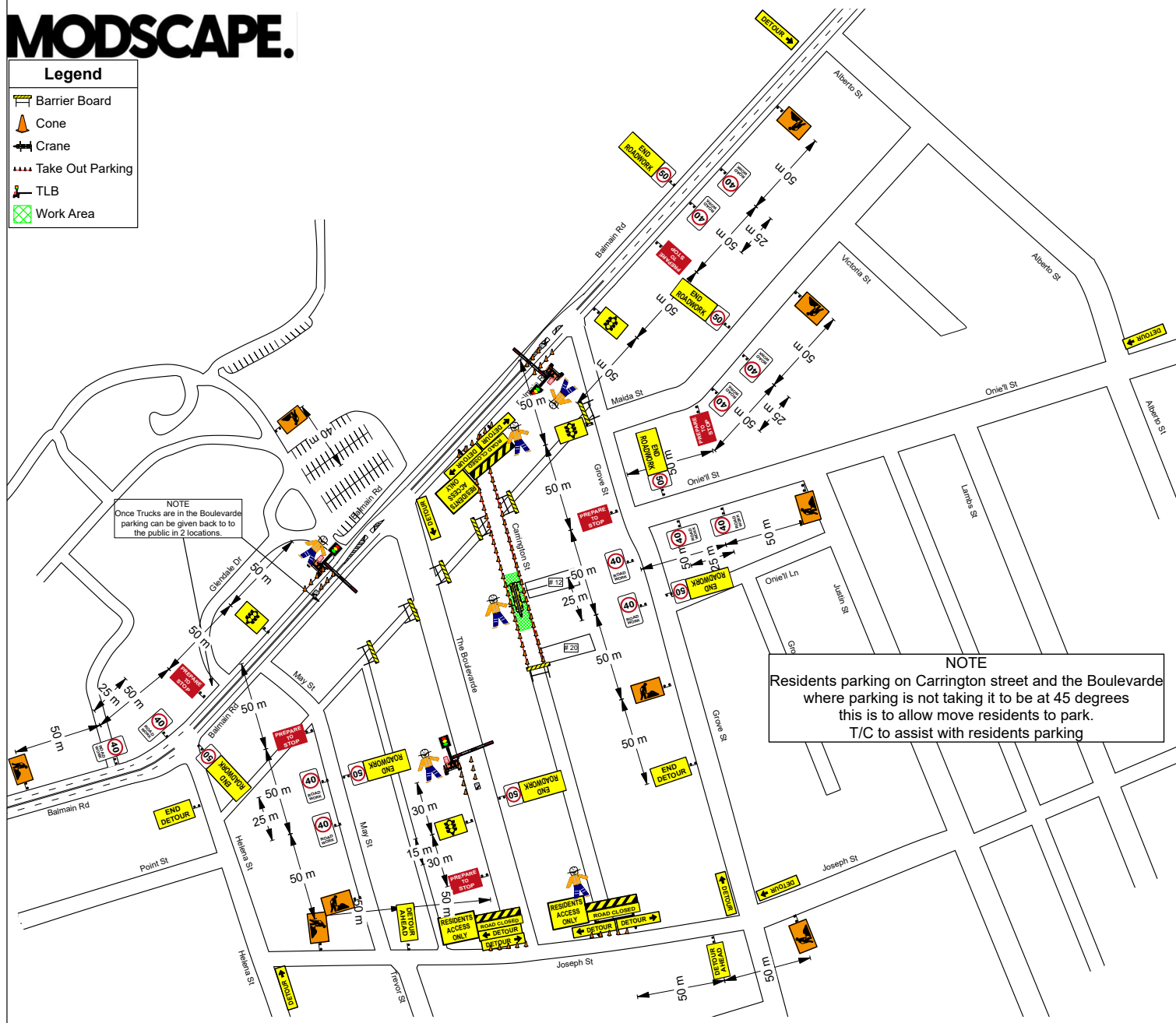




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Legend

- Barrier Board
- Cone
- Crane
- Take Out Parking
- TLB
- Work Area



TRAFFIC LOGISTICS
1300 001 599
info@traffic-logistics.com.au
www.traffic-logistics.com.au
•Sydney •Wollongong •Newcastle

Client: **Modscape**
Project: **Modular building construction**
Location: **12 Carrington St Lillyfield**
Traffic Implementation: **Road closure**
Client Work Activity: **Crane Works**
TGS Designed Date: **25/10/2024**
TGS Expiry Date: **25/10/2026**
TGS No: **TLTGS-219451** REV: **C**
Developer: **Mark Hayward**
Licence No: **TCT 0046634**
Signature: _____ Approvers Name: _____
Reviewer: **Jorge Fonseca**
Licence No: **TCT0036977** Signature: _____
Signature: _____
Traffic Guidance Scheme Modifications
Team Leader's Name: _____
PWZTMP Licence No: _____
Amendments Required? Yes / No
Date of Amendment: _____
Signature: _____
Client's Signature: _____

Signage Size/Types: A and B sizes used: Boxed Edge on metal legs and swing stand signs.
Cone Size/Types: 700 mm high orange for delineation and yellow for warning of services or to bring attention to site entries.
C Class Arrow Boards & PTD's not to be towed at more than 80km/h. Only qualified people are to operate this equipment.
Pedestrian access must be maintained where possible. Adequate provision should be made for pedestrians and mobility aid users at every job site.
Traffic Logistics does not accept responsibility for Traffic Guidance Schemes if not implemented by Traffic Logistics Pty Ltd.
Traffic Guidance Schemes must only be set up and packed up by qualified personnel with minimum current Implement Traffic Control Plans card (ITCPL).
Local constraints may not allow signage and devices to be placed in accordance with this TGS. The TGS qualified person may vary the positioning of signs and devices in accordance with tolerances shown in Section 7.10.3 of the TCAWS Manual V 6.1 2022.
Departures outside of the tolerances shall be shown on this TGS. TGS is to be set up and packed up by qualified traffic controllers with minimum current Implement Traffic Control Plans card. Any modifications to this TGS is to be made by qualified personnel.
This TGS has no departures from TCAWS V6.1.
Any modifications to Traffic Guidance Schemes must be made by a qualified person with a current PWZTMP card. All modifications to Traffic Guidance Schemes MUST be signed off by client, dated and signed by qualified PWZTMP cardholder and then sent back to the office for amendments.

Approximate Speed of traffic beginning of taper	Traffic control taper	Latency/offset	Proportion and change	Speed limit of road	Minimum number of lanes
45 or less	15	15	15	All lanes	4
45 - 55	15	15	15	10 to 15	8
55 - 65	30	30	30	greater than 15	12
65 - 75	N/A	70	115	greater than 15	18
75 - 85	N/A	80	130	80 to 115	24
85 - 95	N/A	90	145	greater than 115	30
95 - 105	N/A	100	160	80 to 115	12
Greater than 105	N/A	110	180	greater than 115	18

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APPENDIX G

MODULE INSTALLATION RUN SHEET

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Item 9

**Re: Building Works to 12 Carrington Street, Lilyfield
Proposed Running Schedule of Installation of Modules works**

The above-mentioned works are confirmed to be conducted over Monday 11th August 2025 through to Tuesday 12th August 2025. The running sheet for the work is as follows:

Monday 7:00AM (11th August 2025)

- Traffic Management commence on-site to notify residents of the impending works and restricted parking as per Parking Prevention Plan 'TLTGS219453'

Monday 11:00AM to 12:00PM

- Traffic Management commence set-up of the impending works as per Crane Works 'TLTGS219451'

Monday 11:30AM

- Traffic control to close off access to Carrington Street in anticipation of crane arrival.

Monday 12:00PM to 6:00PM

- 250T Crane mobilization / arrival to site and commences set-up.
- 20T Franna Crane to be used to lay out crane pads.
- Approx. 4x counterweight trucks to be unloaded in Scott Street and leave the area.
- 250T crane to be left on site overnight.
- Crane crew to leave site once crane is set-up.
- Counterweight trucks to arrive in scheduled intervals of approx. 45mins. Communication to be in place to ensure the area doesn't become congested with unscheduled arrivals.
- Sufficient room within Carrington Street to cater for up to 4x counterweight trucks if there are any delays with crane set-up.
- No counterweight trucks are to be left within the local area affected by these works.

Monday 6:00PM to 9:30PM

- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

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Monday / Tuesday 12:00AM to 3:30AM (11th - 12th August 2025)

- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'
- Trucks to commence arriving to site in spaced intervals under escort in accordance with NHVR permit approvals.
- Trucks to reverse into The Boulevard per Sweep Path 03
- Total of 5x oversize loads with associated pilot / escorts
- Trucks to turn off amber beacon lights once entered into closed road The Boulevard and park up per Sweep Path 04
- Truck drivers and pilot vehicles to park up and remain vehicles until 7:00am

Tuesday 3:00AM to 7:00AM (12th August 2025)

- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

Tuesday 6:30AM to 7:15AM

- Worker's arrival, unload tools & equipment and morning prestart meeting

Tuesday 7:00AM to Approx. 8:00AM

- Commence module de-hoarding in The Boulevard
- Once first module has been de-hoarded, truck to move from The Boulevard and reverse into Carrington Street under traffic management guidance per Sweep Path 06
- Refer to attached truck movements and sequencing on TMP-01 to TMP-16
- The process is repeated until all 5 trucks have been de-hoarded.
- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

Tuesday Approx. 8:00AM to approx. 3:00PM

- Commence module installation.
- Anticipated 1hr required per module install.
- Truck 1, once unloaded to close trailer and leave Carrington Street in forwards direction per Sweep Path 07
- The process is repeated until all 5 trucks have been unloaded and installed into position.
- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

Tuesday approx. 3:00PM to approx. 7:30PM

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- 250T Crane pack down and de-mobilization / removal from site
- Approx. 4x counterweight trucks to be loaded in Carrington Street and leave the area.
- Counterweight trucks to arrive in scheduled intervals of approx. 45mins. Communication to be in place to ensure the area doesn't become congested with unscheduled arrivals.
- 20T Franna Crane to be used to pack-up crane pads.
- Sufficient room within Carrington Street to cater for up to 4x counterweight trucks if there are any delays with crane pack down.
- Traffic Management enforcing Parking Prevention Plan 'TLTGS219453'
- Traffic Management enforcing works as per Crane Works 'TLTGS219451'

Tuesday 3:00PM to 5:00PM

- Clean and tidy all street work areas.
- Construction crews to leave site.

Tuesday 7:30PM to 9:30PM

- Traffic control to pack up and demobilize from site.

Attachment 1

Item No: LTC0725(1) Item 10
Subject: COLLEGE STREET, BALMAIN - PROPOSED ONE WAY RESTRICTION (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed one-way westbound traffic in College Street, Balmain between Cameron Street and Curtis Road, be supported in-principle, subject to Transport for NSW approval of the Traffic Management Plan.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received concerns from several residents about the narrow road width with frequent reports of near miss incidents in College Street between Cameron Street and Curtis Road. In response investigation and consultation was undertaken for a one-way westbound traffic flow, including associated signage and line marking in College Street, between Cameron Street and Curtis Road as illustrated in *Attachment 1*.

BACKGROUND

College Street is a local road consisting of a 5.9m width between kerbs, surrounded by predominantly residential houses, a playground, a commercial property at its eastern end, including the Dry Dock Hotel. Due to its narrow width and parking being permitted on both sides of the street, in some situations this may leave inadequate road space for passing traffic. Historically, vehicles have been known to be parked partially on the footpath to provide sufficient passing space.

In December 2024, Council staff held a site meeting with residents in College Street, Balmain who expressed concerns regarding the narrow carriageway width and safety issues which arise as a result. To alleviate these issues, investigation work was undertaken for a one-way westbound traffic flow. This proposal can be seen within *Attachment 1*.

Mid-block traffic count data was collected in College, Mort and Church Streets in March 2025 and the results were assessed as part of the investigation for College Street. The findings show an average of 227 vehicles travelling eastbound and 118 vehicles westbound each day in College Street. A summary of the average traffic volumes in College Street and the neighboring Church and Mort Streets can be seen below. Based on these numbers, any potential diversion of traffic to nearby streets is not expected to be significant.

Site	Eastbound Avg Volume	Westbound Avg Volume
College Street	227	118
Mort Street	653	834
Church Street	672	540

Table 1: Average Daily Vehicle Volume

Council is also currently investigating a 10km/h Shared Zone proposal in College Street as part of the Balmain East/Birchgrove Local Area Traffic Management (LATM) study currently underway.

DISCUSSION

A consultation letter outlining the proposed one way was issued to properties below for feedback on the proposal. The outcomes of the consultation have been summarised below in Table 2 and Table 3. It should be noted that for traffic management proposal to be considered, a response from 20% of properties within the subject section is required with at least 60% support from respondents.



Figure 1: Proposal Distribution Map

Outcomes in College Street between Cameron Street and Curtis Road					
Total Number of Properties	Total Support	in Total Objection	in Response Rate	Response Support Rate	Response Objection Rate
43	23	2	58%	92%	8%

Table 2: Consultation Results in College Street between Cameron Street and Curtis Road

Outcomes in surrounding sections (College, Church and Mort Streets)	
Total in Support	Total in Objection
8	4

Table 3: Consultation Results Within Surrounding Streets

Based on the above results, sufficient support has been received from residents within the subject section to proceed with implementation of the proposal. Comments in response to this proposal have been summarised within the table below.

Resident Concerns	Officer Feedback
It is physically impossible for two-way traffic to share this narrow street and converting it to one-way will go a considerable way to making it a more navigable and less terrifying passageway (5 similar comments).	Council has noted residents' safety concerns regarding the road width. The proposed one way will assist in alleviating these issues.
The safety issue is the speed at which cars travel in our street. This is due to inadequate signage of the speed limit, inadequate signage notifying drivers to the presence of a playground, an increase in traffic due to the Dry Dock re-opening. A one way street will not increase the safety, however a shared 10km pedestrian zone with clear signage will by reducing traffic speed. Can you please explain why this option has not been considered, as it was discussed at the meeting. (2 similar comments) In addition, parking is already a massive issue, a one way street will mean extra traffic as we all do multiple loops of the block looking for a spot anywhere near our house. Furthermore, due to the nature of the deep gutters and slope of the pavement. Those that live in the even numbered, Curtis St end, will be unable to exit their car if they park outside their houses.	Council is currently developing a Local Area Traffic Management (LATM) plan for the Balmain East/Birchgrove precincts and examining a 10km/hr Shared Zone within College Street including traffic calming devices to provide a low speed road environment. The proposed one way restriction will assist in alleviating issues pertaining to the narrow carriageway width along with reducing vehicle volume within this section of College Street by restricting eastbound traffic. A resident parking scheme is currently in place to address long-term non-residential parking in the street. The kerb profile is the same on both sides of the street and is expected to remain unchanged from the one way parking arrangement.
Any proposal to funnel some traffic into this street can only make the situation worse. I can't see that the proposal makes things safer in Church Street which your headline " making traffic safer for local residents" suggests would be the case. While I acknowledge Mort Street is a wider street than College Street, cars are typically parked on either side of Mort Street creating a narrower passageway. It is not uncommon for cars traveling in opposite directions, at the same time,	It is expected approximately 227 vehicles will be diverted into the neighbouring streets which will primarily include Church and Mort Streets. These increase in volumes in Church and Mort Street is not considered significant. Church and Mort Streets have a kerb to kerb width of 9.8m and Mort Street has 9.75m respectively. Both streets have a more appropriate width to accommodate

<p>needing to stop to allow the other car to pass. An increase in traffic on Mort Street will further exacerbate this creating a safety issue for residents entering their cars as traffic passes in very close proximity to parked vehicles. This is particularly concerning for residents with young families, including my own, who are required to place their children in car seats and are left exposed to traffic passing by.</p>	<p>parking and two-way traffic than College Street.</p> <p>Additionally, Church and Mort Streets have no reported crashes within the last five years to raise concerns regarding the existing arrangements.</p>
<p>A good follow up step would be to only have parking allowed on one side of the street at a time, alternating along the length of the street. This street is too narrow for double sided parking, and cars end up parked on the footpath, blocking pedestrian access. (1 similar comment)</p>	<p>This suggestion would result in a significant loss of parking and lead to an increase in parking demand within neighbouring streets to accommodate. As parking is in demand in Balmain and residents have expressed difficulty in finding parking, this would not be supported by impacted residents.</p>
<p>If College Street is to be made one-way, it should be in the direction taken by the majority of current traffic on that street. If currently an average of 227 vehicles travel eastbound and 118 vehicles westbound, then surely any change should be to make College Street one-way eastbound. That would at least minimise the amount of traffic being diverted to neighbouring streets. (3 similar comments)</p>	<p>The westbound restriction was supported by residents as it is an uphill direction which will assist in slowing vehicle speeds and receives the least volume will also reduce safety issues associated with the narrow width. The overall volumes are low and expected to have minimal impact on neighbouring streets.</p>
<p>The proposal favours residents in one street at the expense of residents in other nearby streets. If successful, this proposal may also create a precedent for residents in other streets to apply to become one-way.</p> <p>Narrow two-way streets have long been a part of living in Balmain. Moreover, College Street is in a privileged position to many comparable streets in the suburb in that the College Street Park takes up approximately one third of the western side meaning there are less houses on the street between Curtis and Campbell Streets and therefore less resident traffic.</p> <p>While the refurbishment of the Dry Dock has increased traffic on College Street, it is not a new venue. Residents who have acquired homes in the street, have done so knowingly that a hotel in close proximity may translate to an increase in traffic along the street.</p>	<p>Comments noted. Council generally only considers one-way restrictions for streets with genuine safety concerns, insufficient widths to accommodate two-way traffic, area wide traffic volumes impacts along with resident support.</p> <p>Whilst College Street comparatively exhibits less traffic than neighbouring streets, the primary issue is regarding its insufficient carriageway to accommodate a two-way traffic arrangement. This has led to safety concerns reported from residents.</p>

FINANCIAL IMPLICATIONS

The proposed works are to be funded under Council's signage and linemarking budget.

ATTACHMENTS

1. [College Street, Balmain - One Way Proposal Plan](#)



Item No: LTC0725(1) Item 11

Subject: PERCIVAL ROAD AND TEMPLE STREET, STANMORE – TEMPORARY FULL ROAD CLOSURE FOR STANMORE MUSIC FESTIVAL – SATURDAY 15 NOVEMBER 2025 (DAMUM-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary full road closure of Percival Road, between Salisbury Road and Myrtle Street, and Temple Street between Percival Lane West and Percival Road, Stanmore be **APPROVED** for the purpose of holding the 'Stanmore Music Festival' Event on Saturday 15 November 2025 between 6.00am and 9.30pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Inner West Council is presenting Stanmore Music Festival on Saturday 15 November 2025 from 12:00noon until 7:00pm. To facilitate the event there will be a temporary full road closure of Percival Road, between Salisbury Road and Myrtle Street and Temple Street between Percival Lane West and Percival Road, Stanmore (ENRC/202/0041). This will require some road detours in surrounding streets. Road closure and event bump in will occur from 6:00am and bump out will conclude by 9:30pm.

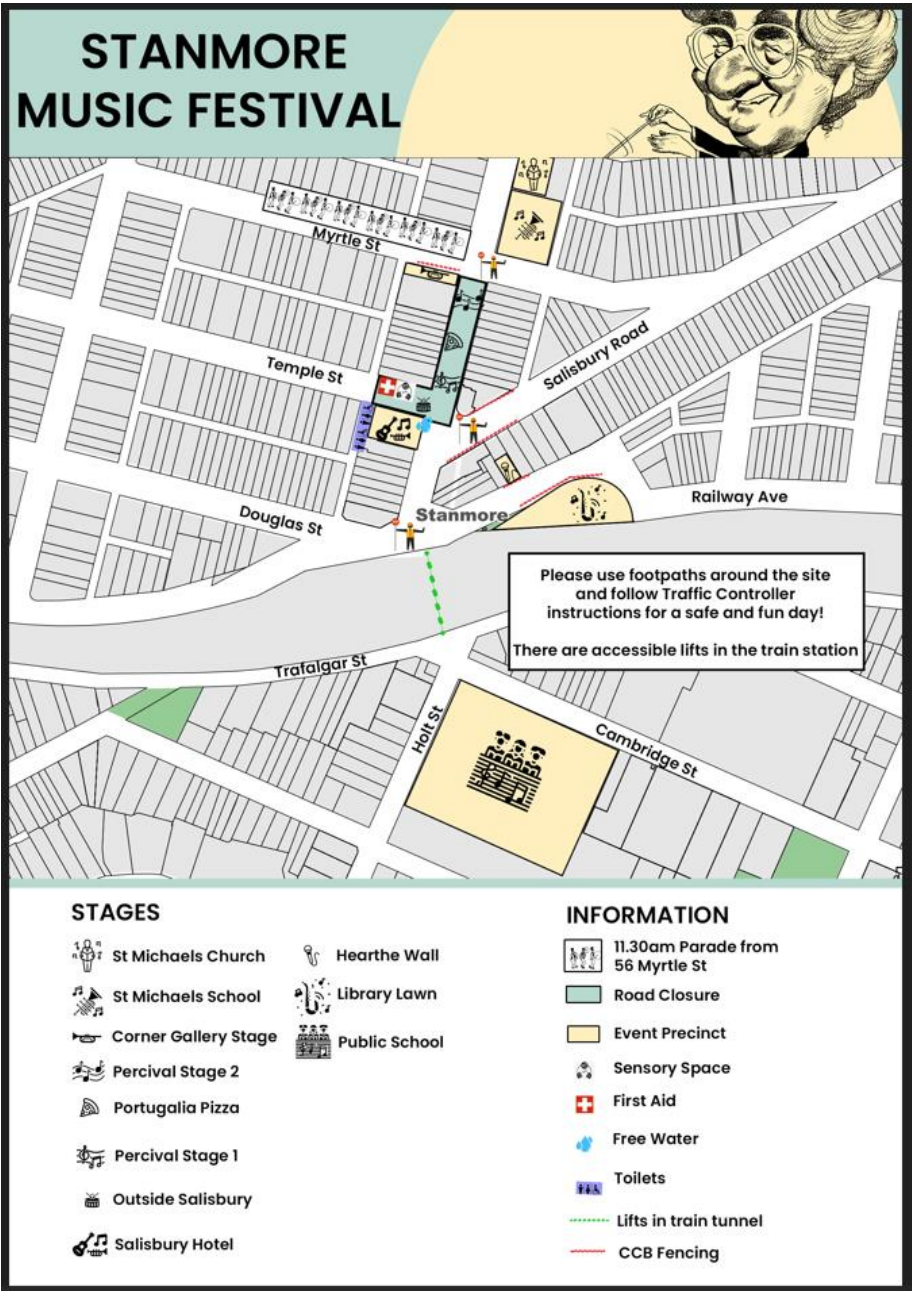
BACKGROUND

Stanmore Music Festival is a celebration of live music in the Inner West. The event will run on Saturday 15 November 2025 from 12noon to 6pm and will feature multiple outdoor live music stages across the festival site. This will be the fifth Stanmore Music Festival.

OFFICER COMMENTS

The event area will be on Percival Road between Salisbury Road and Myrtle Street and Temple Street between Percival Lane West and Percival Road, Stanmore (refer to the site map below – Stanmore Music Festival Area).

Site map



Authorised traffic controllers will implement intermittent stop/slow traffic control on Myrtle Street to allow participants of the parade to gather on the northern footpath of Myrtle Street and then cross safely into the event area once traffic has been held.

Access around the event site will be maintained by a detour. The detour loop will include Douglass Street, Salisbury Road, Myrtle Street and Bruce Street.

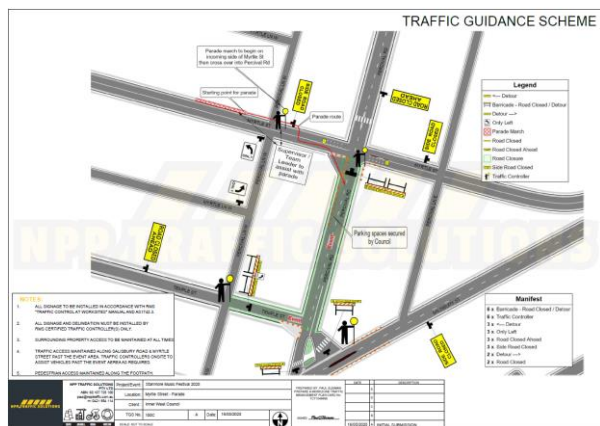
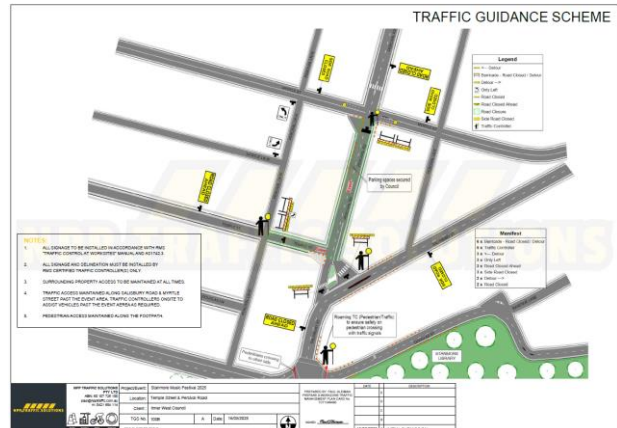
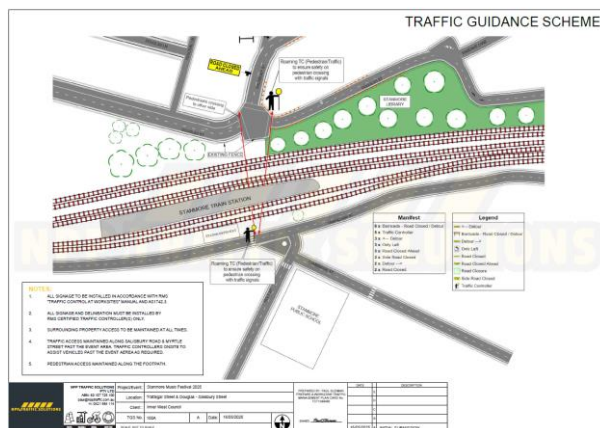
No special event clearways will be installed for this event. Inner West Council will instead install

'No Stopping' signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event. To help inform road users in the lead-up to the festival, temporary message signage will be installed by Inner West Council in prominent locations. These will display the road closure information and serve as an early warning for the community.

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 (and carry appropriate certificates), 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.

Traffic Management Plan and Traffic Guidance Schemes

A Traffic Management Plan has been provided and is attached at the end of this report. The three associated Traffic Guidance Schemes are reproduced below along with the detour plan.



Traffic management for the event will be overseen by an accredited Traffic Manager from NPP Traffic Solutions Pty Ltd, who will coordinate the implementation of all approved Traffic Guidance Schemes, including road closures, signage, and barriers.

The Traffic Management Plan is to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by NPP Traffic Solutions Pty Ltd.

All traffic control measures will be installed in accordance with Transport for NSW (TfNSW) and SafeWork NSW requirements. Accredited traffic controllers holding current “Implement Traffic Control Plan”, and “Traffic Controller” certification will be deployed for all stop/slow operations and onsite traffic direction.

Impacts on buses

Transit Systems service 412 uses Douglas Street and Salisbury Road through Stanmore, and this service will not be impacted.



Impacts on pedestrians and cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

The closest train station is Stanmore Station. It is approximately 120 metres walk from the event precinct. Currently the TfNSW Trackworks schedule for event day shows no scheduled track works for the T2 Inner West and Leppington Line. <https://transportnsw.info/>

Impacts on Parking

Inner West Council will temporarily cover existing parking signage within the precinct and replace it with “No Stopping” notices to support vehicle clearance. This will take place ahead of the event day. Any remaining parked vehicles will be relocated by authorised towing services to a nearby temporary holding area.

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

Impacts on traffic

The traffic generated as a result of the proposed festival should not have a major impact on the surrounding traffic network. The arrival and departure of attendees of the festival is expected to be staggered.

At present, there is no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction.

PUBLIC CONSULTATION

The proposed temporary full road closures have been advertised in accordance with the Roads Act 1993.

Advice of the proposed event must be forwarded to all the appropriate groups, including emergency services. A copy of the draft notification letter is attached at the end of this report.

FINANCIAL IMPLICATIONS

Funding of \$25,000 has been allocated by Council for organising the Stanmore Music Festival event from Council's Events operational budget.

CONCLUSION

It is recommended that Council agree to the temporary full road closures on Saturday 15 November 2025 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.



EVENT NOTIFICATION

SPECIAL EVENT ROAD CLOSURE - STANMORE MUSIC FESTIVAL SATURDAY 15 NOVEMBER 2025

Dear Resident,

Inner West Council and the Stanmore Music Festival committee will be presenting Stanmore Music Festival on Saturday 15 November 2025 between 12:00pm – 7:00pm. The streets of Stanmore will again come alive with the sound of music in honour of the renowned Australian musician, conductor, educator, and Stanmore resident, the late Richard Gill AO.

To facilitate the event the following roads will be closed from **6:00am–9:30pm**:

- **Percival Road**, between Salisbury Rd and Myrtle St
- **Temple Street**, between Percival Laneway and Percival Road.

Road closure and event bump in will occur from 6:00am and bump out will conclude by 9:30pm. This will require some detours in surrounding streets.

Please do not leave your car parked within the road closure area. If you park your vehicle on any of the closed roads it may be towed.

The public are encouraged to walk, cycle or use public transport. Council will endeavour to minimise any disruption to local resident amenities.

We hope that you will join us at Stanmore Music Festival. For further information please visit: www.innerwest.nsw.gov.au/stanmoremusicfestival or you can contact me directly on 9392 5259.

Sincerely,


Michael Daly
Manager Creative Communities

ATTACHMENTS

1. [NPP - IWC - Stanmore Music Festival 2025 - TMP TGS v2](#)



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Traffic Management Plan

Event: Stanmore Music Festival 2025
Delivered To: Inner West Council





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Document History

REV	DATE	DESCRIPTION
1.0	May 2025	Initial Submission





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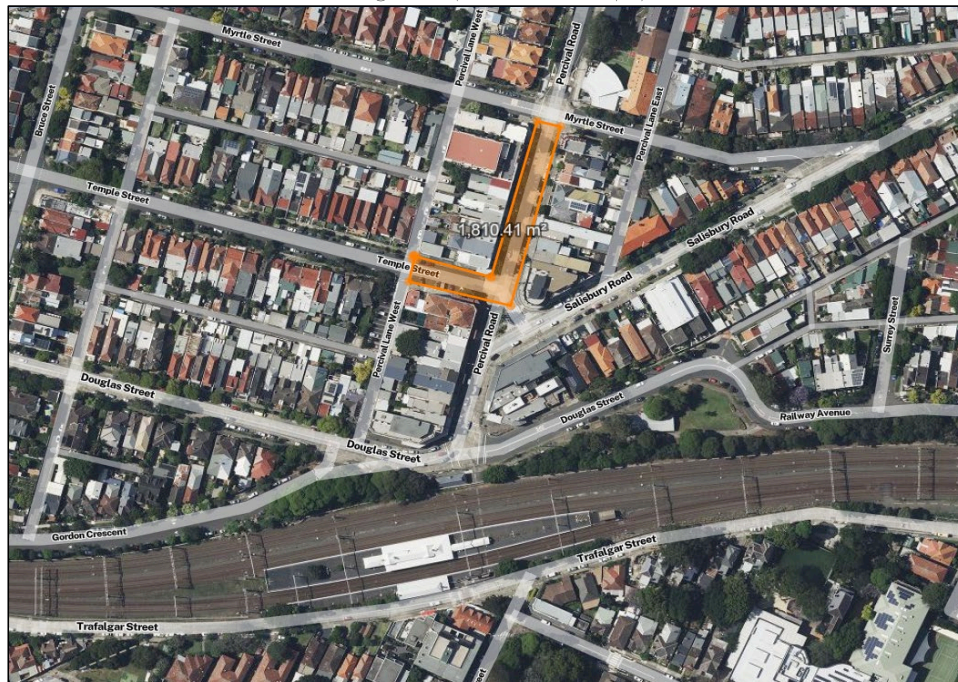
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1.0 Introduction

The Stanmore Music Festival 2025 is a large-scale community event taking place on 15 November 2025, across multiple precincts in Stanmore, including street-based stages, council engagement zones, and a street parade. The festival site spans Percival Road (between Salisbury Road and Myrtle Street) and Temple Street (between Percival Lane West and Percival Road), with designated road closures, pedestrian access areas, and supplier entry points. *Diagram 1* below illustrates the event location and site boundaries.

Diagram 1 (Source: Six Maps)



The Traffic Management Plan (TMP) has been developed to manage road closures, vehicle movements, and pedestrian safety for the duration of the event. It addresses the conditions and operational requirements of Inner West Council, Transport for NSW, and NSW Police, ensuring the safety of participants, performers, suppliers, and the general public.

The objective of this TMP is to coordinate the safe and efficient movement of traffic—including event-related vehicles, public transport users, and pedestrians—while





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minimising disruption to local residents and businesses. It includes detailed procedures for road closures, hostile vehicle mitigation (HVM) setups, supplier access, and traffic control during the 12:00 pm street parade along Myrtle Street.

Developed in consultation with the event organisers and relevant stakeholders, this TMP outlines clear responsibilities, access controls, and mitigation strategies to ensure a safe and successful festival day.

1.1 Abbreviations & Terminology

Term	Definition
TMP	Traffic Management Plan – a document outlining how traffic will be safely managed during an event or activity.
TGS	Traffic Guidance Scheme – a diagram showing the layout of signs, barriers, and other traffic control devices.
SWMS	Safe Work Method Statement – a document identifying high-risk work and the control measures used to mitigate it.
TfNSW	Transport for New South Wales – the state agency responsible for road, rail, and public transport systems.
VMS	Variable Message Sign – an electronic sign used to display real-time traffic information.
PPE	Personal Protective Equipment – safety equipment worn to reduce exposure to hazards (e.g. hi-vis, helmet).
HVM	Hostile Vehicle Mitigation – safety measures used to prevent unauthorised vehicle access or threats.
TMC	Transport Management Centre – NSW government centre responsible for real-time road network operations.
WHS	Work Health and Safety – legislation and practices focused on maintaining a safe working environment.
Council	Refers to Inner West Council, the local government authority managing the event precinct.
Event Site/Precinct	The designated area where the event is held, including roads, footpaths, and facilities affected by the event.





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2.0 Event Details

2.1 Proposed Programme

- Event Name: Stanmore Music Festival
- Event Date: **Saturday** 15 November 2025
- Event Start Time: 12:00 pm
- Event Finish Time: 7:00 pm
- Event Set-Up Time: From 5:30 am (all vehicles and infrastructure offsite or secured by 6:00 am)
- Event Pack Down Complete: By 9:30 pm
- Event Type: Community Street Festival

This community celebration will include live music stages, council activations, stalls, and a street parade, all within a designated road-closed footprint in the Stanmore village precinct.


2.2 Key Contacts

- Inner West Council: Vicky Fong – Producer, Civic and Community
Address: 7–15 Wetherill Street, Leichhardt NSW 2040
Phone: 02 9392 5663
Email: vicky.fong@innerwest.nsw.gov.au
- Inner West Council: Jason Scoufis - Acting Traffic & Transport Planning Manager
Email: jason.scoufis@innerwest.nsw.gov.au
Address: 7–15 Wetherill Street, Leichhardt NSW 2040
Phone: 02 9392 5663
- NSW Police – Inner West Area Command (PAC)
Contact Officer: Superintendent Despa Fitzgerald
Phone: (02) 9568 9299
- Traffic Management Contractor: Paul Sleiman – Events Manager / Director - NPP Traffic Solutions Pty Ltd
Mobile: 0421 654 114
Email: paul@npptraffic.com.au





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- Transport for NSW – Bus Operations: Steven Blight – A/Transport Planning Project Manager
Mobile: 0447 377 450
Email: busapproval@transport.nsw.gov.au

2.3 Brief Description

Stanmore Music Festival 2025

The Stanmore Music Festival will return on **Saturday**, 15 November 2025, bringing live music and community spirit to the streets of Stanmore in Sydney's Inner West. Now in its 5th year, the festival continues to celebrate the life and legacy of the late Richard Gill AO—an acclaimed Australian conductor, educator, and passionate advocate for accessible music education, who was also a proud Stanmore local.

The event transforms the village precinct into a vibrant cultural hub, featuring multiple outdoor stages, performances from local artists, and family-friendly activities. With thousands of attendees expected again this year, the festival showcases over 60 live music acts across various stages, celebrating Sydney's diverse music scene and community energy.



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3.0 TRAFFIC AND TRANSPORT MANAGEMENT

3.1 Road Closures – 06:00 to 21:30, 15 November 2025

The following roads will be closed to vehicular traffic for the duration of the festival:

- **Percival Road** (in both directions) between Salisbury Road and Myrtle Street
- **Temple Street** (in both directions) between Percival Lane West and Percival Road

Traffic control and signage will be implemented to support safe closure and redirection.

3.2 Intermittent Stop/Slow Traffic Control – 11:30 to 13:30

Traffic controllers will implement stop/slow procedures along **Myrtle Street** to allow the safe passage of participants in the midday street parade. Attendees will gather on the northern footpath of Myrtle Street and then cross into the main event zone under direction from traffic control personnel.

3.3 Detours

Detour routes will remain in effect for the duration of the road closures. Local traffic will be redirected via **Douglass Street, Salisbury Road, Myrtle Street, and Bruce Street**, with clear signage to assist drivers navigating around the site.

3.4 Cleaning

Before roads are reopened at 21:30 on 15 November 2025, Inner West Council will undertake a full clean of the event site and surrounding areas to return the roads to safe operational condition.

3.5 Parking Signage Adjustments

Inner West Council will temporarily cover existing parking signage within the precinct and replace it with “No Stopping” notices to support vehicle clearance. This will take place ahead of the event day. Any remaining parked vehicles will be relocated by authorised towing services to a nearby temporary holding area.





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3.6 Public Transport – Sydney Trains

The closest public transport access point is **Stanmore Station**, located approximately 120 metres from the event zone.

At the time of writing, there are no scheduled trackwork interruptions affecting the **T2 Inner West & Leppington Line** on the day of the event. Attendees are encouraged to check the latest travel updates via [Transport for NSW](https://www.transport.nsw.gov.au) closer to the event date.

3.7 Public Bus Services – Transit Systems & Transdev NSW

Transit Systems' **Route 412**, which travels via **Douglas Street** and **Salisbury Road**, will not be affected by the event's road closures. These roads remain open and accessible, ensuring that scheduled services through Stanmore continue as normal.

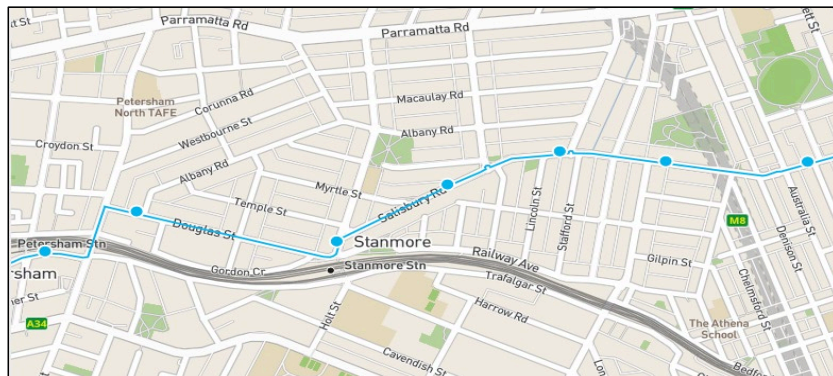


Diagram 2 (Source: TfNSW)

3.8 Parking

Parking availability will be limited to surrounding residential streets and a few small public car parks near the event site. No dedicated event parking will be provided. To reduce traffic congestion and support event logistics, attendees are strongly encouraged to use public transport.


3.9 Construction, Traffic Calming, and Other Road Impacts

At the time of this report, there are no scheduled construction works or traffic-related developments anticipated to affect the event precinct. The festival area does not





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contain any traffic calming devices or other installations likely to interfere with traffic flow or pedestrian access.

3.10 Traffic Control

Traffic management for the event will be overseen by an accredited Traffic Manager from **NPP Traffic Solutions Pty Ltd**, who will coordinate the implementation of all approved Traffic Guidance Schemes, including road closures, signage, and barriers.

All traffic control measures will be installed in accordance with Transport for NSW (TfNSW) and SafeWork NSW requirements. Accredited traffic controllers holding current "Implement Traffic Control Plan" and "Traffic Controller" certification will be deployed for all stop/slow operations and onsite traffic direction.

3.11 Pedestrians and Cyclists

Pedestrian movement will not be significantly affected by the event. Existing footpaths within and surrounding the festival precinct will remain accessible and usable throughout the day. Attendees are encouraged to follow any instructions provided by traffic controllers to ensure safe movement around the site.

There are no formal cycleways impacted by the event footprint. Cyclists approaching or passing through the precinct will be asked to dismount and walk their bicycles while within the event area to ensure the safety of all attendees.

3.12 Heavy Vehicle Impacts

Heavy vehicle traffic may experience minor delays due to increased congestion and road closures around the event site. Signposted detour routes will be in place to redirect through-traffic, and drivers of heavy vehicles are advised to plan alternative routes in advance.


3.13 Special Event Clearways


No dedicated Special Event Clearways will be in place for this event. However, Inner West Council will install **temporary No Stopping signage** across the event precinct prior to Sunday 15 November 2025. Vehicles remaining in contravention of these restrictions will be towed to a nearby holding area on the morning of the event to facilitate safe setup and operation of the site.





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4. RISK MANAGEMENT - TRAFFIC

4.1 Occupational Health & Safety – Traffic Control

Managing traffic safely is one of the most important and high-risk components of delivering a successful street event. Inner West Council, as the event Risk Manager, is committed to identifying and managing safety risks in line with its obligations under the Work Health and Safety Act 2011 (NSW). The goal is to reduce traffic-related risks as much as reasonably possible through careful planning and proactive control measures.

NPP Traffic Solutions Pty Ltd has been appointed to develop and implement traffic management plans for the Stanmore Music Festival. Working closely with Inner West Council and other agencies, NPP will coordinate the setup and operation of road closures, detours and traffic control points in accordance with Transport for NSW and SafeWork NSW guidelines.

The traffic control strategy for the event follows a risk-reduction approach: where possible, traffic will be fully separated from pedestrian areas through road closures. Where full separation isn't practical, barriers, signage and accredited traffic controllers will be used to minimise risk. Controlled access points may be established in consultation with emergency services to ensure the safety and accessibility of the event.

Planning for traffic management is guided by regular consultation between Inner West Council, NPP, and key stakeholders to ensure the final plan is safe, practical and minimises disruption to the local community.

4.2 Public Liability Insurance

NPP Traffic Solutions Pty Ltd holds current public liability insurance with a coverage limit of \$20 million.

4.3 Police

NSW Police – Inner West Area Command will be notified of the event and consulted during the planning process by the event organiser. Police may attend on the day to assist with oversight of traffic management, public safety, and crowd control as required.





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4.4 Fire and Rescue NSW & NSW Ambulance

The event organiser will notify **Fire and Rescue NSW** and **NSW Ambulance** in writing prior to the event. This ensures emergency services are aware of the road closures, access restrictions, and overall event footprint, allowing them to plan accordingly and respond effectively if required.

4.5 Government Agencies and Authorities

The Stanmore Music Festival will take place on public roads and council-managed open spaces within the Inner West Council Local Government Area. No separate approvals are required from other government bodies, authorities, or trusts.

4.6 Hostile Vehicle Mitigation

Hostile vehicle mitigation (HVM) measures may be implemented within the road closure zone in line with the event's risk assessment and direction from NSW Police. Due to the sensitive nature of these measures, details of HVM arrangements are not publicly disclosed.

4.7 Risk & Contingency Plans

Event-specific traffic risks and mitigation measures have been considered based on the site layout, local conditions, and feedback from previous years. This year, particular focus has been given to the interaction between pedestrian activity and supplier vehicle access on Temple Street, as well as crowd control near Stanmore Station during peak afternoon hours. Cyclist safety and the potential for unauthorised ride-share drop-offs have also been identified as emerging risks requiring proactive management. The following table outlines key issues, their applicability, and the actions to be taken to reduce or eliminate associated risks:





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Item	Verified	Action Taken
Road closures confirmed	Yes	One-way and local road closures will be implemented with signage, barricades, and on-site traffic control.
Access for emergency services	Yes	All emergency services have been consulted. Access routes remain open and unobstructed.
Impact to local businesses	Yes	Nearby businesses have been notified in advance via letterbox drops and public notices.
Heavy vehicle restrictions	Yes	Heavy vehicle access is restricted; detour routes are in place and have been publicly communicated.
Public transport adjustments	Yes	Transport operators have reviewed services. Temporary stops and minor route changes will be communicated.
Pedestrian and cyclist detours	Yes	Footpaths remain open; cyclists asked to dismount through event areas. Clear signage will be in place.
Construction and site access	Yes	No construction conflicts identified. Stakeholders advised and site access has been confirmed.
Traffic signage	Yes	Council and contractors will install required signage prior to the event, including temporary closures and wayfinding.
Intersection management	Yes	Traffic controllers will manage key intersections as needed, in line with NSW Police direction.
Community notifications	Yes	Letters have been distributed to affected residents and stakeholders outlining road impacts and access changes.

This section outlines the contingency arrangements developed to support the safe and effective delivery of the event. It identifies potential traffic-related risks or disruptions and details the planned responses to minimise their impact and maintain the continuity of event operations.

Issue/Risk	Applicable	Action Taken
Unexpected road closures	Yes	Traffic detours in place; traffic controllers to manage flow on alternate routes.
Emergency vehicle access	Yes	Routes confirmed with emergency services; access maintained at all times.
Public transport disruptions	Yes	Bus routes monitored; detours or temporary stops arranged if needed.
Heavy weather or flood conditions	Yes	Event team to monitor conditions; diversions arranged with TMC and TfNSW if needed.
Parking during wet weather	Yes	Attendees encouraged to use public transport due to limited and potentially unsafe parking.
Crowd overflow or congestion	Yes	Additional marshals and traffic controllers on standby; barriers used to manage flow.





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Vehicle breakdown within closure zone	Yes	Tow services available to clear route quickly and safely.
Accident or emergency on the route	Yes	If monitored by CCTV, emergency services will be notified to respond.
Unauthorised entry into road closure area	Yes	Traffic control to monitor access points; police notified if required.
Signage or barrier failure	Yes	Spare signage/barriers on site; traffic team to replace or repair as needed.
Late arrivals for supplier or performer vehicles	Yes	Supplier access via Temple St; late arrivals coordinated by site manager and traffic control.
Slow participants	Yes	Cut-off times will be enforced by event staff if applicable.
Delayed event start or activities	Yes	Any delays will be managed and communicated by the event organiser.
Cyclist or pedestrian safety concern	Yes	Clear signage and footpath routes; cyclists asked to dismount in event zones.
Security of participants or VIPs	Yes	Event organiser to coordinate and manage as needed.

4.8 Safe Work Method Statement (SWMS)

A Safe Work Method Statement (SWMS) will be prepared and implemented for the Stanmore Music Festival to address all high-risk work associated with traffic management activities. The SWMS will identify hazards, assess potential risks, and outline control measures to ensure the safety of workers, contractors, and the general public. All personnel involved in traffic setup, control, and pack-down will be briefed on the SWMS and are required to follow it at all times throughout the event.





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5.0 Event Impact Management and Emergency Access Planning

5.1 Emergency access

A clear 4-metre-wide emergency lane will be maintained throughout the road closure zone to allow access for emergency vehicles. Traffic controllers will be stationed at key points to assist and ensure quick passage if required.

5.2 Public Notification of Traffic Management Measures

Inner West Council will lead the community notification process ahead of the event. This includes:

- Distributing letters to nearby residents and businesses at least two weeks before the festival, outlining the road closures and key details.
- Installing temporary signage ("Special Event – Road Closed") with the specific dates and times around the precinct to give drivers advance notice.

5.3 Permanent Signage Considerations

There will be no use of permanent overhead VMS (Variable Message Signs) for this event.

5.4 Deployment of Temporary Message Signage

To help inform road users in the lead-up to the festival, temporary message signage will be installed by Inner West Council in prominent locations. These will display the road closure information and serve as an early warning for the community.





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6. Privacy Notice

The information included in this Transport Management Plan may contain personal information. This information may be collected, stored, and used by NSW Police, Transport for NSW, and Inner West Council for the purposes of assessing, managing, or supporting traffic arrangements for the event.

This collection of information is undertaken in accordance with:

- Road Transport Act 2013 (NSW)
- Road Transport (General) Regulation 2021 (NSW)
- Roads Act 1993 (NSW)
- Privacy and Personal Information Protection Act 1998 (NSW)

By submitting this plan, the event organiser confirms that the information provided is accurate and complete to the best of their knowledge. Where personal information relating to other individuals is included, consent has been obtained to share that information for event-related purposes.

Information may be shared with other authorised parties, including emergency services, contractors, or regulatory bodies, where required to support the safe delivery of the event. Individuals have the right to access and amend their personal information in accordance with the Privacy and Personal Information Protection Act 1998.

Approval

TMP Approved by: Date:
Event Organiser – Inner West Council





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7. Conclusion

This Traffic Management Plan has been prepared to ensure the safe, efficient, and well-coordinated delivery of the Stanmore Music Festival 2025. It outlines the proposed road closures, detours, traffic control measures, and stakeholder communications necessary to minimise disruption to the local community while prioritising public safety and accessibility.

The plan has been developed in consultation with relevant authorities, including Inner West Council, Transport for NSW, and NSW Police, and incorporates site-specific considerations, risk assessments, and contingency planning. Emphasis has been placed on maintaining emergency access, clear public communication, and the safe movement of pedestrians, cyclists, and vehicles throughout the event.

With these measures in place and implemented by experienced personnel, the event is expected to proceed with minimal disruption to the broader community while providing a safe and enjoyable experience for all attendees.

This Traffic Management Plan has been developed using information sourced from relevant stakeholders, site-specific conditions, and applicable regulations.

This plan is presented by **Paul Sleiman** (SafeWork NSW Card # TCT1049490) on behalf of NPP Traffic Solutions Pty Ltd.


Paul Sleiman

NPP Traffic Solutions Pty Ltd






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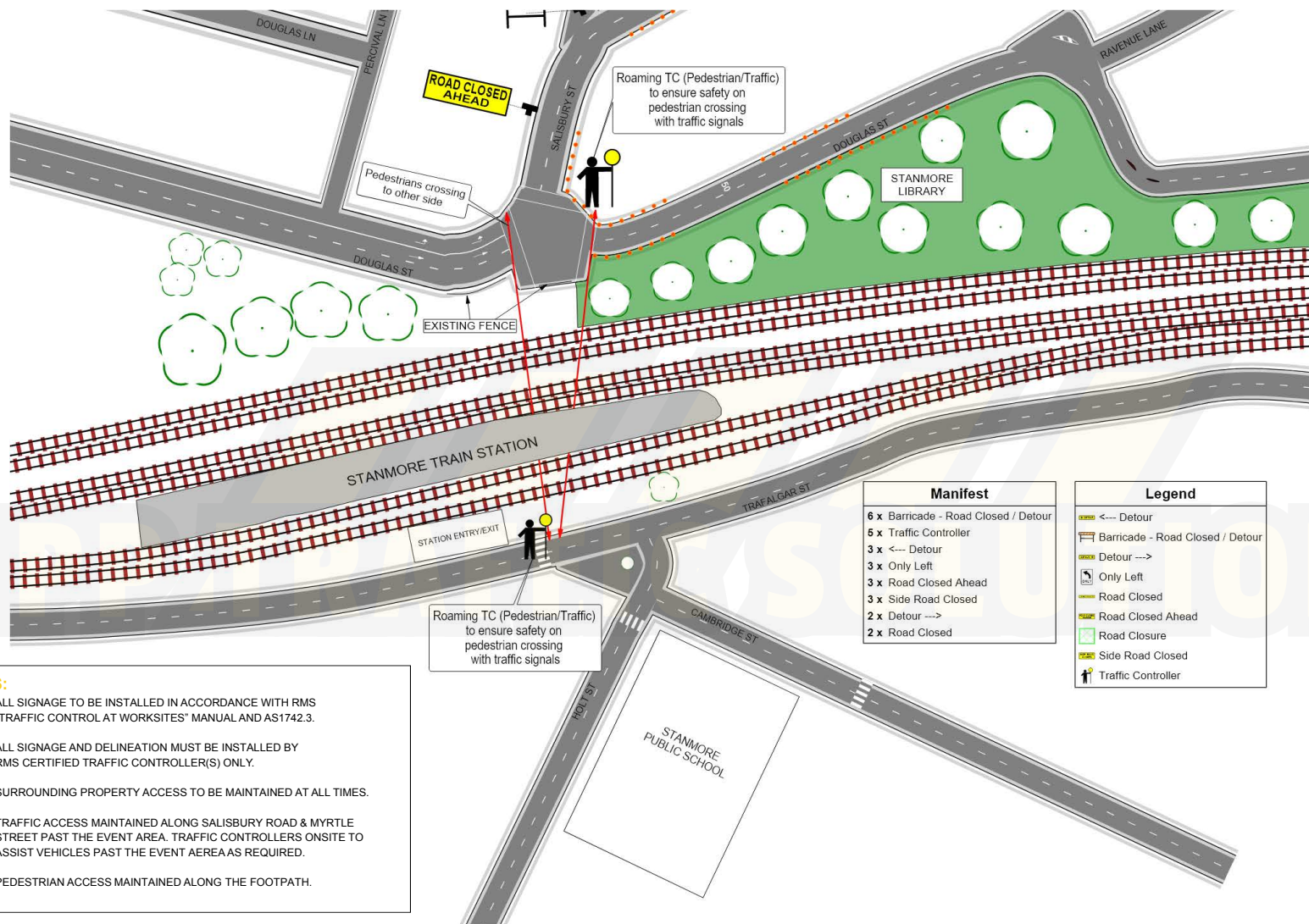
 Level 3/23 George Street, Burwood, 2134

Appendix

Appendix A: TGS 100A




TRAFFIC GUIDANCE SCHEME




<p>NPP TRAFFIC SOLUTIONS PTY LTD ABN: 60 107 725 100 paul@npptraffic.com.au m: 0421 654 114</p>	Project/Event:	Stanmore Music Festival 2025			<p>PREPARED BY: PAUL SLEIMAN PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT1049490</p> <p>SIGNED: <i>Paul Sleiman</i></p>	DATE	DESCRIPTION
	Location:	Trafalgar Street & Douglas - Salisbury Street					E
	Client :	Inner West Council					D
	TGS No.	100A	A	Date:		16/05/2025	
<p>TRAFFIC CONTROL BARRICADE SPECIAL EVENT SMOKE PUFF</p>	SCALE: NOT TO SCALE					B	
						16/05/2025	A INITIAL SUBMISSION



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 0421 654 114

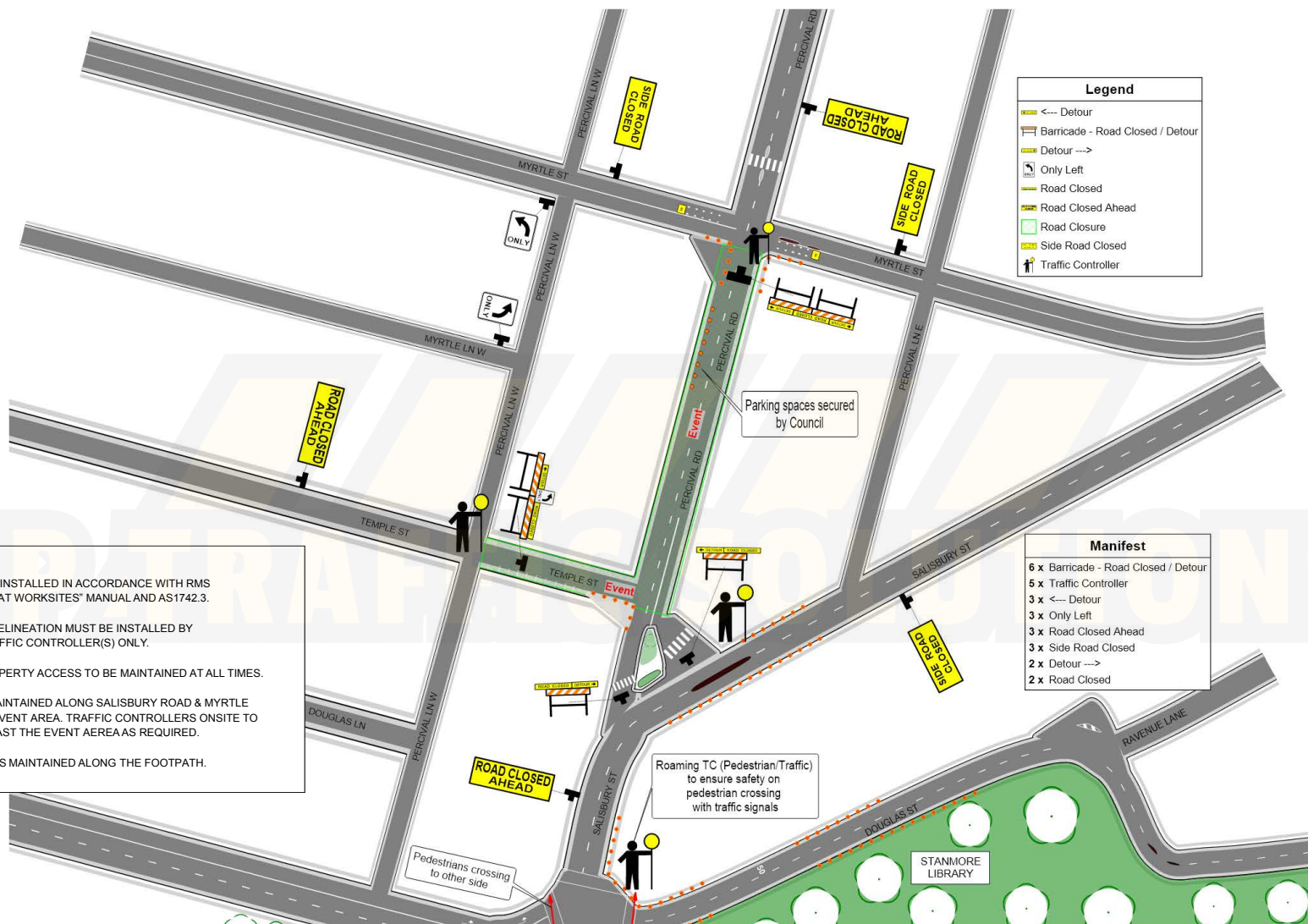
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 Level 3/23 George Street, Burwood, 2134

Appendix B: TGS 100B



TRAFFIC GUIDANCE SCHEME



NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. TRAFFIC ACCESS MAINTAINED ALONG SALISBURY ROAD & MYRTLE STREET PAST THE EVENT AREA. TRAFFIC CONTROLLERS ONSITE TO ASSIST VEHICLES PAST THE EVENT AREA AS REQUIRED.
5. PEDESTRIAN ACCESS MAINTAINED ALONG THE FOOTPATH.



NPP TRAFFIC SOLUTIONS PTY LTD
ABN: 60 107 725 100
paul@npptraffic.com.au
m: 0421 654 114



Project/Event: Stanmore Music Festival 2025
Location: Temple Street & Percival Road
Client: Inner West Council
TGS No. 100B A Date: 16/05/2025

SCALE: NOT TO SCALE




PREPARED BY: PAUL SLEIMAN
PREPARE A WORKZONE TRAFFIC
MANAGEMENT PLAN CARD No.
TCT1049490

SIGNED: *Paul Sleiman*

DATE	DESCRIPTION
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16/05/2025	A INITIAL SUBMISSION



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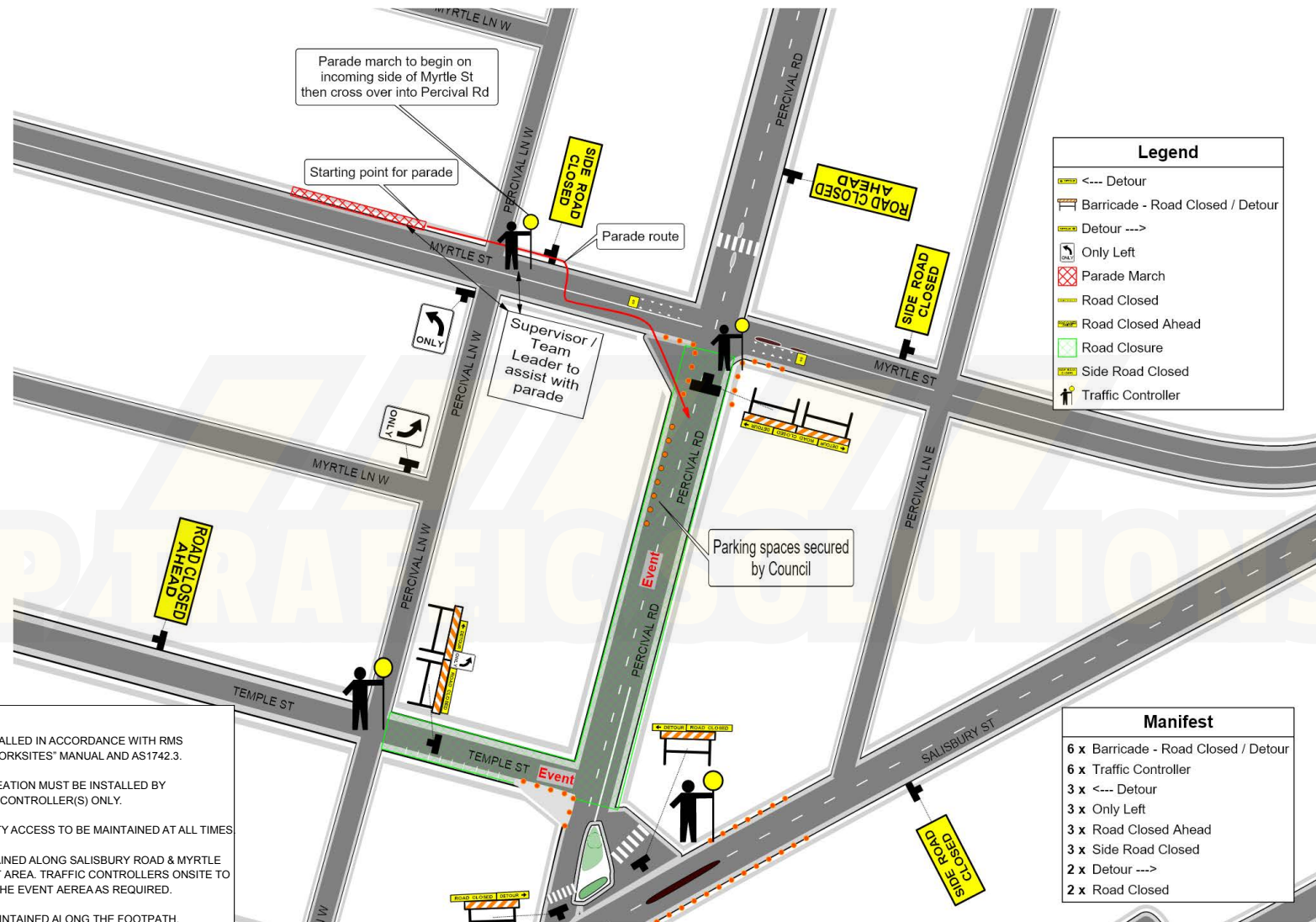
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 Level 3/23 George Street, Burwood, 2134

Appendix C: TGS 100C



TRAFFIC GUIDANCE SCHEME



NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES
4. TRAFFIC ACCESS MAINTAINED ALONG SALISBURY ROAD & MYRTLE STREET PAST THE EVENT AREA. TRAFFIC CONTROLLERS ONSITE TO ASSIST VEHICLES PAST THE EVENT AREA AS REQUIRED.
5. PEDESTRIAN ACCESS MAINTAINED ALONG THE FOOTPATH.

NPP TRAFFIC SOLUTIONS PTY LTD
ABN: 60 107 725 100
paul@npptraffic.com.au
m: 0421 654 114



Project/Event: Stanmore Music Festival 2025

Location: Myrtle Street - Parade

Client: Inner West Council

TGS No. 100C A Date: 16/05/2025

SCALE: NOT TO SCALE



PREPARED BY: PAUL SLEIMAN
PREPARE A WORKZONE TRAFFIC
MANAGEMENT PLAN CARD No.
TCT1049490

SIGNED: *Paul Sleiman*


DATE	DESCRIPTION
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C	
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16/05/2025	A INITIAL SUBMISSION

Manifest


- 6 x Barricade - Road Closed / Detour
- 6 x Traffic Controller
- 3 x <--- Detour
- 3 x Only Left
- 3 x Road Closed Ahead
- 3 x Side Road Closed
- 2 x Detour --->
- 2 x Road Closed



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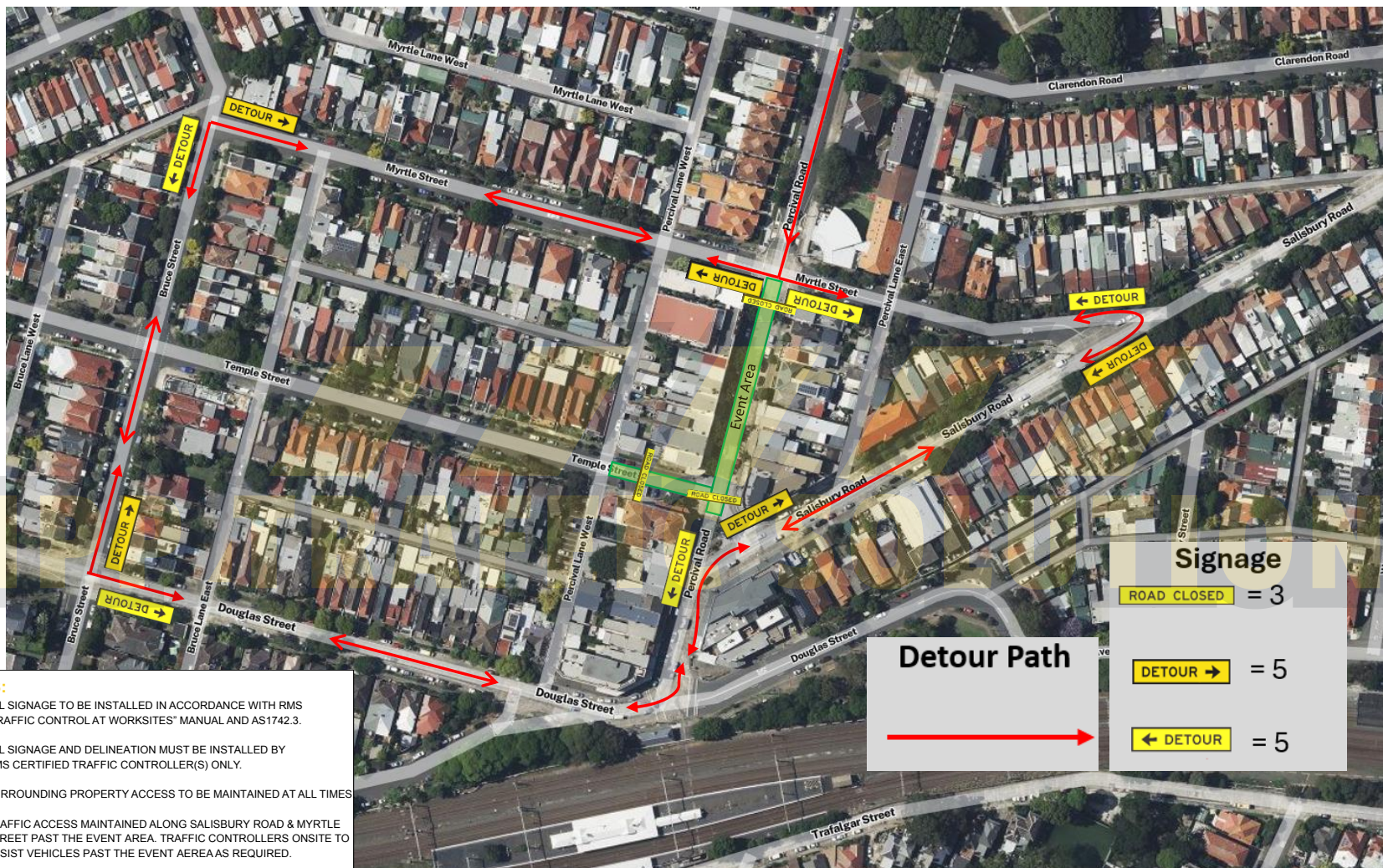
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 admin@npptraffic.com.au

 Level 3/23 George Street, Burwood, 2134

Appendix D: Detour 1A

DETOUR PLAN



NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES
4. TRAFFIC ACCESS MAINTAINED ALONG SALISBURY ROAD & MYRTLE STREET PAST THE EVENT AREA. TRAFFIC CONTROLLERS ONSITE TO ASSIST VEHICLES PAST THE EVENT AREA AS REQUIRED.
5. PEDESTRIAN ACCESS MAINTAINED ALONG THE FOOTPATH.



NPP TRAFFIC SOLUTIONS
PTY LTD
ABN: 60 107 725 100
paul@npptraffic.com.au
m: 0421 654 114



Project/Event: Stanmore Music Festival 2025

Location: Myrtle Street

Client: Inner West Council

Detour No. 1A A Date: 16/05/2025

SCALE: NOT TO SCALE



PREPARED BY: PAUL SLEIMAN
PREPARE A WORKZONE TRAFFIC
MANAGEMENT PLAN CARD No.
TCT1049490

SIGNED: *Paul Sleiman*

DATE	DESCRIPTION
E	
D	
C	
B	
16/05/2025	A INITIAL SUBMISSION

Item No: LTC0725(1) Item 12

Subject: LONDON STREET AND SIMMONS STREET, ENMORE - UPDATED REPORT FOR THE PROPOSED TEMPORARY ROAD CLOSURE AND PART ROAD CLOSURE (DAMUN-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

Prepared By: Daniel Li - Student/Graduate Traffic Engineer

Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That Council note the approval of the Traffic Management Plan by Transport for NSW.
2. That Council approve the implementation of the proposed temporary road closure at London Street and the temporary part road closure at Simmons Street for a trial period of 6 months.
3. That the amended signs and linemarking plan for London Street (Parking changes plan) be approved.
4. That the amended signs and linemarking plan for Simmons Street (Parking changes plan) be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

On 18 March 2024, a Local Traffic Committee report was submitted to Council for the proposed temporary road closure and part road closure of London Street and Simmons Street, Enmore. Council's decision at the time included the deferral of approval of the closures subject to the approval of the Traffic Management Plan (TMP) was by Transport for NSW for full/part road closure London Street and Simmons Street, Enmore.

Since the adoption of the Traffic Committee recommendation in March 2024, Transport for NSW has provided their approval for Council's proposed temporary road closure and part road closure for London Street and Simmons Street, Enmore. Council has addressed the further requirements that were provided as a condition of the TfNSW approval. Therefore, Council officers are proposing to undertake the implementation of the road closure trial with a Council officer being nominated for any community enquiries during the notification and work period.

BACKGROUND

This report provides an update in response to Council's resolution at the 9 April 2024 Council Meeting which has received and adopted the recommendations of the LTC meeting held on the 18 March 2024, subject to the following amendment:

- a) London Street and Simmons Street, Enmore – Proposed Temporary Road Closure and partial Road Closure to be deferred until the approval of a Traffic Management Plan by

TfNSW, that this Plan address the potential increase to traffic in neighboring residential streets and associated safety concerns, and that communication regarding the trial period and a contact for residents to provide feedback directly to Council be letterboxed and displayed on the Council website.

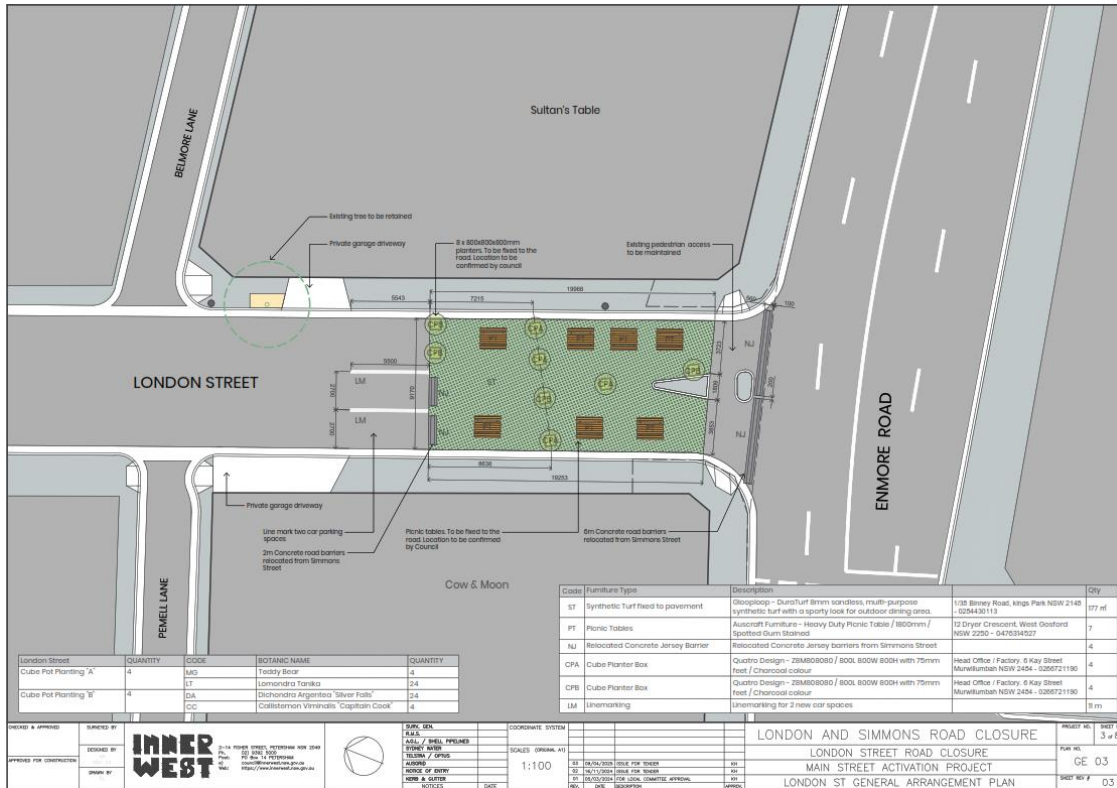


Figure 1 – Updated proposal for London Street closure

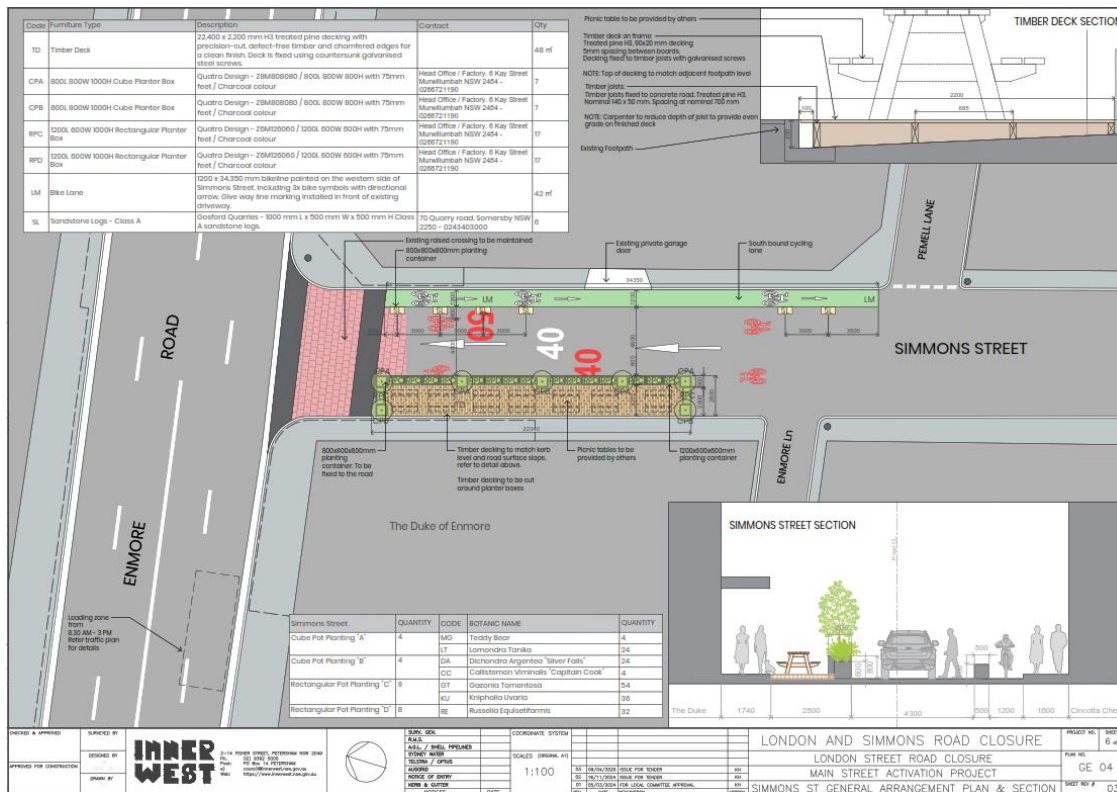


Figure 2 – Updated proposal for Simmons Street part closure and one-way

DISCUSSION

Six-month trial:

It is proposed that both temporary road closures will be trialed for a 6-month period from approximately October 2025 to May 2026. At least two months after the commencement of the trial, Council will undertake a new count of vehicle movements on local streets in the area to get accurate data on the extent of changes to local streets. Council will review this new data when preparing a new Local Area Traffic Management study for the area to identify opportunities to prevent rats running through the area and to inform a decision at the end of the six-month trial period to either extend or conclude the London and Simmons Street Road closure trials.

Impacts to Parking

As indicated in the March 2024 LTC report, the proposals in this report will result in changes to on-street parking in the affected sections of London Street and Simmons Street.

Initially, in London Street, it was identified that there would be no net loss in carparking due to the proposed addition of 4 parking spaces on Enmore Road subject to TfNSW approval and 2 angled spaces in London Street. In March 2025, as part of the TfNSW Conditions of Approval for the road closure in London Street, Council was unable to receive approval from Transport for NSW regarding the proposed parking arrangements on Enmore Road. As such, the current proposal for a full road closure at London Street will result in a net loss of 4 on-street parking spaces (refer to *figure 3* below).

In comparison, there will not be any further changes to on-street parking in Simmons Street. apart from the loss of 'No Parking' on the eastern side of the roadway, the loss of motorcycle parking (1 car parking space in length) and two unrestricted parking spaces as per the initial proposal (refer to *figure 4* below).

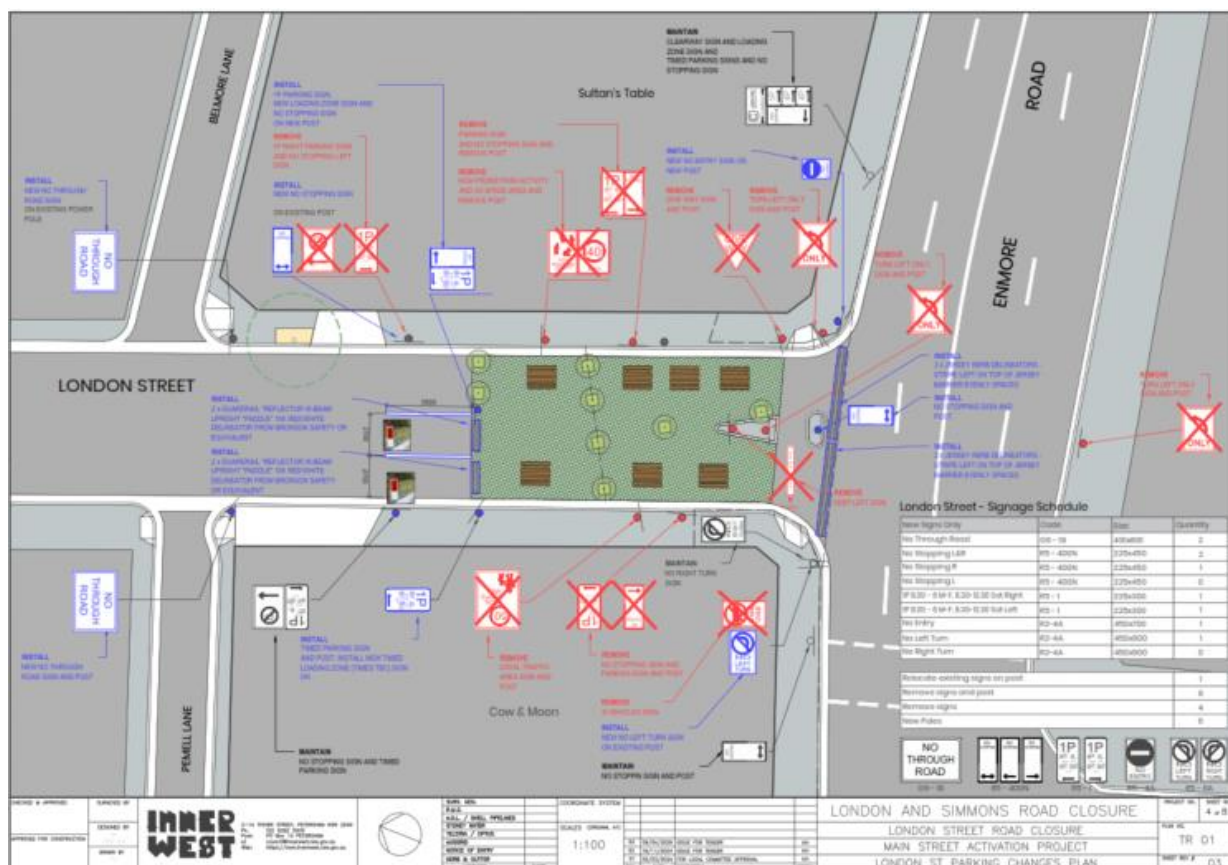


Figure 3 – Updated traffic sign plan for London Street closure

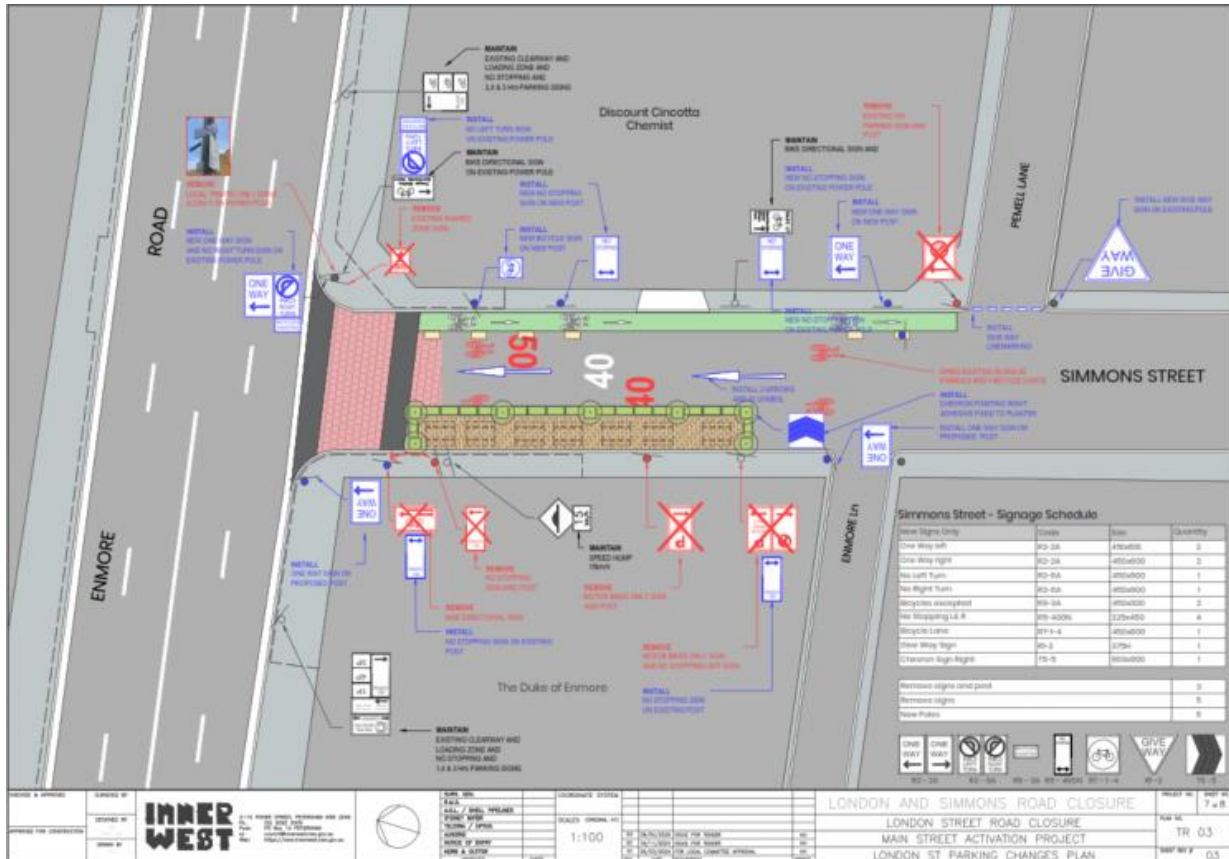


Figure 4 – Updated traffic sign plan for Simmons Street part road closure and one-way

Transport for NSW Conditions for approval:

In March 2025, approval from Transport for NSW for the permanent closure of London Street and partial closure of Simmons Street, Enmore was received (refer to Attachment 5). The approval was subject to the following conditions and Council responses:

Transport for NSW Conditions of Approval	Council's Response
Cambridge Street traffic being monitored before and after the six-month trial period and changes reported back to the Traffic Committee.	Council provided a report to the Local Traffic Committee on the 18 March 2024 advising on the existing conditions. A further report will be provided after the trial advising on the findings of the trial.
A review of the bus stop west of Cambridge Street be undertaken to determine safety and possible queue length of vehicles to confirm that the proposed recommendation does not significantly impact the bus stop.	Council has undertaken a review of the bus stop west of Cambridge Street. Council officers observed vehicle movements in the morning peak, between 8.00-9.00am on Tuesday 6 May 2025, Councils previous survey found the maximum number of existing vehicle movements occur at this site (7-day survey conducted in June 2023). The findings are that the intersection is not busy with only low numbers of vehicles turning in or out at any time. Videos taken by Council indicate a maximum of 2 vehicles overtaking a bus at the bus stop and turning into Cambridge Street on two occasions; and a maximum of 3 vehicles coming out of Cambridge Street when the bus was

	stopped over the identified period. On this basis, Council officers not believe that the proposed changes, will negatively impact the safety of bus movements at this intersection.
The barricades on Enmore Road be amended so that the barricades are set back from the state road.	Council officers have amended the design to setback the barriers as indicated in the plan below.
An addition to parking on Enmore Road will require Transport for NSW review and approval.	Council officers amended the proposal to exclude any changes to the existing parking controls on Enmore Road.

Public Consultation:

Public consultation was undertaken in the traffic report submitted to the March 2024 LTC (Refer to *Attachment 2 – Engagement Report*). As there are no major changes to the proposal, no further consultation was undertaken. However, it should be noted that a notification letter and website information on the above proposals will be provided to the community which will include a Council Officer being nominated for any community enquiries during the notification and works period.

Conclusion:

As a result of this proposal being subjected to conditions of approval by Transport for NSW, Council Officers have made several changes to the previous proposal including the following:

London Street

- Removal of on-street parking spaces at Enmore Road and installation of a 'No Stopping' sign at the pedestrian refuge.
- Barricades setback from the state road; and
- Removal of 3T vehicles sign on London Street.

Simmons Street

- Addition of 'Bicycles Excepted' signage below the regulatory signage on Simmons Street facing Enmore Road.
- Addition of a chevron sign at the outdoor space facing Simmons Street; and
- Installation of give-way signage and linemarking at Pemell Lane to improve safety for cyclists.

In conclusion, it is proposed that the temporary full closure of London Street between Enmore Road and Belmore Lane and the part closure of Simmons Street between Enmore Road and Enmore Lane with one-way northbound traffic be supported as a 6-month trial, to improve the vibrancy of public spaces and local streets.

FINANCIAL IMPLICATIONS

The proposals within this report are funded through Council's Mainstreet Local Place Making budget.

ATTACHMENTS

1. [London Street and Simmons Street Road closure design plan](#)
2. [Engagement Outcomes Report](#)
3. [March 2024 LTC Report](#)
4. [Stantec TMP](#)
5. [TMP Approval by Transport for NSW](#)

MAIN STREET ACTIVATION PROJECT

London & Simmons Streets – Enmore – Road Closure Trial

PUBLIC DOMAIN UPGRADE ISSUE FOR TENDER



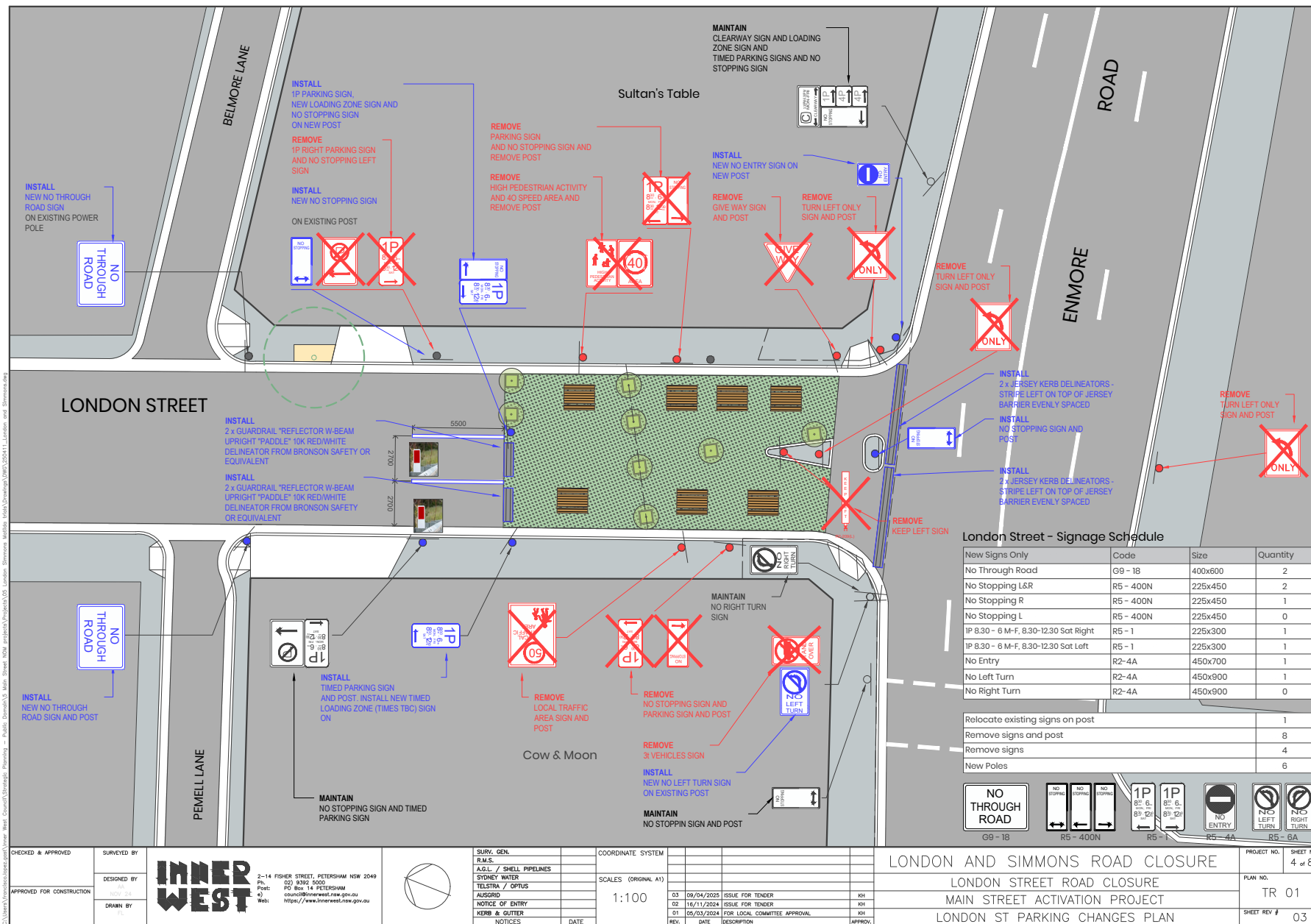
Code	Furniture Type	Description	Qty
ST	Synthetic Turf fixed to pavement	Glooploop - DuraTurf 8mm sandless, multi-purpose synthetic turf with a sporty look for outdoor dining area.	1/38 Binney Road, Kings Park NSW 2148 - 0284430113
PT	Picnic Tables	Auscraft Furniture - Heavy Duty Picnic Table / 1800mm / Spotted Gum Stained	12 Dryer Crescent, West Gosford NSW 2250 - 0476314527
NJ	Relocated Concrete Jersey Barrier	Relocated Concrete Jersey barriers from Simmons Street	
CPA	Cube Planter Box	Quatro Design - Z8M808080 / 800L 800W 800H with 75mm feet / Charcoal colour	Head Office / Factory: 6 Kay Street Murwillumbah NSW 2484 - 0266721190
CPB	Cube Planter Box	Quatro Design - Z8M808080 / 800L 800W 800H with 75mm feet / Charcoal colour	Head Office / Factory: 6 Kay Street Murwillumbah NSW 2484 - 0266721190
LM	Linemarking	Linemarking for 2 new car spaces	11m

Code	Furniture Type	Description	Contact	Qty
TD	Timber Deck	22,400 x 2,200 mm H3 treated pine decking with precision-cut, defect-free timber and chamfered edges for a clean finish. Deck is fixed using countersunk galvanised steel screws.		48 m ²
CPA	800L 800W 1000H Cube Planter Box	Quatro Design - Z8M808080 / 800L 800W 800H with 75mm feet / Charcoal colour	Head Office / Factory: 6 Kay Street Murwillumbah NSW 2484 - 0266721190	7
CPB	800L 800W 1000H Cube Planter Box	Quatro Design - Z8M808080 / 800L 800W 800H with 75mm feet / Charcoal colour	Head Office / Factory: 6 Kay Street Murwillumbah NSW 2484 - 0266721190	7
RPC	1200L 600W 1000H Rectangular Planter Box	Quatro Design - Z8M26060 / 1200L 600W 600H with 75mm feet / Charcoal colour	Head Office / Factory: 6 Kay Street Murwillumbah NSW 2484 - 0266721190	17
RPD	1200L 600W 1000H Rectangular Planter Box	Quatro Design - Z8M26060 / 1200L 600W 600H with 75mm feet / Charcoal colour	Head Office / Factory: 6 Kay Street Murwillumbah NSW 2484 - 0266721190	17
LM	Bike Lane	1200 x 34,350 mm bikeline painted on the western side of Simmons Street, including 3x bike symbols with directional arrow. Give way line marking installed in front of existing driveway.		42 m ²
SL	Sandstone Logs - Class A	Gosford Quarries - 1000 mm L x 500 mm W x 500 mm H Class A sandstone logs.	70 Quarry road, Somersby NSW 2250 - 0243403000	6

CHECKED & APPROVED	SURVEYED BY	<p>2-14 FISHER STREET, PETERSHAM NSW 2049 Tel: 02 9392 5000 Post: PO Box 14 PETERSHAM Email: council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au</p>		SURV. GEN.	COORDINATE SYSTEM	<p>LONDON AND SIMMONS ROAD CLOSURE</p> <p>LONDON STREET ROAD CLOSURE</p> <p>MAIN STREET ACTIVATION PROJECT</p> <p>LONDON ST GENERAL ARRANGEMENT PLAN</p>	PROJECT NO.	SHEET NO.
DESIGNED BY	R.M.S.			SCALES (ORIGINAL A1)	PLAN NO.			
APPROVED FOR CONSTRUCTION	NOV 24			<p>03 09/04/2025 ISSUE FOR TENDER KH</p> <p>02 16/11/2024 ISSUE FOR TENDER KH</p> <p>01 05/03/2024 FOR LOCAL COMMITTEE APPROVAL KH</p>	GE 01			
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							03	

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CHECKED & APPROVED
DESIGNED BY
APPROVED FOR CONSTRUCTION
DRAWN BY

INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
Tel: 02 9352 5000
Post: PO Box 14 PETERSHAM
Email: council@innerwest.nsw.gov.au
Web: https://www.innerwest.nsw.gov.au

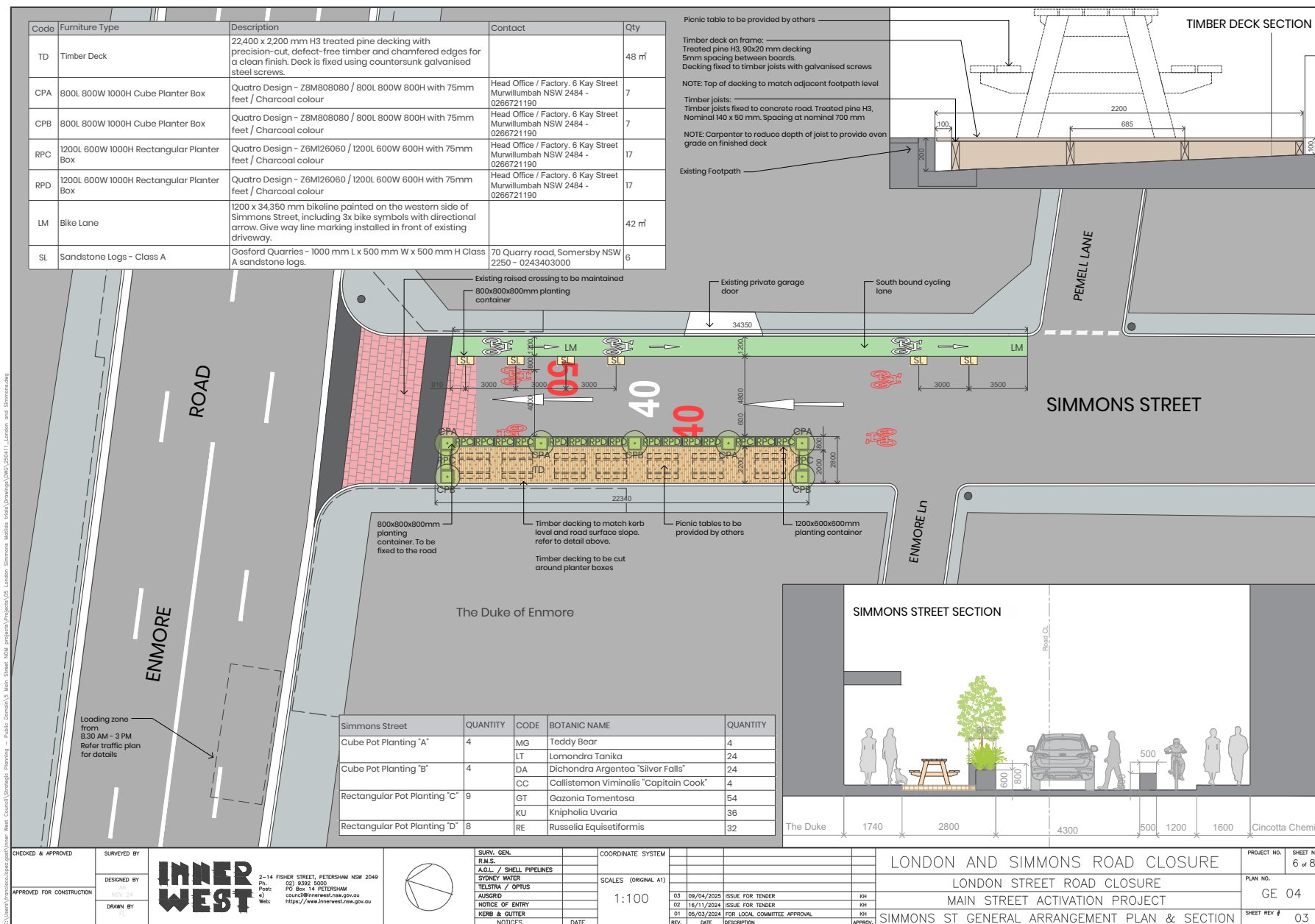
SURV. GEN.
R.M.S.
A.G.L. / SNELL PIPELINES
SYDNEY WATER
TELSTRA / OPTUS
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER
NOTICES

COORDINATE SYSTEM
SCALES (ORIGINAL A1)
1:100
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02 16/11/2024 ISSUE FOR TENDER
01 05/03/2024 FOR LOCAL COMMITTEE APPROVAL

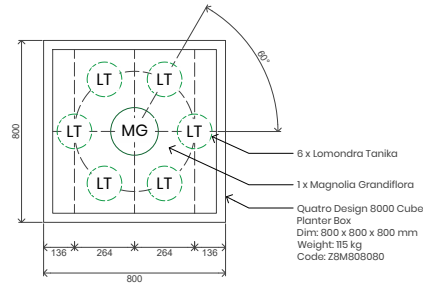
LONDON AND SIMMONS ROAD CLOSURE
LONDON STREET ROAD CLOSURE
MAIN STREET ACTIVATION PROJECT
LONDON ST PARKING CHANGES PLAN

PROJECT NO.
SHEET NO.
PLAN NO.
TR 01
SHEET REV #
03

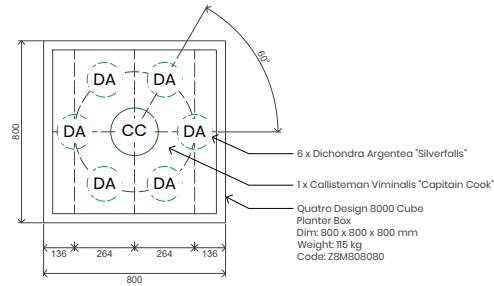




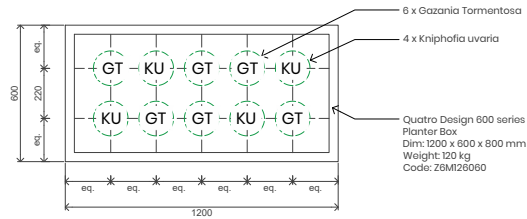




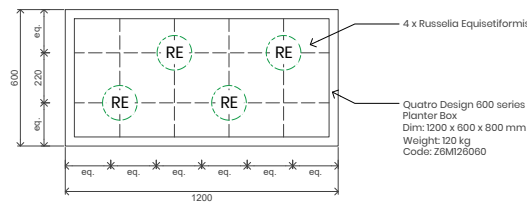
CUBE POT PLANTING "A" - PLAN



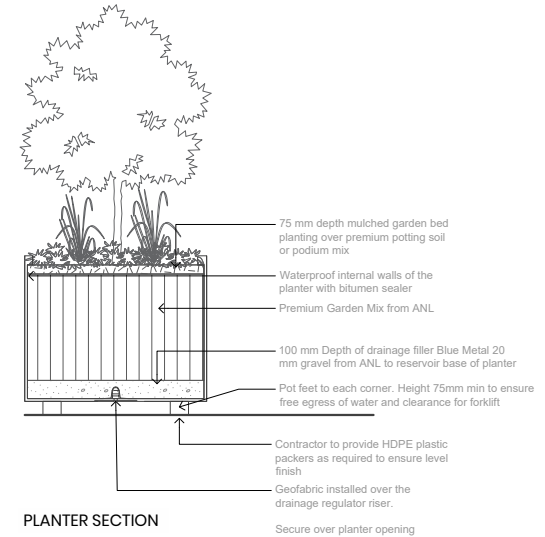
CUBE POT PLANTING "B" - PLAN



RECTANGULAR POT PLANTING "C" - PLAN



RECTANGULAR POT PLANTING "D" - PLAN



PLANTER SECTION

PLANT SCHEDULE

TREES					
CODE	BOTANIC NAME	COMMON NAME	DENSITY	MATURE SIZE	POT SIZE
CC	Callistemon Viminalis "Captain Cook"	Battlebrush	As shown	1.2 m	200 mm
MG	Magnolia Grandiflora	Teddy Bear	As shown	5.0 m	30L

SHRUBS					
CODE	BOTANIC NAME	COMMON NAME	DENSITY	MATURE SIZE	POT SIZE
LT	Lomandra Tanika	Fine-leaved Mat Rush	As shown	0.75 m	140 mm
GT	Gazania Tomentosa	Silver Gazanua	As shown	0.3 m	150 mm
KU	Kniphofia Uvaria	Red Hat Pokers	As shown	0.75 m	180 mm
RE	Russelia Equisetiformis	Firecracker Plant	As shown	1.0 m	140 mm
DA	Dichondra Argentea "Silver Falls"	Dichondra	As shown	0.2m	140 mm

Notes: Water as required for 13 weeks until established.

PLANTING PLAN ARRANGEMENT

London Street		QUANTITY	CODE	BOTANIC NAME	QUANTITY
Cube Pot Planting "A"		4	MG	Teddy Bear	4
			LT	Lomandra Tanika	24
Cube Pot Planting "B"		4	DA	Dichondra Argentea "Silver Falls"	24
			CC	Callistemon Viminalis "Captain Cook"	4

Simmons Street		QUANTITY	CODE	BOTANIC NAME	QUANTITY
Cube Pot Planting "A"		4	MG	Teddy Bear	4
			LT	Lomandra Tanika	24
Cube Pot Planting "B"		4	DA	Dichondra Argentea "Silver Falls"	24
			CC	Callistemon Viminalis "Captain Cook"	4
Rectangular Pot Planting "C"		9	GT	Gazania Tomentosa	54
			KU	Kniphofia Uvaria	36
Rectangular Pot Planting "D"		8	RE	Russelia Equisetiformis	32

CHECKED & APPROVED	SURVEYED BY	<p>2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: 02 9392 5000 Post: PO Box 14 PETERSHAM council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au</p>	SURV. GEN.	COORDINATE SYSTEM	<p>LONDON AND SIMMONS ROAD CLOSURE</p> <p>PLANTING DETAILS</p> <p>MAIN STREET ACTIVATION PROJECT</p>	PROJECT NO.	SHEET NO.
DESIGNED BY	DESIGNED BY		R.I.S.	SCALES (ORIGINAL 1)		PLAN NO.	8 of 8
APPROVED FOR CONSTRUCTION	DRAWN BY		SYDNEY WATER	03 09/04/2025 ISSUE FOR TENDER		GE 03	
		TELSTRA / OPTUS	02 16/11/2024 ISSUE FOR TENDER				
		AUSGRID	01 05/03/2024 FOR LOCAL COMMITTEE APPROVAL				
		NOTICE OF ENTRY	REV. DATE DESCRIPTION APPROV.				
		KERB & GUTTER					
		NOTICES					



London and Simmons, Enmore Transforming our side streets

Engagement Outcomes Report

October – November 2023



Contents

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Project background4

Promotion and engagement methods.....5

Summary of feedback.....Error! Bookmark not defined.

Next steps18



Summary

From 23 October to 20 November 2023, the community was invited to provide feedback on concept plans that propose temporarily closing off London and Simmons Streets, at Enmore Road and make a short section of each street a public plaza for people to visit and stay.

During the engagement period:

- 773 visits to the Your Say Inner West (YSIW) page
- 131 people completed the online survey
- 100 community members participated in the face-to-face pop-up session
- 26 emails received
- 2 letters received

Over 67% of the online respondents supported the proposal for London Street.

Over 66% of the online respondents supported the proposal for Simmons Street.

Key comments received included:

- A clear majority of respondents who supported the creation of temporary plaza spaces at both London and Simmons Streets.
- Written email and letter submissions with detailed commentary mostly objecting due to traffic management concerns with the proposals.
- A strong turnout of local residents at the community pop-up event who indicated both support and objection to the proposals, supporting increased pedestrian space whilst raising concerns with traffic impacts on local streets.
- In addition, concerns were raised with:
 - Rubbish and waste management
 - Noise that may be caused by outdoor activities
 - Neighbouring businesses benefiting from proposal rather than the pedestrian space being available for general public use



Project background

The project is a part of Council's Main Streets Program, aiming to improve the vibrancy and safety of public spaces and local streets. Re-imagining the use of public spaces and regenerating them can enhance the lives of the community and assist economic growth by providing settings to attract visitation and local spend and creating places to go to, not move through.

As a part of the Main Streets Program, Council has developed concept plans for improvements to London and Simmons Streets in Enmore. The proposals are to temporarily close a short section of the streets from the Enmore roadside for 18 months and transforming the created space into temporary street plazas, removing through vehicular traffic and creating an opportunity for:

- Members of the public to dwell and enjoy the area
- The council to install outdoor dining and street furniture, and tree planting in pots and planters
- Adjoining businesses to make use of the plaza space



Promotion and engagement methods

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	773 people visited the YSIW page
Letterbox drop	492 letters were sent to residents adjacent to London Street 566 letters were sent to residents adjacent to Simmons Streets

Engagement method	Stakeholders engaged
Online Survey	131 people responded to the online survey
Direct contact from residents	28 emails from individuals 100 community members participated in the Face-to-face pop-up session. 2 letters from individuals



Who did we hear from?

Who did we hear from?

Council gathers basic demographic information as part of the participant registration process online at Your Say Inner West. We use this information to understand who has responded and whether we need to engage further on the proposal.

Gender

- 30% of respondents were female
- 55% were male
- 10% preferred not to say

Age

- 65% of respondents were aged between 30 and 64 years old
- 10% were aged between 65 and above.
- 24% of participants were aged 10-29 years old

The table below shows the detailed breakdown of age groups.

Age group	Number	Percentage
Under 9	0	0%
10-14	1	1%
15-19	1	1%
20-24	3	2%
25-29	8	6%
30-34	18	14%
35-39	21	16%
40-44	22	17%
45-49	10	8%
50-54	16	12%
55-59	7	5%
60-64	9	7%
65-69	4	3%
70-74	4	3%
75-79	1	1%
80-84	0	0%
85 and over	4	3%
Total	131	



Location

Majority of respondents lived in Enmore (66 %). Other suburbs included Marrickville, Dulwich Hill, Tempe, Annandale, Lewisham, Cammeray, Camperdown, and Ashfield.

Location	Postcode	Contributors	Contributions	Percentage
Enmore	2042	83	83	66%
Abington	2350	13	13	10%
Marrickville	2204	7	7	6%
Dulwich Hill	2203	4	4	3%
Tempe	2044	3	3	2%
Annandale	2038	2	2	2%
Lewisham	2049	2	2	2%
Ashfield	2131	1	1	1%
Cammeray	2062	1	1	1%
Camperdown	2050	1	1	1%



Summary of feedback

Engagement method Online survey

We asked	You said
Do you support the creation of a new pedestrian space in London Streets? <i>131 responses</i>	<ul style="list-style-type: none"> - 88 (67.18%) of respondents showed support of the concept plan. - 43 (32.82%) not in support of proposal.
Do you support the creation of a new pedestrian space in Simmons Streets? <i>131 responses</i>	<ul style="list-style-type: none"> - 87 (66.41%) of respondents showed support of the concept plan. - 44 (33.59%) not in support of proposal.

Out of 131 respondents:

- 99 provided additional comments on London St.
- 100 provided additional comments on Simmons St.

Staff reviewed and themed the comments submitted in the open-ended response sections. Responses to the comments have been provided where appropriate. The verbatim comments can be found in the Appendix.

You said in the comments section	Council response
1. What people like about the closure.	
London Street	
<ul style="list-style-type: none"> - Reclaiming space from motor vehicles will be a plus for the local community. - I am generally supportive of the London St pedestrianisation proposal. - sounds great. do it. 	<ul style="list-style-type: none"> - Noted

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- It would also allow a nice place for people to be which is rare in urban environments.
- It will stop driver illegally turning right into Enmore Rd from London St.
- The closure befits the local businesses and appears to have minimal impact on traffic for the area.
- Yes, I fully support creating a safe space to foster culture and community.
- Very much support this proposal, the concept plan looks amazing!
- The proposal is consistent with the ongoing efforts of Council to establish Enmore as an entertainment precinct.
- This is going to be great to promote local business and help balance the needs for local residences by allowing extra space for people to come together and socialize.
- It is great to see the area activated with more pedestrian-friendly options. The London Street intersection currently feels like a dangerous pedestrian crossing. This proposal will make it safer. Definitely support.
- Enmore Road needs more pedestrian space, particularly at night-time.
- It is an important next step that will help to realise Enmore's potential as one of Sydney's great people-friendly neighbourhoods.
- This is brilliant! Great idea and initiative.



You said in the comments section	Council response
Simmons Street	
<ul style="list-style-type: none"> - I think there should be a permanent lighting installation over the top of this area which creatively designates the "Newtown" side of the street and the "Enmore" side of the street as Simmons Street. - I think this is a great idea. - It will make Enmore more pedestrian friendly and provide spaces for people to sit. - Ideally floor coverings will not add to urban heat. - Wonderful initiative. It will not only help stimulate the local area but also increase the safety on Simmons St. - As a disabled person, the increased space in which to use my mobility aid is very welcome and is in line with the Disability Inclusion Action Plan to make the Inner West LGA more accessible. - Kudos to the Council for making these improvements! - More more more! - Love this idea! Brilliant - more of this around the Inner West. - So great to see expanded pedestrianised areas and public space around Enmore Rd and King St. The designs look really interesting and will really add to the area. - Looks fantastic. - Love it! Looks great. 	<ul style="list-style-type: none"> - Noted



You said in the comments section	Council response
2. What conditions of support did people offer?	
London Street	
<ul style="list-style-type: none"> - Provision of lighting (catenary or suspended) - Traffic control - Rubbish collection. - Ensure street furniture maintenance. - Extra Fairy lights - Provision of bike parking. - Ensure cyclist access is maintained. - Addition of children play equipment (e.g., swing) - Provision of shading devices (natural or manmade). - Smoking free area is to be enforced, alcohol banned at certain time (e.g., 11pm). - More trees are to be provided. - No synthetic turf to be used. More environmentally friendly alternative to be considered. - No car parking to be added on the northern side of London Street. 	<ul style="list-style-type: none"> - Noted - Council to investigate the possibility to provide the following: <ul style="list-style-type: none"> • Rubbish bins • Alternative to synthetic grass • Fairy lights • Traffic control • Ensure cyclist circulation is maintained • Minimise Car parking loss • Allow for bike parking facilities • Allow for playing equipment
Simmons Street	
<ul style="list-style-type: none"> • Provision of Catenary lighting. • The proposed space is for public use not only pub users. • Ensure sufficient traffic management. • Improve street parking. 	<ul style="list-style-type: none"> - Noted - Council to investigate the possibility to provide the following: <ul style="list-style-type: none"> • Rubbish bins • Lighting (Fairy lights)

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- | | |
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| <ul style="list-style-type: none"> • Reduce speed limit to at least 30kmh or 40kmh in all backstreets in the area. • No traffic to be diverted down Pemell Lane. • More trees to be added. • Bike parking provision. • Marion Street is to be closed instead. • Rubbish bins to be provided. • If catenary lighting is provided, warm light to be used. • To ensure 24/7 space usage, shade and trees are to be provided. • Traffic study to be prepared and circulated to residents. | <ul style="list-style-type: none"> • Prepare a Traffic Management Report and gain Local Area Traffic Management approval • Traffic management controls • Ensure cyclist circulation is maintained • Minimise Car parking loss • Allow for bike parking facilities • Provide shade to seating areas |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

You said in the comments section	Council response
3. What people concern about the closure.	
London Street	
Traffic related concern	Council is further investigating the implications of the proposed temporary road closures. Traffic and Engagement Outcome reports are being prepared for consideration by Council's Local Traffic Committee (LTC) and subsequently Council. Residents will be notified when the LTC and Council are expected to consider the matter and will be given an opportunity to address these forums. The traffic and Engagement Outcomes reports will be published on Council's Your Say Inner West page ahead of the LTC meeting
Parking related concern	Noted
Noise and pollution concerns	Noted



Rubbish and littering related concerns	Noted, and to be referred to maintenance and the council's rubbish collection and management team. Council will provide rubbish bins and bike parking in the new pedestrian area.
Residents Safety concerns	Noted
Anti-social behaviour concerns	Noted
Favouring Food & Beverage business concern	Noted
Simmons Street	
Traffic related concern	Council is further investigating the implications of the proposed temporary road closures. Traffic and Engagement Outcome reports are being prepared for consideration by Council's Local Traffic Committee (LTC) and subsequently Council. Residents will be notified when the LTC and Council are expected to consider the matter and will be given an opportunity to address these forums. The traffic and Engagement Outcomes reports will be published on Council's Your Say Inner West page ahead of the LTC meeting
Parking related concern	Noted
Noise and pollution concerns	Noted
Rubbish and littering related concerns	Noted, and to be referred to maintenance and the council's rubbish collection and management team. Council will provide rubbish bins and bike parking in the new pedestrian area.
Residents Safety concerns	Noted
Anti-social behaviour concerns	Noted
Favouring Food & Beverage business concern	Noted

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Pop-up

On Saturday 11 November 2023, from 10am to 2pm Council held a community information stall in London Street 100 interested residents and business owners spoke face to face with Council officers, and key messages are summarised as follows:

- Comments raised objections and showed concerns with impact of London Street Road closure on nearby streets.
- Comments raised objections and showed concerns with impact of Simmons Street Road closure on nearby streets.
- Comment also addressed specific traffic management/control:
 - Rat-running
 - Enmore Theatre patrons' issues
 - Request for local traffic report/plan
- Comments about general (traffic, cycling and access) needing to be better managed.
- Residents also showed support of both street closure and creation of new pedestrian space for people and community.
- A number of residents commented requesting improved cleaning, waste collection and provision of street rubbish bins.
- General matters on the precinct development were raised.
- Comments showed objections to privatising the streets, highlighting that streets should remain clearly accessible to pedestrians.





Emails

25 emails were received, and key messages are summarised as follows:

You said	Council response
<ul style="list-style-type: none"> Several emails expressed support for the road closure 	
<ul style="list-style-type: none"> A number of emails showed no support to proposed improvements on one or both Streets 	Noted
<p>Ensure Cycling are allowed in the London and Simmons Streets</p>	Noted
<p>Submissions requested a traffic study to identify the impact of road closure on traffic in the surrounding streets / area</p>	<p>Council is further investigating the implications of the proposed temporary road closures. Traffic and Engagement Outcome reports are being prepared for consideration by Council's Local Traffic Committee (LTC) and subsequently Council. Residents will be notified when the LTC and Council are expected to consider the matter and will be given an opportunity to address these forums. The traffic and Engagement Outcomes reports will be published on Council's Your Say Inner West page ahead of the LTC meeting</p>
<p>A number of submissions specifically highlighted traffic and parking related concerns that can be summarised below:</p> <p>London St:</p> <ul style="list-style-type: none"> Concerns with commuter rat running from Edgeware Road to Liberty St. As a consequence of the closure of London, residents are concerned they will go down Phillip St and across on Belmore to get back to London St and onto Liberty. Concerns with Enmore theatre patrons searching for parking spaces in the local area, driving dangerously as they get frustrated about not getting a parking space before the show starts. There may also be other rat runs that impact on the area to the north of Enmore Road. <p>Simmons St:</p> <ul style="list-style-type: none"> Concerns that the area already has significant traffic management that limits opportunities for locals to enter and exit local streets. Closing Simmons 	

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<p>will further limit the street network and make local drivers need to travel a longer route to get in and out.</p> <ul style="list-style-type: none"> Concerns with Enmore theatre patrons searching for parking spaces in the local area, driving dangerously as they get frustrated about not getting a parking space before the show starts. On this side of Enmore Road, the local streets are narrow, and it is difficult for two vehicles to pass when facing each other. 	
<ul style="list-style-type: none"> Concerns that the adjoining business to take over the proposed space 	Noted
<ul style="list-style-type: none"> Concerns on the rubbish collection associated with the increased number of people using the proposed spaces as dining place. 	<p>Noted, and to be referred to maintenance and the council's rubbish collection and management team.</p> <p>Council will provide rubbish bins and bike parking in the new pedestrian area.</p>
<ul style="list-style-type: none"> One submission opposed the proposal, requesting the budget being spent on more value for community programs. 	Noted



Phone Calls

Two phone calls were received, no submission received via phone calls, but rather administrative matters:

Letters

Two hardcopy letters were received, and key messages are summarised as follows:

You said	Council response
<ul style="list-style-type: none"> Support for Council improving the “vibrancy and safety of public spaces and local streets”, Concerns with traffic can be accommodated by adjacent streets – particularly Metropolitan Road 	Noted
<ul style="list-style-type: none"> suggesting money is better spent in keeping the footpaths and public areas clean and in better condition. Concerns on cleanness and tidiness of streets after the implementation of the new pedestrian spaces. 	Noted



Next steps

A report, including community feedback, will be considered by Council's Local Traffic Committee. The Committee's recommendations will then be considered by Council where a decision will be made whether to proceed with the temporary pedestrianisation/road closures. Everyone who provides feedback will be notified when the report is considered by Council. Residents will be notified prior to the trail beginning.

Item No:

Subject: LONDON STREET AND SIMMONS STREET, ENMORE – PROPOSED
TEMPORARY ROAD CLOSURE AND PART ROAD CLOSURE (DAMUN-
NEWTOWN WARD/NEWTOWN ELECTORATE/INNER WEST PAC)

Prepared By: George Tsaprounis - Coordinator Traffic Engineering Services (south)

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the temporary full closure of London Street, Enmore between Enmore Road and Belmore Lane be approved for a trial period of 6 months.
2. That the temporary part closure of Simmons Street, Enmore with a one way northbound between Enmore Lane and Enmore Road be approved for a trial period of 6 months.
3. That a report be bought back to the Committee following the 6 month trial period and be used to inform Council of possible locations for future implementation of traffic management measures as well as success or otherwise of the temporary road/part road closures.
4. That Traffic Management Plans for the proposed changes to London Street and Simmons Street be submitted to TfNSW for their consideration and approval.
5. That Council undertake vehicle movement surveys at least 2 months after implementation of the temporary closures at the midblock locations to determine changes to the traffic volumes and establish whether further changes required to manage speed and/or rat running.
6. That the signs and linemarking plan for London Street (Parking changes plan) as per figure 4 be approved.
7. That the signs and linemarking plan for Simmons Street (Parking changes plan) as per figure 5 be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is proposing to close London Street at Enmore Road and Simmons Street (part closure) and one way northbound between Enmore Road and Enmore Lane in order for these selected streets to become more welcoming and enhance their use and activity for pedestrians and people visiting Enmore. This project comes from Council's Main Streets Program and aims to improve the vibrancy and safety of public spaces to pedestrians and people visiting

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this busy and active strip, by improving their character and making them more inviting for people to spend more time in.

Both traffic and parking impacts have been reviewed as part of the proposal and it was found that both London Street and Simmons Street would benefit from the proposed changes, other adjacent streets would actually experience an increase in traffic and this varied from a minor increase to a few examples where a more significant increase may occur. Community feedback from the engagement exercise found overall approximately 70% of respondents supported the proposals however a number of local residents raised concerns with the redistribution of traffic into adjacent streets. Council has made changes to the original proposals that include reducing the trial period down to 6 months and changing the full closure of Simmons Street to a part closure with a one way northbound traffic flow.

Proposed changes to parking are not considered significant, as there will be no loss in parking for London Street and only a minor loss for Simmons Street. There will however be the loss of a 'No Parking' area on the eastern side of Simmons Street that is currently used by delivery vehicles at times.

In conclusion, it is proposed that the temporary full closure of London Street between Enmore Road and Belmore Lane and the part closure of Simmons Street between Enmore Road and Enmore Lane with one way northbound traffic be supported as a 6 month trial to improving the vibrancy and safety of these public spaces and local streets. It is also recommended that the plans within the report showing the signage and line marking changes be approved in order to better delineate parking and non carparking spaces, turning restrictions as well as other features such as the cycle lanes.

BACKGROUND

Council's Main Streets Program aims to improve the vibrancy and safety of public spaces and local streets by improving their character and making them more inviting.

Re-imagining the use of public spaces and regenerating them can enhance the lives of the community and assist economic growth by providing settings to attract visitation and local spend and creating places to go to, not move through.

As a part of the Main Streets Program, Council has developed concept plans for improvements to two (2) local streets in Enmore, an area recently classified as a Special Entertainment Precinct where Council is encouraging night time activities:

- London Street (closure)
- Simmons Street (part closure)

Council has reviewed local traffic movements and notes that the proposal will impact a number of local vehicular movements, however the redistribution of traffic can be accommodated by the adjacent streets.

Although Council proposed that the two streets were to be temporarily pedestrianised for a period of 18 months from early 2024, this has been amended to a 6-month trial period and Simmons Street was changed from a full road closure to a partial road closure with a one way northbound following community engagement.

DISCUSSION

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In order for Council to make selected streets more welcoming and enhance their use and activity, council officers have worked with adjacent shop owners and are now proposing the following place making and pedestrian improvements to London Street and Simmons Street:

- Create a space where people can meet and socialise or have a quiet time.
- Install seating and large pots with trees. Provide paving decoration.
- Create an opportunity for patrons of the adjacent or nearby businesses to enjoy an outdoor space off Enmore Road.

The above aspects of the London Street and Simmons Street proposals are represented in Figures 1&2 below and attachments.

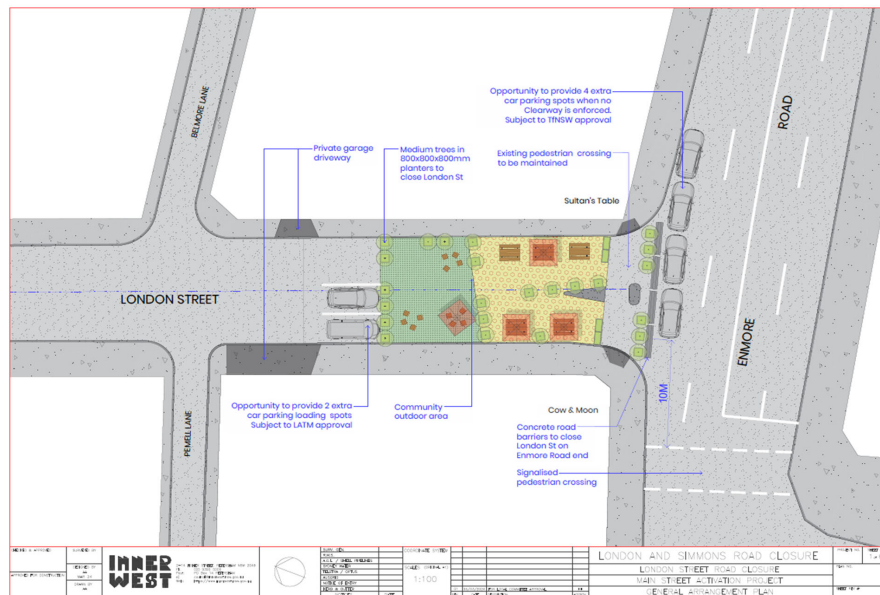


Figure 1 – London Street closure proposal



- London Street is a side street off Enmore Road, with the proposed works located between Enmore Road and Cambridge Lane. The site is also located between the Cow & The Moon Gelato shop and Sultan's Kebab's, both of which have outdoor dining tables on the footpath.
- Simmons Street is a side street extending off Enmore Road, with the proposed works occurring between Enmore Road and Enmore Lane. The site is between The Duke Hotel to the west and an apartment building with a ground floor shop to the east.

London Street is a local road with a 9.7 m wide roadway and 2.9m and 1.7m footpaths on either side of the roadway. It carries around 3650 vehicles per day in the section between Liberty Street and Augustus Street. Many of the trips along London Street are rat runners as London Street provides convenient access between Liberty Street and Enmore Road.

Simmons Street is a local road with a 8.8m wide road and 1.7m and 1.6m wide footpaths on either side of the road, between Enmore Road and Pemmell Lane. It carries around 1230 vehicles per day in the section between Enmore Road and Enmore Lane. The bulk of trips moving via Simmons Street are localised internal trips.

Mid block traffic counts were collected for 7 days from 4th June 2023 and intersection counts undertaken on 7th December 2023 in the Enmore Road local area. They have revealed that a high proportion of through traffic uses the London Street/Enmore Road intersection during peak times (refer to Figure 3 below and **Attachment 1**)

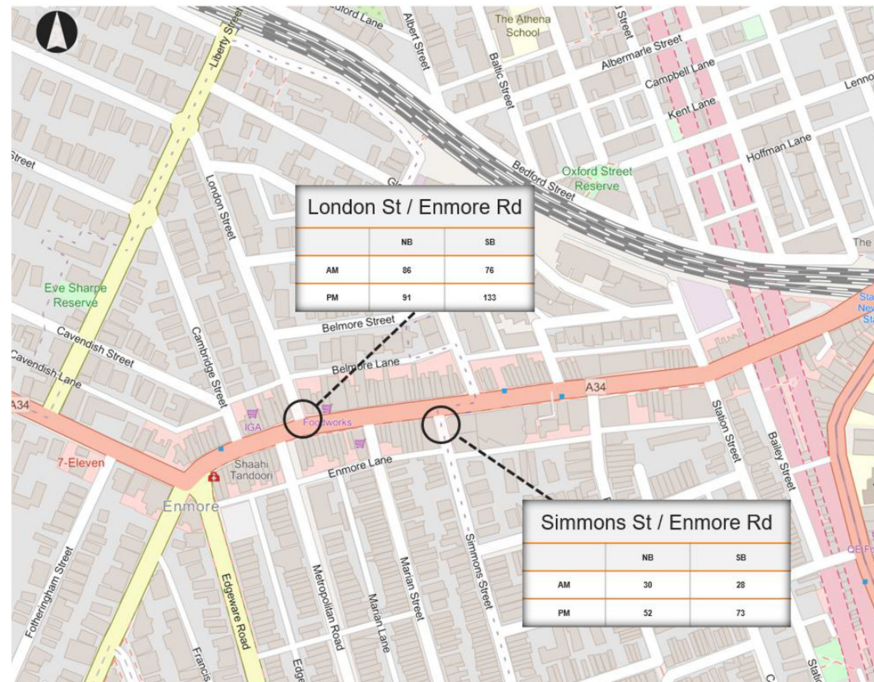


Figure 3: Intersection traffic count survey data for London St and Simmons St

A study was commissioned by Council Officers in order to determine the impact of the proposals on adjacent local Street network. The following assumptions were made in relation to the distribution of the traffic (refer to **Attachment 1** - London Street and Simmons Street (Southbound) Temporary Road Closures)

London Street – Northbound

For traffic travelling northbound on London Street, 10% are internal trips and 90% are external trips (i.e., rat runners). To determine this, count data from various locations was analysed and compared. Of the 90% of external through trips travelling north on London Street, it was assumed that following the closure of London Street at Enmore Road:

- 80% of vehicles would travel via Liberty St; and,
- 20% of vehicles would travel via Philip St.

London Street – Southbound

For traffic travelling southbound on London Street, 10% are internal trips and 90% are external trips (i.e., rat runners). To determine this, count data from various locations was analysed and compared. After considering the tube data collected, of the 90% of external through trips travelling south on London Street, it was assumed that following the closure of London Street at Enmore Road:

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- 40% of vehicles would travel via Gladstone Street and Philip Street;
- 30% of vehicles would travel via Belmore Street and Philip Street; and,
- 30% of vehicles would travel via Belmore Lane and Philip Street.

Simmons Street – Northbound

Simmons Street will allow a one-way northbound exit onto Enmore Road, with both left and right turning movements permitted. It is assumed that all the vehicles currently travelling northbound on Simmons Street to get to Enmore Rd will continue to do so in the future, even after the implementation of the Simmons Street (Southbound) street closure.

Simmons Street – Southbound

For traffic travelling southbound on Simmons Street, we assume that all trips would divert to either Marian Street, Reiby Street or Station Street. It assumed that the bulk of trips moving via Simmons Street are localised internal trips. For this reason, the traffic travelling southbound on Simmons Street was re-distributed to the above-mentioned streets as follows:

- 70% of vehicles would travel via Marian Street;
- 20% of vehicles would travel via Reiby Street; and,
- 10% of vehicles would travel via Station Street.

A summary of the streets where traffic volume is projected to increase due to the proposed road closures include;

- Gladstone Street: AM peak East bound, existing 175 vehicles, increase to 204 vehicles (+29 vehicles or 17% increase);
PM peak East bound, existing 137 vehicles, increase to 180 vehicles (+43 vehicles or 31% increase).
- Phillip Street: AM peak South bound, existing 92 vehicles, increase to 155 vehicles (+63 vehicles)
PM peak South bound, existing 90 vehicles, increase to 186 (+96 vehicles)
- Belmore Street: AM peak West bound existing 51 vehicles, increase to 58 vehicles (+7 vehicles or 14% increase)
PM peak East bound existing 73 vehicles, increase to 79 vehicles (+6 vehicles or 8% increase).
- Belmore Lane: AM peak West bound existing 104 vehicles, increase to 111 vehicles (+7 vehicles or 7% increase)
PM peak West bound existing 109 vehicles, increase to 115 vehicles (+6 vehicles or 6% increase)
- Marian Street: AM peak South bound existing 10 vehicles, increase to 30 vehicles (+20 vehicles)
PM peak South bound existing 18 vehicles, increase to 64 vehicles (+46 vehicles)

Phillip Street, Gladstone and Marian Streets will experience the most significant increases in traffic as compared to their current levels.

The following improvements in vehicular movements are projected on London Street and Simmons Street due to the proposed road closures:

- London Street: AM peak North bound existing 147 vehicles, reduced to 97 vehicles (-51 vehicles or 34% fewer vehicles);
Southbound existing 111 vehicles, reduced to 84 vehicles (-26 vehicles or 23% fewer vehicles).

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PM peak North bound existing 130 vehicles, reduced to 85 vehicles (-45 vehicles or 35% fewer vehicles);
South bound existing 158, reduced to 117 vehicles (-41 vehicles or 26% fewer vehicles)

- Simmons Street: AM peak southbound existing 28 vehicles, reduced to 0 vehicles (-28 vehicles or 100% fewer vehicles)
PM peak southbound existing 66 vehicles, reduced to 0 vehicles (-66 vehicles or 100% fewer vehicles)

Six month trial

It is proposed that both temporary road closures will be trialled for a 6 month period from approximately July 2024 to January 2025. At least two months after the commencement of the trial, Council will undertake a new count of vehicle movements on local streets in the area to get accurate data on the extent of changes to local streets. Council will review this new data when preparing a new Local Area Traffic Management study for the area to identify opportunities to prevent rat running through the area and also to inform a decision at the end of the six month trial period to either extend or conclude the London and Simmons Street road closure trials. Council Officers will submit as the next step in the process, a Traffic Management Plan to Transport for New South Wales (TfNSW) for consideration and approval.

Impacts to Parking

Each of the proposals will result in the changes to the parking in the affected section of London Street and Simmons Street. In London Street there is no net loss in carparking as a result of the closure (ie. although six one hour parking spaces will be lost as a result of the proposed closure, a further 6 spaces will be gained by extending parking through the intersection and providing a further 2 angled spaces in London Street itself). Signs and linemarking will be amended in this area to suite the proposed arrangements. (Refer to figure 4 below). Note that changes to parking arrangements on Enmore Road will require TfNSW approval.

In Simmons Street, there is a large area of 'No Parking' on the eastern side of the roadway, and this appears to be used as a loading area by the adjacent business owners. On the western side of the roadway, currently a portion of the roadway is taken up by a temporary outdoor dining area and the remainder is motorcycle parking (1 car parking space in length). Prior to Council approving the dining area, this area was unrestricted parking for two vehicles. The proposal will only affect the motorcycle parking for the duration of the trial. The loss of the 'No Parking' on the eastern side may be expected to have an impact on deliveries to local businesses. Signs and linemarking will be amended in this area to suite the proposed arrangements. (Refer to figure 5 below).

Attachment 3

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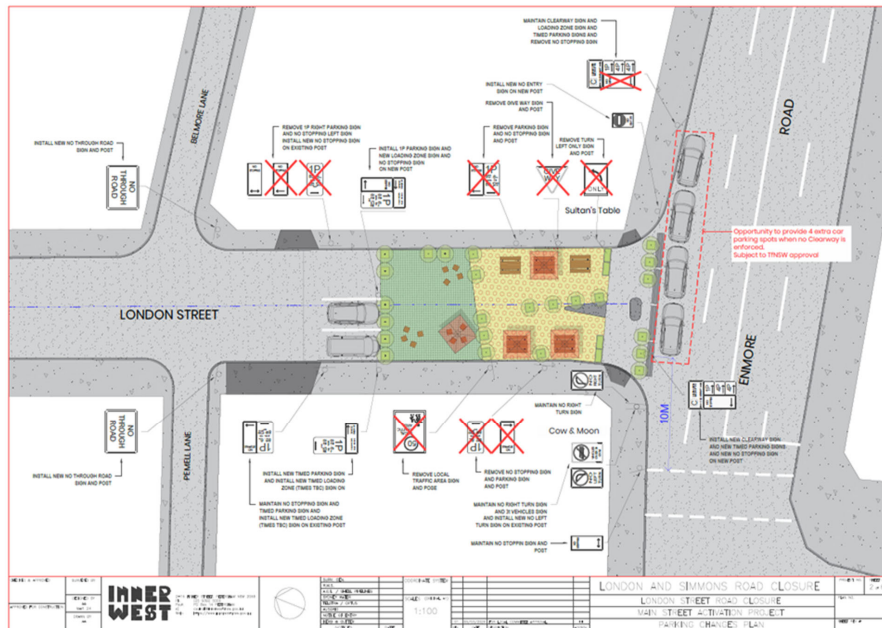


Figure 4 – London Street signage and linemarking plan.

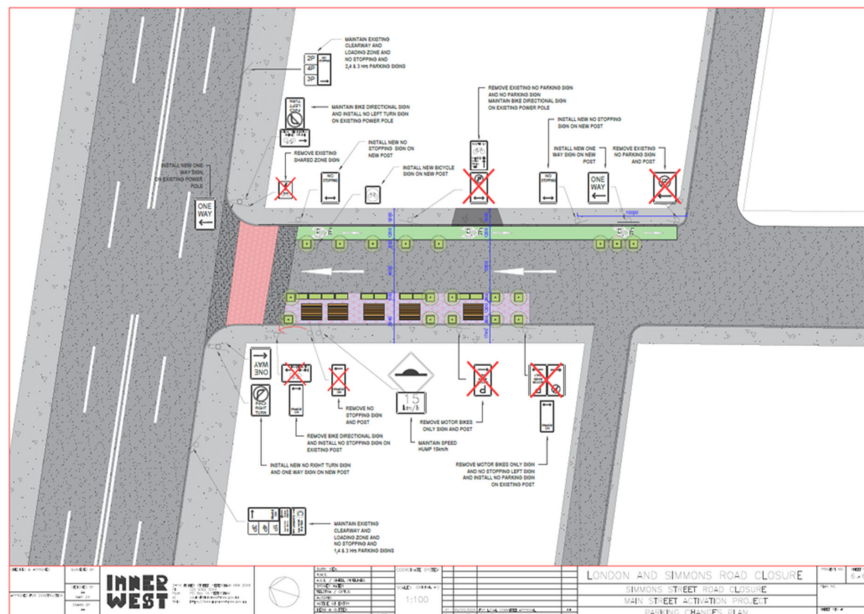


Figure 5 – Simmons Street signage and linemarking plan.

Attachment 3

Prior to the final layout of Simmons Street being developed, the critical left movement from Enmore lane into Simmons Street was analysed so that parking spaces and lane widths could be better determined. This turn was tested on the left turn movement of an 8.8m service truck. The analysis is shown in figure 6 below.

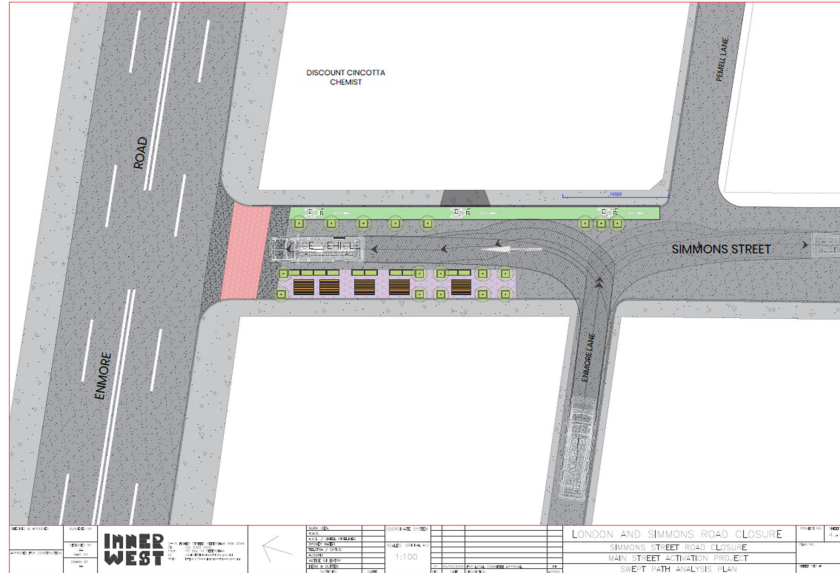


Figure 6 – Swept path analysis of a left and right turning 8.8m service truck from Enmore Lane

Public Consultation

From 23 October to 20 November 2023, the community was invited to provide feedback on concept plans that propose temporarily closing off London and Simmons Streets, at Enmore Road and make a short section of each street a public plaza for people to visit and stay. (Refer to Attachment 7 – Engagement Report)

During the engagement period:

- There were 131 visits to the Your Say Inner West (YSIW) page
- 100 community members participated in the Face-to-face pop-up session
- 26 emails received
- 2 x Hardcopy letters received

Key comments received included:

- A clear majority of respondents supported the creation of temporary plaza spaces at both London and Simmons Streets.
- Written email and letter submissions with detailed commentary, mostly objecting to traffic management concerns with the proposals.

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- A strong turnout of local residents at the community pop-up event who indicated both support and objection to the proposals, supporting increased pedestrian space whilst raising concerns with traffic impacts on local streets.

Promotion and engagement methods Promotion method	Stakeholders engaged
Project page on Your Say Inner West	773 people visited the YSIW page.
Letterbox drop	492 letters were sent to residents adjacent to London Street 566 letters were sent to residents adjacent to Simmons Streets
Online Survey	131 people responded to the online survey.
Direct contact from residents	28 emails from individuals 100 community members participated in the Face-to-face pop-up session. 2 letters from individuals

Summary of feedback

A summary of the online responses is provided below.

Question	Response
Do you support the creation of a new pedestrian space in London Streets? <i>131 responses</i>	88 (67.18%) of respondents showed support of the concept plan. 43 (32.82%) not in support of proposal.
Do you support the creation of a new pedestrian space in Simmons Streets?	

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131 responses	87 (66.41%) of respondents showed support of the concept plan. 44 (33.59%) not in support of proposal.
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As a result of the community engagement, Council Officers made several changes to the proposal including reducing the trial period from 18 months to 6 months and amending Simmons Street from a full closure to a partial closure. Concerns with the impact of the redistribution of traffic was the main concerns for the residents objecting. Council Officers in the trial period are proposing to undertake counts to gauge the actual effect of the closures and will subsequently come back to Council with a further report following the end of the trial period.

In conclusion, it is proposed that the temporary full closure of London Street between Enmore Road and Belmore Lane and the part closure of Simmons Street between Enmore Road and Enmore Lane with one way northbound traffic be supported as a 6 month trial, to improve the vibrancy and safety of public spaces and local streets. It is recognised that although there are benefits to the proposed closures there will be impacts on adjacent streets as a consequence of changes to the number of vehicles traveling along these local streets. To address this issue, a trial of 6 months and additional counts will be undertaken during this period, to determine the overall impact to the adjacent streets. Community feedback will also be at the end of the trial period.

The plans within the report showing the signage and line marking changes are also supported, in order to better delineate parking and non carparking spaces, turning restrictions as well as other features such as the cycle lanes.

FINANCIAL IMPLICATIONS

The proposals within this report are funded through Council's Mainstreet Local Place Making budget.

ATTACHMENTS

1. London Street and part Simmons Street temporary closures report
2. Figure 1 - London Street closure proposal
3. Figure 2 - Simmons Street closure proposal
4. Figure 4 – London Street signage and linemarking plan.
5. Figure 5 – Simmons Street signage and linemarking plan.
6. Figure 6 – Swept path analysis of a left and right turning 8.8m service truck from Enmore Lane
7. Engagement Report

Road Closure of London Street and Simmons Street at Enmore Road

Traffic Management Plan

Prepared for: Inner West Council

Date: 28 March 2024

Ref: 300305255



Revision

Revision	Date	Comment	Prepared By	Approved By
A	28 March 2024	Final	Preet Desai	Florence Asimwe

For and on behalf of

Stantec Australia Pty Ltd

L9, 203 Pacific Highway, St Leonards NSW 2065

Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Limitations

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TRAFFIC MANAGEMENT PLAN

Road Closure of London Street and Simmons Street at Enmore Road

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1. TMP FORMAT

A. Description or detailed plan of proposed measures.

Is a detailed plan of the proposed measures necessary?

Yes

No (State reasons)

B. Identification and assessment of impact of proposed measures.

Is a detailed assessment required?

Yes

No (State reasons)

C. Measures to ameliorate the impact of re-assigned traffic.

Is an assessment required?

Yes

No (State reasons)

D. Assessment of public transport services affected.

Is an assessment required?

Yes

No (State reasons)

E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.

Are these details required?

Yes

No (State reasons)

F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.

Is an assessment required?

Yes

No (State reasons)



G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

Is an assessment required?

Yes

No (State reasons)

H. Public consultation process.

Is a public consultation process required?

Yes

No (State reasons)



2. TMP EXPLANATORY NOTES

A. Description or detailed plan of proposed measures.

Inner West Council commissioned Stantec to provide transport planning advice in support of Council's Main Streets Program, to understand the impact on the surrounding road environment of a full closure of London Street at its intersection with Enmore Road and partial closure of Simmons Street at its intersection with Enmore Road. This Traffic Management Plan (TMP) is prepared in support of this work.

The road closures proposed along London Street and Simmons Street will complement strong pedestrian activity along Enmore Road and activate the place function in the precinct. The concept will also improve pedestrian and community amenities for locals and visitors intending to visit restaurants, shops and other businesses along Enmore Road, including the popular Enmore theatre. **Figure 2-1** shows the location of the proposals. The trial road closures are planned to run for 6 months from end of July 2024 to end of January 2025.

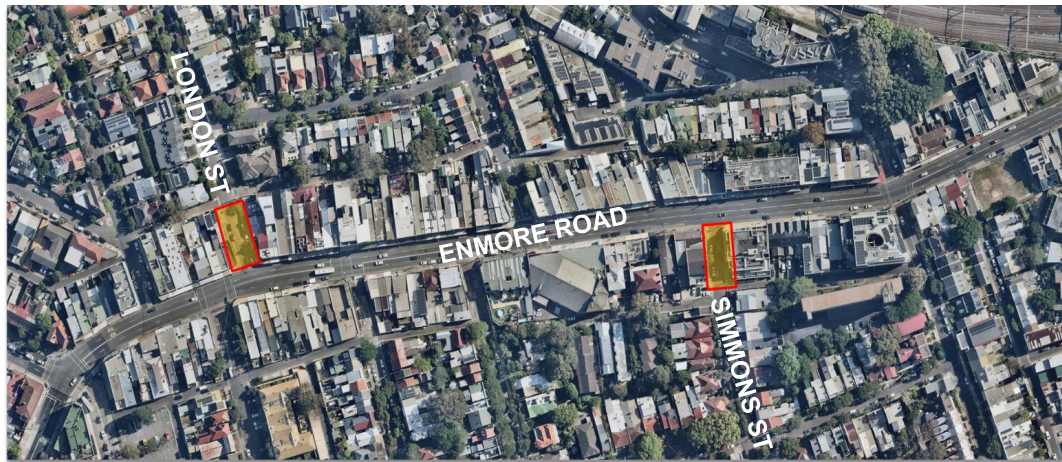


Figure 2-1: Proposed Street Closures Study Area

London Street is a local street off Enmore Road, with the proposed works located between Enmore Road and Cambridge Lane. The site is also located between the Cow & The Moon Gelato shop and Sultan's Kebab's, both of which have outdoor dining tables on the footpath. With the closure of this section of London Street, there will be no access to Enmore Road from London Street and vice versa (**Figure 2-2**).

Simmons Street is a local street extending off Enmore Road, with the proposed works occurring between Enmore Road and Enmore Lane. The site is between The Duke Hotel to the west and an apartment building with a ground floor shop to the east. The partial closure of Simmons Street will allow for a one-way northbound exit onto Enmore Road with both a left and right turn onto Enmore Road permitted. No southbound access onto Simmons Street will be permitted from Enmore Road (**Figure 2-3**).



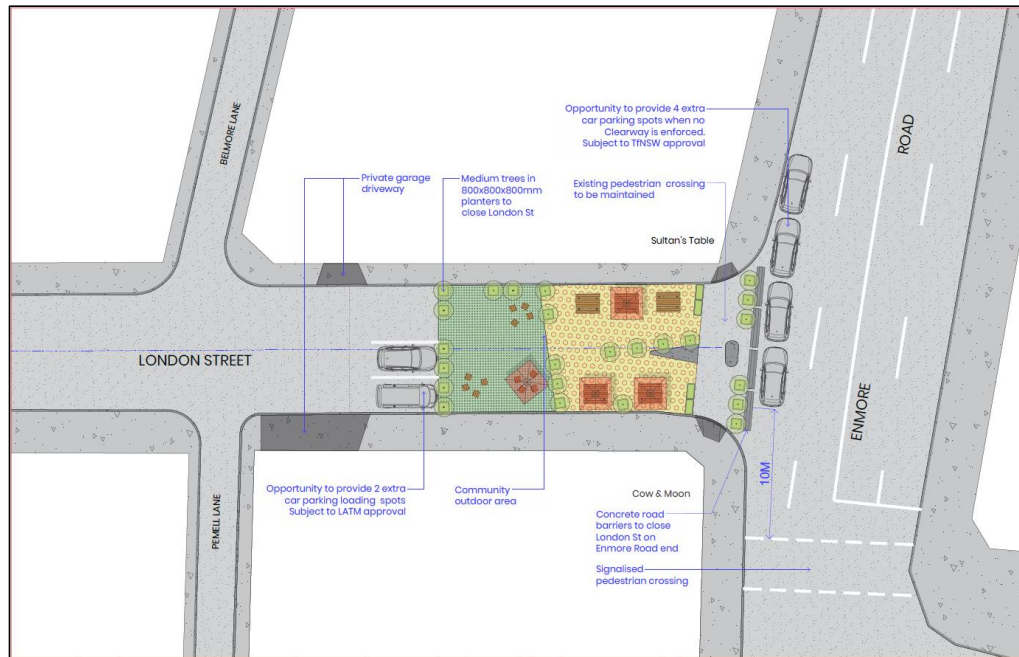


Figure 2-2: London St Closure Concept Design

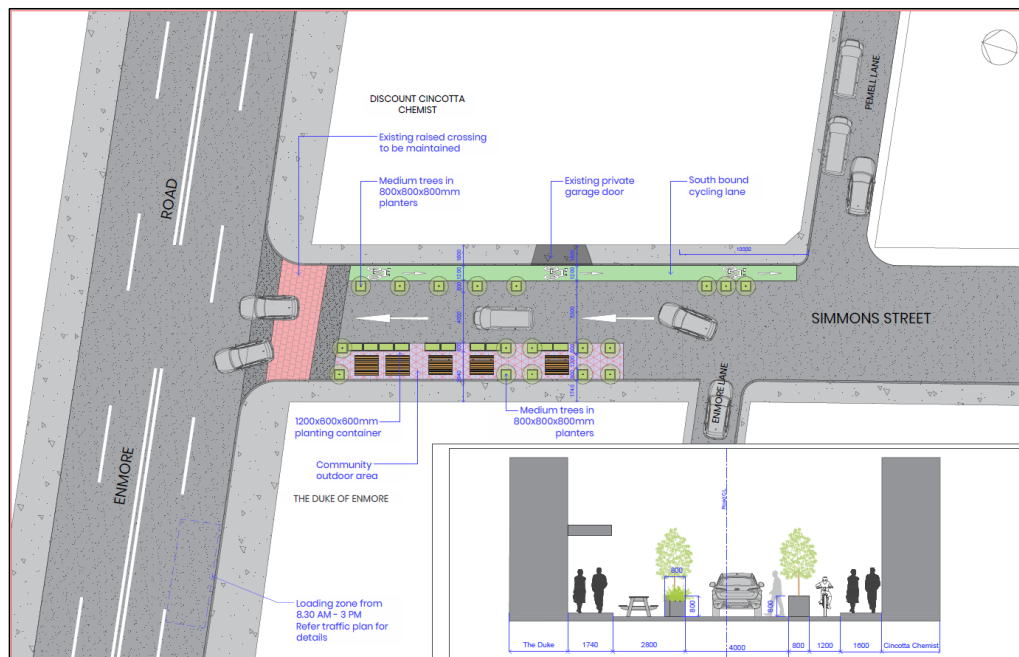


Figure 2-3: Simmons St (Southbound) Closure Concept Design



B. Identification and assessment of impact of proposed measures

Existing Traffic Conditions

The following steps have been undertaken to provide assumptions on the impact of these street closures:

- Review the tube count data commissioned by Council and undertaken during June 2023.
- Analyse traffic volumes within the two residential precincts north and south of Enmore Road and understand the level of through trips vs the level of residential trips.
- Re-distribute trips within the two residential precincts under the scenario of the proposed road closures.
- Identify which intersections will be affected.

The existing road configuration and circulation around the study area is shown in **Figure 2-4**. The configurations of the two streets which are proposed for closure are highlighted in blue. Traffic on the adjacent streets was re-distributed onto the surrounding road network to assess the traffic impact that would result from the closures.



Figure 2-4: Existing traffic controls in the study area

The existing AM and PM Peak traffic, taken from the tube count data is shown in **Figure 2-5** and **Figure 2-6** respectively.



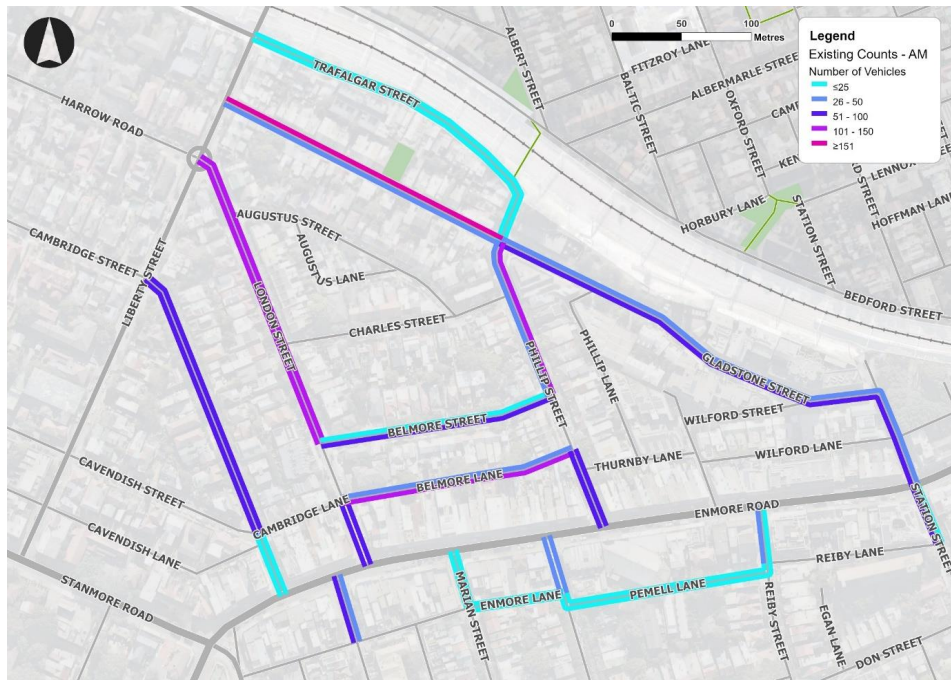


Figure 2-5: Existing AM Peak Traffic

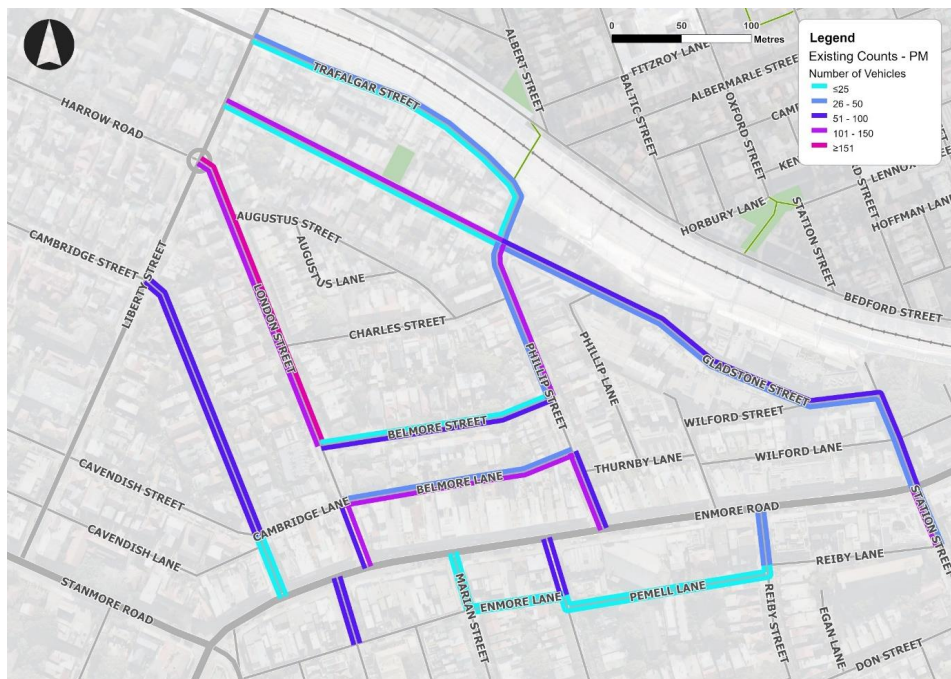


Figure 2-6: Existing PM Peak Traffic



Intersection Traffic Count Data

Intersection Traffic Count Surveys were commissioned by Council and were undertaken on Thursday, 7th December 2023. A review was undertaken for the traffic volumes going in and out of the London St / Enmore Rd and Simmons St / Enmore Rd intersections, to get an understanding of the accuracy of the tube count data that was analysed to propose the traffic redistribution model. **Figure 2-7** shows the traffic volumes at the two intersections.

- For the London Road/Enmore Road intersection, the southbound traffic is higher in the PM peak than in the AM PM, while the northbound traffic is similar for both peaks. This aligns with the tube count data (Refer to **Figure 2-5** and **Figure 2-6**).
- For the Simmons Road/Enmore Road intersection, the review identified that the maximum difference between both, the tube count data and the intersection traffic count surveys is 25 vehicles for Simmons St – Northbound movement.

Considering that the difference in both data sets is not drastic, it is concluded that the redistribution model used as part of the analysis is applicable and valid.

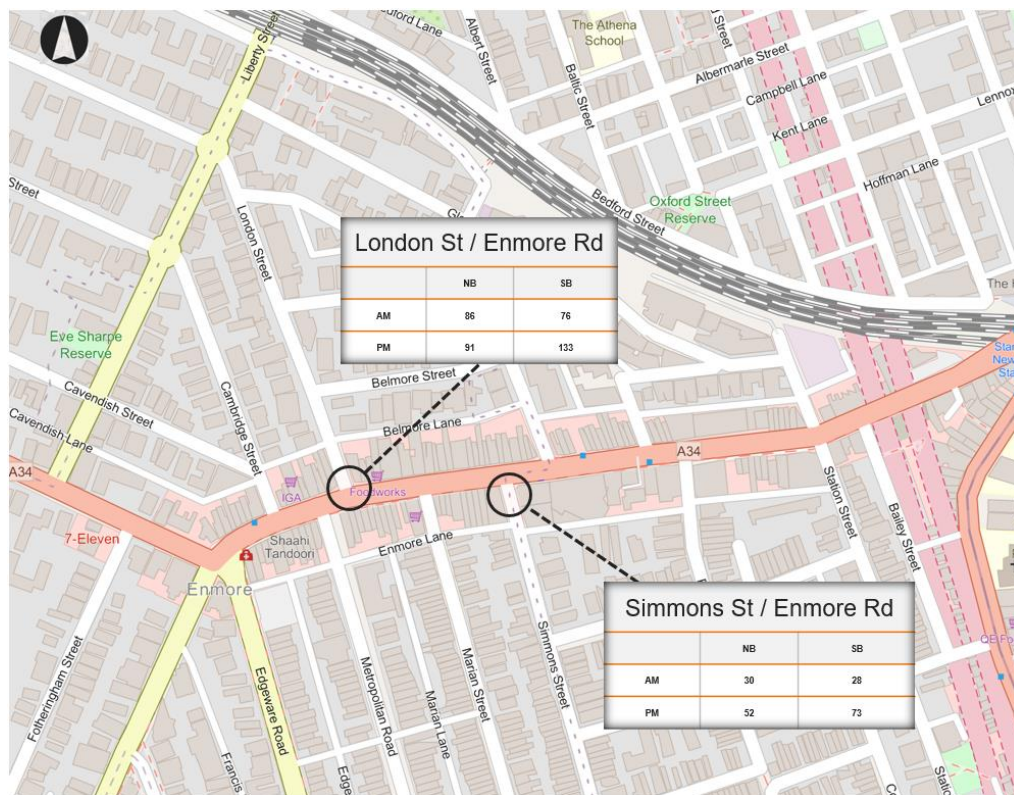


Figure 2-7: Intersection traffic count survey data for London St and Simmons St



Traffic Distribution Assumptions and Analysis

The existing traffic from London Street and Simmons Street was re-distributed onto the surrounding road network. The following assumptions were made (refer to **Figure 2-9** and **Figure 2-11**):

London Street – Northbound

- For traffic travelling northbound on London St, 10% are internal trips and 90% are external trips.
- To determine this, northbound trips at count 3 were compared against the northbound trips at count 9 and count 10, which resulted in 10% split towards internal traffic movement.
- Of the 90% of external through trips travelling north on London St, it was assumed that following the closure of London Street at Enmore Road:
 - 80% of vehicles would travel via Liberty St; and,
 - 20% of vehicles would travel via Philip St.

London Street – Southbound

- For traffic travelling southbound on London St, 10% are internal trips and 90% are external trips.
- Southbound trips at the tube count stations along London St (tube 3 & 9) were compared with the data from tube 10, which resulted in 10% split towards internal traffic movement.
- Considering the tube data collected, Of the 90% of external through trips travelling south on London St, it was assumed that following the closure of London St at Enmore Rd:
 - 40% of vehicles would travel via Gladstone St and Philip St;
 - 30% of vehicles would travel via Belmore St and Philip St; and,
 - 30% of vehicles would travel via Belmore Lane and Philip St.

Simmons Street – Northbound

- Simmons Street will allow a one-way northbound exit onto Enmore Road, with both left and right turning movements permitted.
- It is assumed that all the vehicles currently travelling northbound on Simmons St to get to Enmore Rd will continue to do so in the future, even after the implementation of the Simmons St (Southbound) street closure.

Simmons Street – Southbound

- For traffic travelling southbound on Simmons St, we assume that all trips would divert to either Marian St, Reiby St or Station St.
- It assumed that the bulk of trips moving via Simmons St are localised internal trips.
- For this reason, the traffic travelling southbound on Simmons St has been re-distributed to the above-mentioned streets as follows:
 - 70% of vehicles would travel via Marian St;
 - 20% of vehicles would travel via Reiby St; and,
 - 10% of vehicles would travel via Station St.

Projected Traffic Impacts

The projected impact on traffic flow for both the AM and PM peaks is shown in **Figure 2-8** and **Figure 2-10** respectively. This impact is based on the tube count data collected and the redistribution model discussed. The figures show two sets of parallel lines on each road which are colour-coded to indicate the projected volume of traffic per direction of travel.

Figure 2-9 and **Figure 2-11** outline the project traffic volume at each location in the study area. The tables linked to each location on the map show the impact (I) indicating the increase or decrease in traffic volumes derived after re-distributing the traffic.



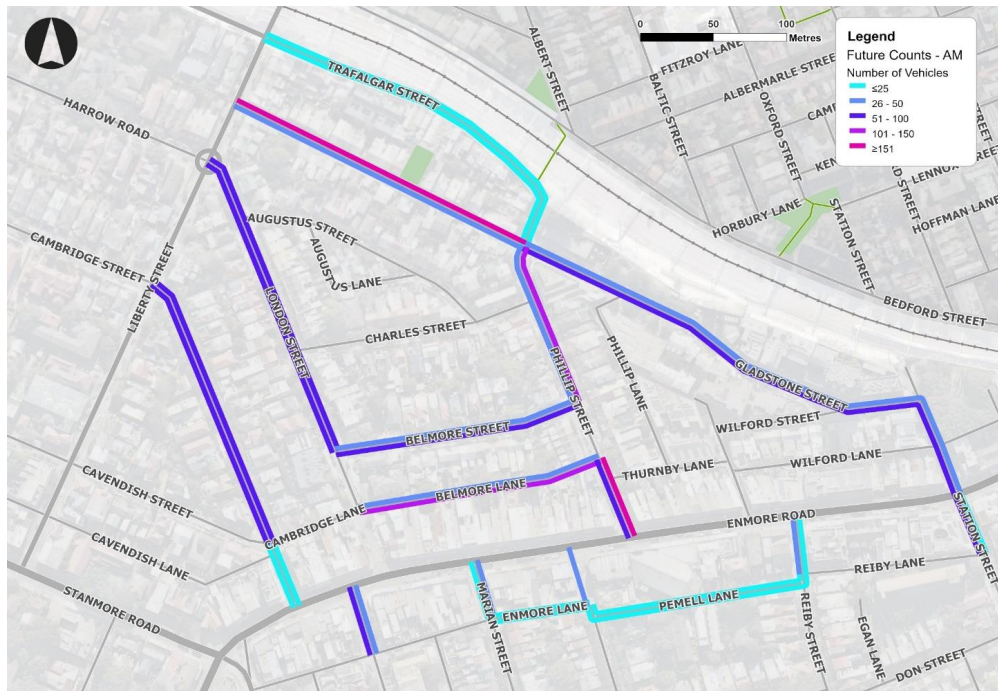


Figure 2-8: AM Peak – Projected Traffic Impact

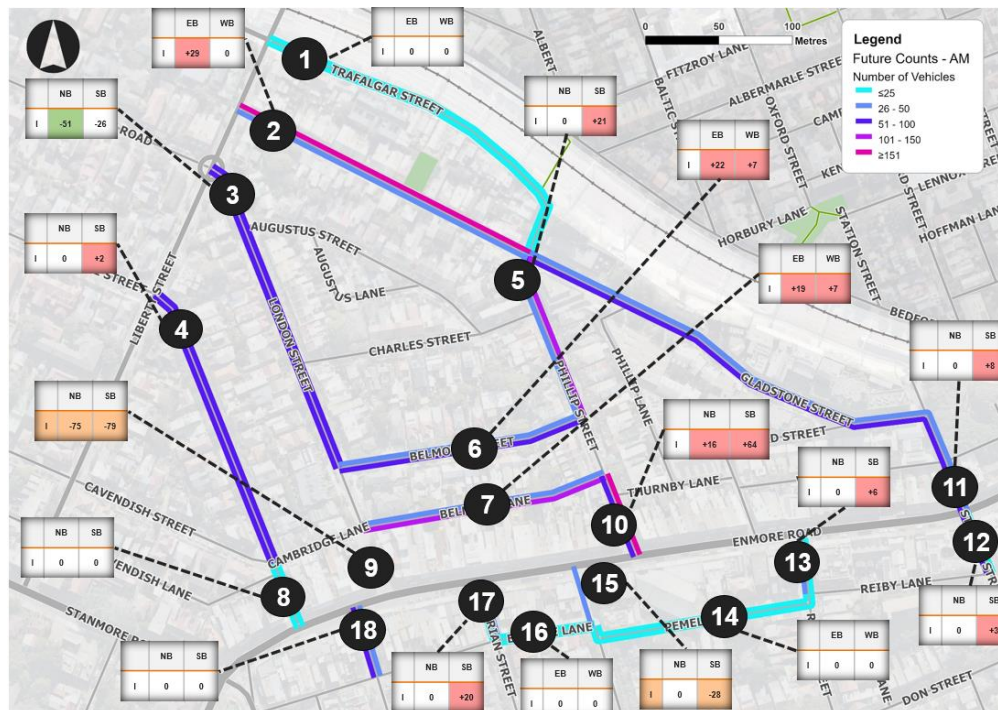


Figure 2-9: AM Peak – Projected Traffic Impact (with volumes)

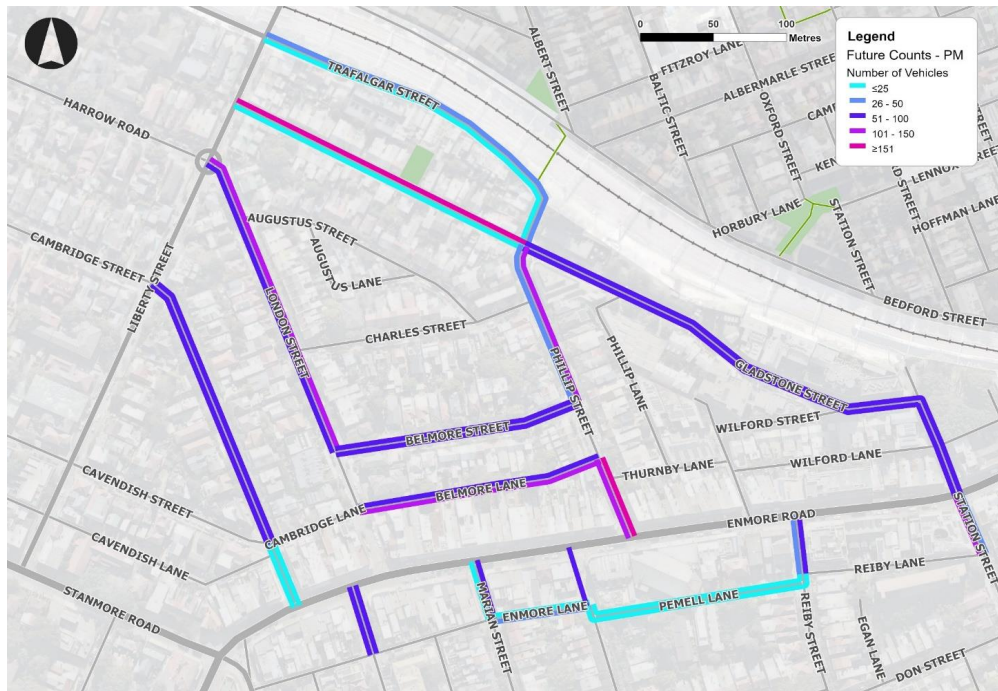


Figure 2-10: Projected PM Peak Traffic

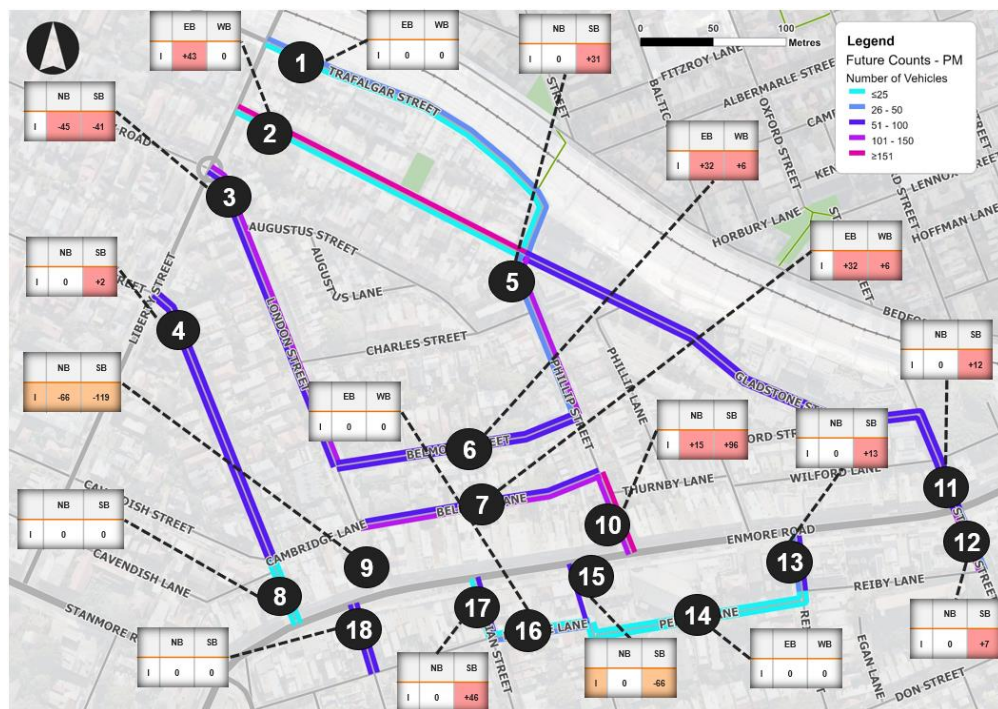


Figure 2-11: PM Peak – Projected Traffic Impact (with volumes)

Summary of Traffic Impacts

The streets where traffic volume is projected to increase due to the proposed road closures include:

- **Gladstone Street:** AM peak East bound, existing 175 vehicles, increase to 204 vehicles (+29 vehicles or 17% increase);
PM peak East bound, existing 137 vehicles, increase to 180 vehicles (+43 vehicles or 31% increase).
- **Phillip Street:** AM peak South bound, existing 92 vehicles, increase to 155 vehicles (+63 vehicles)
PM peak South bound, existing 90 vehicles, increase to 186 (+96 vehicles)
- **Belmore Street:** AM peak West bound existing 51 vehicles, increase to 58 vehicles (+7 vehicles or 14% increase)
PM peak East bound existing 73 vehicles, increase to 79 vehicles (+6 vehicles or 8% increase).
- **Belmore Lane:** AM peak West bound existing 104 vehicles, increase to 111 vehicles (+7 vehicles or 7% increase)
PM peak West bound existing 109 vehicles, increase to 115 vehicles (+6 vehicles or 6% increase)
- **Marian Street:** AM peak South bound existing 10 vehicles, increase to 30 vehicles (+20 vehicles)
PM peak South bound existing 18 vehicles, increase to 64 vehicles (+46 vehicles)

As shown above, the overall extent of increase in peak traffic on surrounding streets due to the full closure of London Street and partial closure of Simmons Street is expected to be relatively modest.

The following improvements in vehicular movements are projected on London Street and Simmons Street due to the proposed road closures:

- **London St:** AM peak North bound existing 147 vehicles, reduced to 97 vehicles (-51 vehicles or 34% fewer vehicles); Southbound existing 111 vehicles, reduced to 84 vehicles (-26 vehicles or 23% fewer vehicles).
PM peak North bound existing 130 vehicles, reduced to 85 vehicles (-45 vehicles or 35% fewer vehicles); South bound existing 158, reduced to 117 vehicles (-41 vehicles or 26% fewer vehicles)
- **Simmons Street:** AM peak southbound existing 28 vehicles, reduced to 0 vehicles (-28 vehicles or 100% fewer vehicles)
PM peak southbound existing 66 vehicles, reduced to 0 vehicles (-66 vehicles or 100% fewer vehicles)

C.Measures to ameliorate the impact of re-assigned traffic

As identified in the section above, the overall impact of increase in peak traffic on surrounding streets due to the full closure of London and part closure of Simmons Streets is modest, because of the existing travel patterns of vehicles travelling to and from Enmore Road.

Since the road closures are initially being implemented for a trial period of 6 months, no temporary traffic management works are recommended during this period. The 6-month trial will be used to inform Council of possible locations for future implementation of traffic management measures.

The following measures are proposed:

- Council will undertake new vehicle movement surveys following implementation of the works, at least 2 months after implementation. This will include new mid-block traffic counts to determine actual change in traffic volumes. Analysis of this additional data will guide Council on what further changes Council should implement including



temporary traffic management works that will contribute to reducing the speed of rat runners or deter them from traveling through the area.

- Following the recount, Council may consider early implementation of current strategies that are under development such as the InnerWest@40 proposals in this neighbourhood.
- Council is proposing to prepare a Local Area Traffic Management Plan (LATM) for the area north of Enmore Road. The LATM will make recommendations for suitable traffic management works to deter rat running through the area.

D. Assessment of public transport services affected

There are no bus routes that travel along London Street and Simmons Streets, which indicates that none of the bus services will directly be affected by the street closures. However, there may be an impact on the "Enmore Road after Stanmore Road" bus stop if the vehicles that currently turn left into London Street choose to turn left into Cambridge Street. These vehicles could potentially create conflict with the buses using the bus stop and result in queuing along Enmore Road.

Based on our trip redistribution model and analysis outlined in Section B, most of the vehicles are expected to travel north through Stanmore Road and Liberty Street thus minimal impacts are projected on this bus stop.

Council will further assess the impact on this bus stop after the trial period when more traffic count data is available on actual re-distribution of traffic following the trial period.

No other public transport services are expected to be affected by the street closures.

E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians

No special provisions for emergency vehicles will be required as emergency vehicles will have the use of alternative routes along the local road network including Gladstone Street, Liberty Street or Cambridge Street as a substitute for vehicles currently using London Street; and vehicles that would travel southbound on Simmons Street can use Marian Street, Reiby Street or Station Street.

Similarly, special provision for heavy vehicles will not be required given there will be available alternative routes in the local road network.

Cyclist access through the section of Simmons Street will be maintained therefore there will be no impact on cyclists due to partial closure of Simmons Street. Cyclists riding on London Street will have to demount in the small section of closure to avoid conflicts with people walking.

For pedestrian access, the existing arrangements will be retained on both London Street and Simmons Street. The road closures will complement the strong pedestrian desire line and activity on Enmore Road. This further improves pedestrian amenity and safety for locals and visitors who currently walk through this area to connect with the CBD and Newtown Station.

Overall, it is expected the pedestrian and cyclist experience will be improved due to a reduction in the volume of traffic along London Street and Simmons Street.



F. Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures

No known developments are expected to be impacted by the proposed closure of London and Simmons Streets. Vehicles will use alternative routes along the local road network to access developments in the vicinity of the proposed road closures.



G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

The proposed road closures will not affect traffic movements in adjoining council areas.

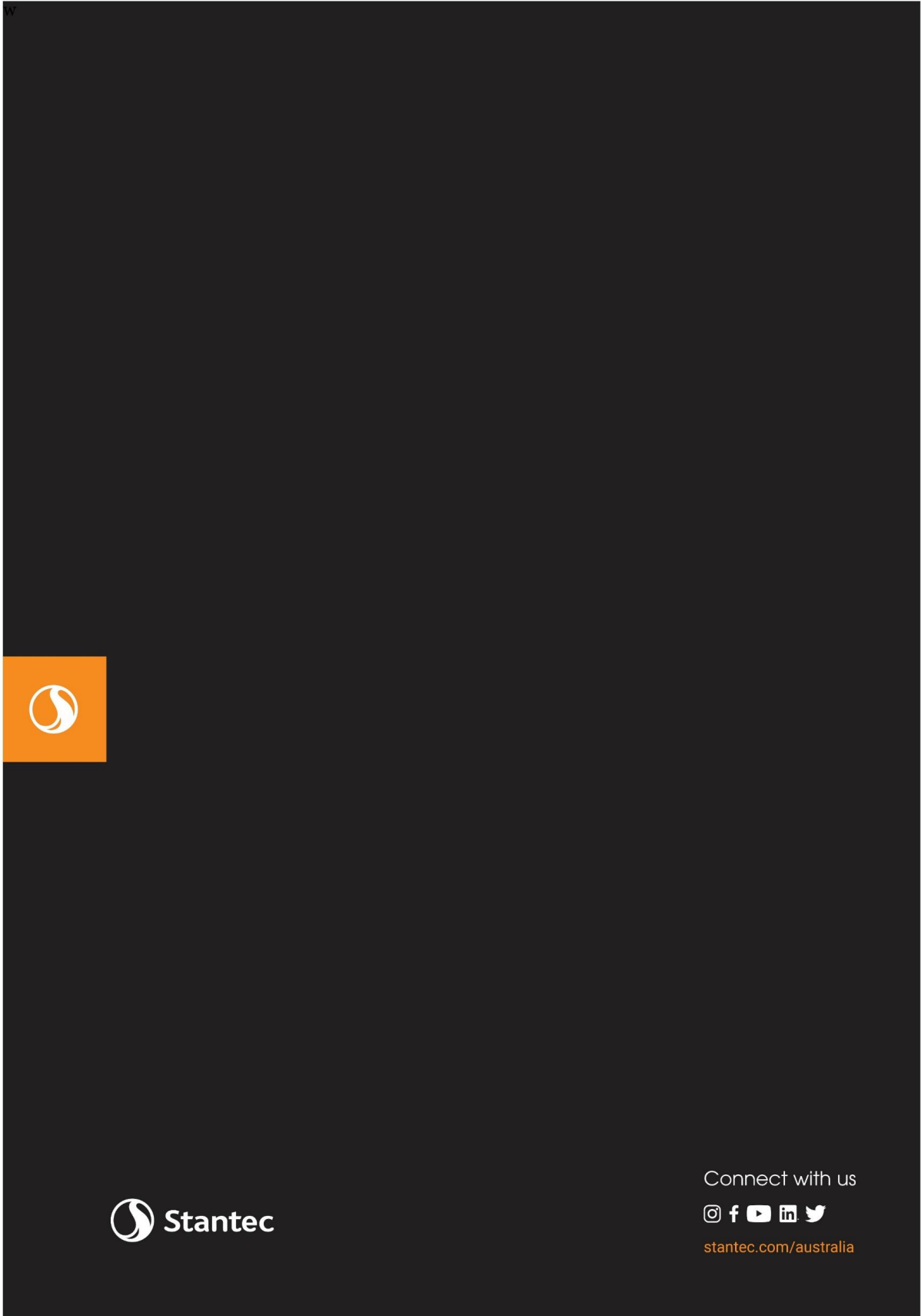
H. Public consultation process.

From 23 October to 20 November 2023, the community was invited to provide feedback on the proposals for London and Simmons Streets in Enmore through Council's YourSay website. Community members were further given the opportunity to discuss with Council about the proposed street closures through a pop-up session on 11 November 2023.

Following community feedback, Council revised the proposals, and a meeting was held to present the traffic report to the Local Traffic Committee (LTC) on 18 March 2024. Community members registered to speak at the LTC and made comments to the proposed plan. The LTC supported the proposals for both London and Simmons Street moving forward, subject to a Traffic Management Plan (TMP) being submitted to and approved by TfNSW.

A council meeting is scheduled for 9 April 2024. Community members will be represented at the Council meeting. It is expected that a 6-month trial of the proposed road closures will commence in mid-2024. Following the conclusion of the trial, Council will carry out an evaluation of the trial and residents and the local community will have an opportunity to provide feedback to Council about the trial.





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Permanent Closure of London Street and Partial Closure of Simmons Street at Enmore Road

transport.nsw.gov.au

Traffic Management Plan

March 2025

Item 12

Introduction

Inner West Council have submitted a Traffic Management Plan (TMP) in accordance with Transport for NSW's *Procedures for use in the Preparation of a Traffic Management Plan (TMP)*. Council is proposing to temporarily close London Street at its intersection with Enmore Road and partially close Simmons Street at Enmore Road (one way northbound between Enmore Road and Enmore Lane) for a six-month trial.

Details

The proposed closures are in order for these selected streets to become more welcoming and enhance their use and activity for pedestrians and people visiting Enmore and activate the place function in the precinct. This concept will also improve pedestrian and community amenities for locals and visitors intending to visit restaurants, shops, and other businesses along Enmore Road, including the popular Enmore theatre. Initially, it is proposed to trial road closures for six months from June 2025 to January 2026.

London Street is a two-way local road with a 9.7 m wide roadway and 2.9m and 1.7m footpaths on either side of the roadway. It carries around 3650 vehicles per day in the section between Liberty Street and Augustus Street. Many of the trips along London Street are rat runners as London Street provides convenient access between Liberty Street and Enmore Road. Currently, London Street permits 1P timed parallel parking restrictions on both sides of the road complemented by statutory 'No Stopping' restrictions at the intersection of Enmore Road. In London Street there is no net loss in carparking as a result of the closure (six one-hour parking spaces will be lost as a result of the proposed closure, however a further 6 spaces will be gained by extending parking through the intersection and providing a further 2 angled spaces).

Simmons Street is a local road with an 8.8m wide road and 1.7m and 1.6m wide footpaths on either side of the road, between Enmore Road and Pemmell Lane. It carries around 1230 vehicles per day in the section between Enmore Road and Enmore Lane. The bulk of trips moving via Simmons Street are localised internal trips. The proposed works are occurring between Enmore Road and Enmore Lane. Simmons Street has 'No Parking' restriction on the eastern side. The proposal will result in the loss of the motorcycle parking (1 car parking space in length), adjacent to the temporary outdoor dining area on the western side, for the duration of the trial.

There are no bus routes that travel along London Street and Simmons Streets, and as such none of the bus services will directly be affected by the street closures. If the vehicles that currently turn left into London Street choose to turn left into Cambridge Street, they could conflict with buses using the bus stop at "Enmore Road after Stanmore Road" and cause potentially queuing along Enmore Road. A review of the operation of this bus stop is recommended during the trial period.

Special provision for heavy vehicles will not be required as alternative routes are available through the local road network. The road closures will complement the strong pedestrian desire line and activity on Enmore Road



Attachment 5

and further improves pedestrian amenity and safety for locals and visitors who currently walk through this area to connect with the CBD and Newtown Station.

No known developments are expected to be impacted by the proposed closure of London and Simmons Streets. Further DA related Traffic Impact Assessments may be required for future developments. There is no impact on traffic movements in adjoining Council areas.

The proposed road closures are expected to have the following traffic volume increase projections:

- Gladstone Street: AM+29 vehicles and PM+43 vehicles
- Phillip Street: AM+63 vehicles and PM +96 vehicles
- Belmore Street: AM+7 vehicles and PM +6 vehicles
- Belmore Lane: AM+7 vehicles and PM+6 vehicles
- Marian Street: AM +20 vehicles and PM+46 vehicles

Traffic volumes are to be monitored during the six-month trial period.

In October-November 2023, Council consulted the local community and collated feedback through Council's website. 66.41% of respondents showed support for the creation of a new pedestrian space in Simmons Streets and 67.18% of respondents showed support for the creation of a new pedestrian space in London Streets. The proposal was endorsed by the Local Traffic Committee in March 2024 subject to Transport for NSW approval of the TMP,

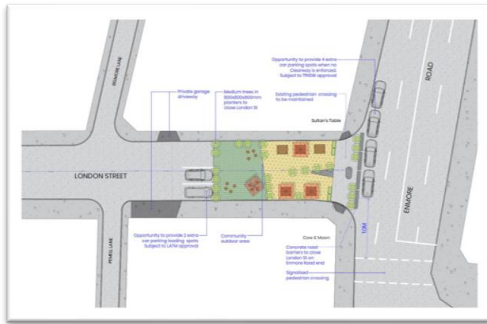


Figure 1: London Street Closure Concept Design



Figure 2: Simmons Street (Southbound) Closure Concept Design

Recommendation

The submission from Inner West Council has satisfactorily addressed the necessary requirements of the TMP and the proposal for temporary full closer of London Street and temporary partial closer of Simmons Street at Enmore Road be **RECOMMENDED FOR APPROVAL** subject to:

- Cambridge Street traffic being monitored before and after the six-month trial period and changes reported back to the Traffic Committee.
- A review of the bus stop west of Cambridge Street be undertaken to determine safety and possible queue length of vehicles to confirm that the proposed recommendation does not significantly impact the bus stop.
- The barricades on Enmore Road be amended so that the barricades are set back from the state road.
- Any addition to parking on Enmore Road will require Transport for NSW review and approval.

RECOMMENDED <i>Nina Fard</i> 10th March 2025	Nina Fard Network and Safety Officer Network and Safety Services
CONCURRENCE  10/03/2025	Mohammed Irfan Network and Safety Services Manager Network and Safety Services
APPROVED  1/4/2025	Natalie Gulliver Senior Manager Network and Safety Services Network and Safety Services
APPROVED  1 April 2025	Shane Schneider Director Network Management Eastern Network Management Eastern

Item No: LTC0725(1) Item 13
Subject: SALISBURY ROAD, STANMORE - REQUEST FOR A RESIDENTIAL PARKING SCHEME (DAMUM-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposal to implement Resident Parking Scheme restrictions '2P 8.30am to 6pm Monday – Friday Permit Holders Excepted Area M15' in Salisbury Road, Stanmore on the southern side between No.75 and No.101 Salisbury Road not be supported at this time due to insufficient resident support.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Upon receiving a petition from residents of Salisbury Road, Stanmore Council initiated an investigation for implementing residential parking restrictions on the southern side of Salisbury Road, between properties No.75 and No.101 Salisbury Road. Recent parking occupancy surveys conducted by Council Officers have indicated a high parking demand in the above-mentioned section of Salisbury Road during peak hours of the day.

This report provides the results of the recent resident parking scheme investigation in Salisbury Road, Stanmore.

BACKGROUND

Council received a petition from a number of households on Salisbury Road (on the south side and west of Durham Street) requesting for the consideration of a resident permit parking scheme to relieve the parking problem during the day as they did not have access to any off-street parking facilities.

Council officers subsequently completed a parking occupancy survey on both sides of Salisbury Road between Northumberland Avenue and Percival Road on 31 October 2024 to assess parking utilisation in the area. The average overall parking occupancy rate recorded for both sides was 78 per cent (between 7.00am and 6.00pm) and overall was less than the 85 per cent threshold required for consideration to introduce a resident permit parking scheme. Accordingly, introducing a resident permit parking scheme on the southern side of Salisbury Road was not supported at that time.

Further correspondence was received from residents in the subject area and the parking occupancy survey was repeated in early 2025 during the day when '2P' restrictions if introduced would operate. The results of this parking occupancy survey showed that the south side of Salisbury Road between Northumberland Street and Percival Road had an average overall occupancy of 88% which exceeds Council's 85% threshold for parking occupancy for consideration for implementation or extension of a residential parking scheme.

Subsequently, a Resident Parking questionnaire survey was undertaken in Salisbury Road to gauge resident's support to the introduction of a residential parking scheme in Salisbury Road, Stanmore on the southern side between No.75 and No.101 Salisbury Road.

Council proposed to implement the below restrictions detailed below and illustrated below:

'2P 8.30am to 6pm Monday – Friday Permit Holders Excepted Area M15' restrictions on the southern side of Salisbury Road, Stanmore between properties No.75 and No.101 Salisbury Road, Stanmore.



This report details the results of the recent parking utilisation surveys and Resident Parking survey.

DISCUSSION

Salisbury Road is classified as a Regional Road and carries around 17,000 vehicles per day. At present, unrestricted parking is permitted on both sides of Salisbury Road between Northumberland Avenue and Percival Road, Stanmore.

Various Resident Parking Schemes are in place north (M15), south (M17) and east (M1 and M3) of the subject section of Salisbury Road however not in the immediate area. It is noted that the subject section of Salisbury Road (No.101 to No.75) do not back onto another road or laneway and thus do not have access to off-street parking facilities unlike many other residences along Salisbury Road.



Parking Utilisation Survey:

A parking utilisation survey was undertaken in Salisbury Road, Stanmore between Northumberland Street and Percival Road on a typical weekday in October 2024 (between 7.00am and 6.00pm) to gauge current on-street parking utilisation. The results of the survey are summarised in the following table:

On-street parking survey results (weekday) – 31 October 2024

Street Name (Section & side)	No. parking spaces	Parking Utilisation Rate				
		7.00 AM	11.00 AM	2.00 PM	6.00 PM	Average utilisation rate
Salisbury Road, Stanmore						
Northumberland Avenue to Percival Road (east side)	46	56.5%	84.2%	78.3%	76.1%	74%
Percival Road to Northumberland Avenue (west side)	34	76.5%	88.2%	85.3%	79.4%	82%
Average utilisation rate		67%	86%	82%	78%	

(Average overall rate = 78%) Average day rate = 84%

Another parking utilisation survey was undertaken in Salisbury Road, Stanmore between Northumberland Street and Percival Road on a typical weekday in February 2025 (at 11am and 2pm) to check daytime on-street parking utilisation. The results of the survey are summarised in the following table:

On-street parking survey results (weekday) – 6 February 2025

Street Name (Section & side)	No. parking spaces	Parking Utilisation Rate				
			10.00 AM	2.00 PM		Average utilisatio n rate
Salisbury Road, Stanmore						
Northumberland Avenue to Percival Road (east side)	46		89.3%	87.2%		88%
Percival Road to Northumberland Avenue (west side)	34		94.1%	79.4%		87%
Average utilisation rate			92%	83%		

Average day rate = 87%

Council Policy/Guidelines

Council's adopted Policy for the introduction or extension of a Permit Parking Area states, *"that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)"*.

PUBLIC CONSULTATION

A total of 39 consultation letters were sent out to owners and residents of Salisbury Road between No.101 and No.31 and 3 residences in Durham Street, Stanmore on 3 June 2025. Submissions closed on Friday 27 June 2025.



At the end of the survey period seven (7) responses were received. Two (2) were neutral noting that any restrictions would have a knock-on effect just moving demand to the western end of Salisbury Road; three (3) were in support of the proposal and two (2) opposed the proposal. The overall response rate was 18%, and of that 29% were either neutral or opposed the proposal while 42% supported it.

Number of properties	-	39
Number of properties responded	-	7
Number of properties supported	-	3
Response Rate	-	18%
Support Rate	-	42%

The level of overall response is lower than Council's adopted Policy and therefore due to the insufficient response from the community the proposal will not be progressed any further at this time.

The table below reveals some of the comments raised by the residents.

Resident's comments	Officer's response
SUPPORT	
Thank you for your consideration of an RPS on Salisbury Road in Stanmore. My family and I fully support this proposal.	Support noted
This proposal is a great idea and long overdue, the parking is getting more and more difficult	Support noted
I support parking restrictions, however, would like them to be further extended to cover properties up to and including 35 Salisbury Road – i.e. restrictions should cover 35 to 101 Salisbury Road Stanmore. Without the further extension that I propose, it will make the situation worse for myself and neighbours.	Support noted. At this time the restrictions proposed were to accommodate those residents who did not have any access to off-street facilities at their property.
NEUTRAL	
I would ask the council to consider the knock-on effect of this change, noting that as a resident of Durham Street, we too are subject to significant non-residential parking as people attend activities on Parramatta Road, catch the bus to town, or commute to RPA via the 412 bus.	It is acknowledged that parking demand can also increase in/along streets adjacent to areas in which schemes are introduced. Because there can be knock-on effects or unintended impacts it is appropriate that these adjacent streets be reviewed once any new parking patterns in the area are established. Generally, this is achieved with some certainty after approximately six months operation and if required Council may arrange a parking survey review in these streets at that time.
We also have a number of apartment dwellers nearby, who have allocated parking in their complexes, but either have multiple vehicles, or a preference for street parking, who also park in Durham Street, thus increasing pressure on the number of spots available for residents without parking.	
If parking restrictions are placed along this section of Salisbury Road, it is likely those who normally park there who might not be entitled to a permit, will simply pop around the corner into Durham Street instead, and I ask the Council to give due consideration to this possibility when considering the change.	
We understand the issue for the occupants of 75 - 101 Salisbury Rd. However, it seems the solution is to transfer the high parking demand to another part of Salisbury Rd.	Generally, the provision of any introduced RPS to one side of the street is intended to minimise the knock-on effect to parking along or
Is this more a temporary band-aid rather than a long-term	

solution.	onto other streets.
OPPOSE	
<p>We are long time owner-occupied residents on the western side of Salisbury Road, opposite Myrtle Street. Whilst all residents have noticed an increase in street parking in recent years, we are concerned about the impact this proposed parking restriction will have on surrounding areas. The western end already has a higher number of cars during the day due with commuter parking being closer to the train station. In addition, there is already no parking between No.64 and No.71 due to the bus zone plus a driveway at No.73. Whilst I understand the frustration of not always being able to park directly outside your own property, I don't understand why there would be a higher parking demand in this particular section when all adjoining streets - Northumberland Ave, Clarendon Street and Durham Street - also offer the same restriction-free parking. Therefore, I can only presume the proposed restriction to this section is due to these particular properties not having rear lane access.</p> <p>We really do appreciate the rarity of not having parking restrictions in a residential street and would hate to lose this.</p>	<p>Option of having no parking restrictions in the street is noted.</p> <p>As noted, at this time the restrictions proposed were to accommodate those residents who did not have any access to off-street facilities at their property.</p>
<p>We live in the directly impacted area and strongly opposed to the proposed parking restrictions and would like it to remain unrestricted parking as is the current situation. This is for several reasons:</p> <ol style="list-style-type: none"> 1. We do not want to have to buy a parking permit to park in front of our house, although we do not have any off-street parking on our property, we do not find it difficult to get a park the vast majority of the time within 50 m of our front door (and 90% of the time within 10 m). 2. More street signs to display these new restrictions would be an eyesore, particularly as this is a heritage preservation area we feel that more signs would detract from the aesthetic appeal of the area. 3. We find that one of the most difficult times to park is on Sunday evenings when most of the spaces are likely taken by residents of the area, while during the working hours on weekdays especially in the afternoons before 5 pm there are plenty of spaces.... <p>The most difficult time to find a park is on mornings, particularly Saturday and Sunday mornings due to the popular café opposite this stretch of Salisbury Road because of the patrons of this café, and so having a 2-hour parking restriction would also not help with this situation.</p>	<p>Option of having no parking restrictions in the street is noted.</p>

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

CONCLUSION

Based on the above results, the RPS proposal in Salisbury Road, Stanmore did not receive at least 30% response rate nor 65% support from the residents. As such, the proposed RPS cannot be supported in accordance with Council's Resident Parking Policy at the present time.

ATTACHMENTS

Nil.

Item No: LTC0725(1) Item 14

Subject: **BALTIC AND BEDFORD STREETS, NEWTOWN- PROPOSED 'NO STOPPING' RESTRICTIONS (DAMUN-STANMORE WARD/INNER WEST PAC/NEWTOWN ELECTORATE)**

Prepared By: James Nguyen - Traffic Engineer

Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed 'No Stopping' restrictions on both sides of Baltic Street, 6 metres north from the intersection of Bedford Street be approved subject to the completion risk assessment by Council and approval of a risk assessment by TfNSW.
2. That the proposed 'No Stopping' restriction on the northern side of Bedford Street, 6 metres west of Bedford Street be approved, subject to the completion risk assessment by Council and approval of a risk assessment by TfNSW.
3. That the 'No Stopping' restriction on the northern side, east of Bedford Street be approved

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines a 'No Stopping' restriction proposal to improve access to Baltic Street at the intersection of Bedford Street. The proposal will improve parking compliance and ensure vehicles park away from the intersection. Community consultation revealed strong objection to the proposal due to loss of parking. Accordingly, Council officers are proposing a reduced 6-metre 'No Stopping' restriction which will require the completion of a risk assessment, that will subsequently be referred to Transport for NSW for approval.

BACKGROUND

Council has received a request to review the intersection of Baltic and Bedford Streets, Newtown due to concerns that parked vehicles are being damaged. A traffic island and partial road closure was requested for consideration.

DISCUSSION

Baltic Street is a 7-metre-wide local road, with low traffic volumes. There are no recorded accidents at the intersection of Bedford and Baltic Streets within the last five (5) years. Traffic facilities such as partial road closures are generally considered at locations to mitigate rat-running or prevent unsafe turning movements. Accordingly, a partial road closure or traffic facility on Baltic Street at the intersection of Bedford Street is not recommended.

Council officers completed a site inspection to assess the intersection further. The intersection does not have any existing 'No Stopping' signs. There are also no existing timed permit parking restrictions installed on Baltic Street. It was found there were vehicles parked close to the intersection. A review of the aerial images also suggest vehicles may park within 10

metres of the intersection. Council's parking officers have also advised there have been some infringements issued to vehicles parking within 10 metres of the intersection.

Due to the narrow width of Baltic Street, vehicles parking too close to the intersection may affect access and side swiping may occur. Furthermore, sight lines of vehicles on Bedford Street may be compromised. Accordingly, Council officers developed a proposal to install 'No Stopping' restrictions on both sides of Baltic Street, north of Bedford Street, and on the northern side of Bedford Street, east and west of Baltic Street to rectify the issues that have been identified. The proposal is shown in *Figure 1* below.



Figure 1 - Consultation plan

PUBLIC CONSULTATION

Council consulted with affected residents on the proposal between Thursday 8 May 2025 and Friday 23 May 2025. There were 15 letters sent with no responses supporting the proposal and five (5) responses opposing the proposal. One (1) of the five (5) responses opposing the proposal was a petition signed by eight (8) households.

Residents' Comments	Officer Comments
The 'No Stopping' restrictions would help as the turn into Baltic Street from Bedford Street is tight.	Noted. Council officers will consider a reduction in the regulatory 'No Stopping' distance from 10 metres to 6 metres and complete a risk assessment to consider potential road safety and network efficiency issues that may arise by reducing the "No Stopping" distance below the statutory minimum.
Concerns were raised about removing more parking in an area with already limited parking.	Council officers will consider a reduction in the regulatory 'No Stopping' distance from 10 metres to 6 metres and complete a risk

	assessment to consider potential road safety and network efficiency issues that may arise by reducing the “No Stopping” distance below the statutory minimum.
Council have already installed ‘No Stopping’ restrictions at the intersection of Baltic and Albemarle Streets that removed parking. This proposal will make parking issues worse.	Council officers will consider a reduction in the regulatory ‘No Stopping’ distance from 10 metres to 6 metres and complete a risk assessment to consider potential road safety and network efficiency issues that may arise by reducing the “No Stopping” distance below the statutory minimum.
<p>A submission was raised noting that the proposal lacks a bespoke solution that is suitable for the dense urban environment of Newtown with already limited parking for households and visitors. A site specific solution must be considered that does not apply blanket controls that are not suitable for the Inner City environment.</p> <p>It was noted that the lines of sight and visibility would not be impacted by a reduced ‘No Stopping’ zone on the eastern side of Baltic Street outside no.3 and 5.</p> <p>It was noted that the 10 metre restriction on the western side of Baltic and Bedford Street is required as visibility is impacted by parking within this area</p> <p>It was noted that the removal of further parking will increase parking pressure on the street.</p> <p>It was noted that Baltic Street is also used by commuters to access the train station.</p> <p>Council is urged to consider an integrated approach to traffic planning, if ‘No Stopping’ restrictions are considered, and that it is not done in isolation.</p>	<p>The Newtown and Enmore Parking Study will propose parking changes that address the precinct wide parking issues.</p> <p>The proposed ‘No Stopping’ restrictions seek to improve access into and out of Baltic Street.</p> <p>Council officers will consider a reduction in the regulatory ‘No Stopping’ distance from 10 metres to 6 metres and complete a risk assessment to consider potential road safety and network efficiency issues that may arise by reducing the “No Stopping” distance below the statutory minimum.</p>
<p>A submission noted the 10 metres on each corner is too much and will remove the majority of resident’s parking spaces.</p> <p>It was suggested that a traffic island to block the possibility of turning left into Baltic Street from Bedford Street be considered.</p> <p>It was noted that removing the issue with the dangerous corner and providing residents with a safer street, maintain the parking ratio to residents, and provide greening of the streetscape.</p>	
The petition signed by eight (8) households	Council officers will consider a reduction in

noted the following:

- Council's proposal has not taken into consideration the sidewalk projection on the right hand side of the street
- Residents who are directly affected by this are not in favour of losing 20 metres of parking as it is already hard to find parking for residents and visitors
- Baltic Street is one of the widest streets compared to other streets towards King Street which have no existing restrictions
- The 'switch back turn' is a hard turn to make. A 2-metre 'no Stopping' restriction on Bedford Street at the entrance of Baltic Street should be considered. There should be no change to the right hand side of Baltic Street as there is already a projected sidewalk that is 4.6 metres long.

the regulatory 'No Stopping' distance from 10 metres to 6 metres and complete a risk assessment to consider potential road safety and network efficiency issues that may arise by reducing the "No Stopping" distance below the statutory minimum.

A reduction of the 'No Stopping' restriction from 10 metres to 6 metres, as shown in *Figure 2* below, will be investigated further by Council officers. A risk assessment will be completed to consider potential road safety and network efficiency issues that may arise by reducing the 'No Stopping' distance below the statutory minimum. The risk assessment will be referred to Transport for NSW for consideration once complete.



Figure 2 - Amended proposal - Reduced 6 metre 'No Stopping' restrictions

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC0725(1) Item 15
Subject: ALLEN STREET, LEICHHARDT - SAFETY AT DRIVEWAY OF 141-143 ALLEN STREET (GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: George Tsaprounis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That Council write to the Strata Management at 141-143 Allen Street, Leichhardt advising of the outcome of this report and requesting the Strata Management to consider the installation of a speed hump inside the property boundary with 'Giveaway to Pedestrians' and 'Stop' signage leading up to and at the exit of the driveway.
2. That the existing '2P 8am-6pm Permit Holders Excepted Area L1' (L) signage north of the driveway be relocated south by approximately 3.9m.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Livable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The strata management of 141-143 Allen Street, Leichhardt has reported that drivers exiting the site driveway located in Flood Street, Leichhardt are having difficulty exiting the driveway as sight lines are obstructed due to parked vehicles. They further requested 4-5m sections of 'No Parking' restrictions each side of the driveway which result in a loss of two (2) on-street parking spaces.

A review has been undertaken on the subject driveway at Flood Street. As on-street parking is highly utilised and valued by the community, the installation of parking restrictions is not supported. Alternate possible measures to improve safety would be to install a speed hump inside of the property boundary, and additional signs for vehicles exiting the ramp and driveway would be recommended, which is a standard measure undertaken at other similar driveways within the Inner West. It is also recommended to relocate the existing '2P 8am-6pm Permit Holders Excepted Area L1' (L) sign located approximately 4.5m north of the subject driveway closer to this driveway to prevent vehicles partially obstructing the driveway and attempting to park within the unrestricted section.

BACKGROUND

Council has received safety concerns from the strata committee of 141-143 Allen Street, Leichhardt and requested 'No Stopping' zones be placed 4-5m on each side of the driveway. A review of the Traffic Impact Assessment (TIA) report for the development at 141 Allen Street confirms that the driveway design generally complies with Australian Standards AS2890.1. The driveway is located on Flood Street between Allen Street and Kalgoorlie Street, Leichhardt featuring a road configuration outlined in the table below.

Street Name	Flood Street (between Allen and Lyall Streets)
Kerb to Kerb Width (m)	12.7m
Carriageway Type	Two-way, one travel lane each direction Bicycle shoulder lanes on both directions
Classification	Local Road
Speed Limit	50km/h
85 th Percentile Speed	No recent data in past 5 years
Average Traffic Volume	Estimated 4,500vpd (bidirectional)
Available TfNSW recorded crash history last 5 years (2018-2023)	No reported crashes
Parking Arrangements	Parking permitted on both sides

DISCUSSION

Council has received concerns that drivers exiting the property at 141-143 Allen Street, Leichhardt are having difficulty exiting the driveway as sight lines are obstructed due to parked vehicles. The property strata management requested the installation of 4-5m of 'No Stopping' zones on both sides of the driveway which would result in a loss of two (2) parking spaces. Typically, 'No Stopping' restrictions are generally not used to define and improve sight distance at driveways. A diagram of the driveway configuration can be seen below.



Figure 1: Diagram of driveway of 141-143 Allen Street at Flood Street, Leichhardt

The property has approximately 7m width at the property boundary for two-way vehicular access and built with a 10.5m wide driveway layback. Comparison with other residential flat buildings within the Inner West such as 272 Flood Street indicate a smaller driveway layback width of 7.2m as shown in Figure 2. These types of driveways are common and prevalent in urban areas requiring a degree of caution by drivers entering the road and is not practical to restrict parking adjacent to every such driveway.

The wider width allows drivers a broader angle when entering or exiting and allow improved visibility by carefully approach the boundary of the bike lane and traffic lane before completing their turn. Flood Street has a straight road alignment without horizontal curves or adverse grade. Vehicles are able to enter and leave the site in a forward direction.



Figure 2: Comparison of driveway for 141 Allen Street (located on Flood Street) and driveway for 272 Flood Street

Council's InnerWest@40 project is a study based on data-driven evidence base to support reduced speed limits within the Inner West area. One of the key action plans to implement a blanket 40km/h local speed limit for all local roads in the Leichhardt area. Once implemented, this will provide safety improvements in Flood Street and will be a key component to reducing deaths and serious injuries on public roads.

With the high demand of on-street parking in Flood Street and surrounding streets, and with the community highly utilising and valuing street parking, a proposal to remove parking space by 'No Stopping' zones adjacent to the subject driveway is not supported.

Several alternate recommendations to improve safety for vehicles and pedestrians exiting the driveway include the installation of signage leading up to the exit including a 'Give way to pedestrians' sign and a 'Stop sign' at the exit. Additionally, a speed hump could also be installed inside of the property to slow vehicles entering and exiting the driveway as the exceptional width of the ramp could contribute to higher speeds.

It is also recommended to relocate the existing '2P 8am-6pm Permit Holders Excepted Area L1' (L) sign as per *figure 3* to the edge of the driveway. This will prevent vehicles overhanging into the driveway attempting to park within the 3.9m unrestricted section, which is currently inadequate to fit a standard sized vehicle.



Figure 3: Proposed relocation of 2P signage to remove unrestricted section and prevent obstruction of driveway

FINANCIAL IMPLICATIONS

The relocation of the sign will be funding from Councils signs and line marking budget.

ATTACHMENTS

Nil.