VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants
ACN 071 762 537 ABN 88 071 762 537

16 May 2019
Ref 17314

The General Manager
Lane Cove Council
P.O. Box 20
LANE COVE NSW 1595

E: service@lanecove.nsw.gov.au

Dear Sir/Madam

PROPOSED MIXED USE DEVELOPMENT
56-60 BURNS BAY ROAD, LANE COVE
CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Introduction

This Construction Traffic Management Plan has been prepared on behalf of The Applicant, *A+ Design Group*, to review the traffic and parking arrangements to be implemented during construction of the abovementioned mixed use development, as per Council's DA submission requirement.

All correspondence on this matter must be addressed to The Applicant's representative:

Karen Chow
A+ Design Group
89 Chandos Street
ST LEONARDS NSW 2065
P: 1300 388 789
E: Karenc@aplusdg.com.au

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction Traffic Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

Site

The subject site is located on the southern side of Burns Bay Road, extending through to Sera Street, and is situated within the Lane Cove Town Centre (Figures 1 and 2). The site has street frontages of approximately 45m in length to Burns Bay Road, approximately 43m in length to Sera Street and occupies a site area of approximately 3,665m^2.

The site is currently occupied by a local shopping village building comprising a Coles supermarket and a number of small retail shops. Off-street parking is provided in an undercover and upper level car parking area located at the rear of the site.

Vehicular access to the car parking areas are provided via separate entry and exit driveways located at opposite ends of the Burns Bay Road site frontage as well as directly off Sera Street.

A recent aerial image of the site and its surroundings is reproduced below, including the Council car parking areas located at the rear and adjoining the site.

Burns Bay Road has a typical pavement width of approximately 12.8m wide with one traffic lane in each direction. Notwithstanding, a pedestrian crossing is located just east of the site, with kerb extensions, reducing the crossing area to approximately 7m wide. Kerbside parking is generally permitted along both sides of Burns Bay Road, including along the site frontage, whilst a Bus Zone restriction applies just east of the pedestrian crossing.

Sera Street is a local, unclassified service lane which is primarily used to provide vehicular and pedestrian access to properties fronting Burns Bay Road and Austin Street whilst also providing entry/exit access to Council's public car parking areas. Indented 90° kerbside parking areas are located along both sides of the road. In this regard, an existing right-of-carriageway is located along the rear of the site, connecting to the adjacent car park located at the rear of Nos.62 & 64 Burns Bay Road.

A number of Council car parking areas are located at the rear of the site located directly along Sera Street and also within the adjoining sites, Nos.54, 62 & 64 Burns Bay Road, which are all time-restricted. Vehicular access to/from the Council car parking areas are provided via two separate driveways located off Sera Street; an entry/exit driveway located off the R.O.W (along the rear site frontage) and a separate exit-only driveway located at the rear of No.54 Burns Bay Road.

In this regard, it is noted that these parking areas are interconnected through the ground floor level of the existing building, with connections provided through the site and also onto the separate entry and exit driveways off Burns Bay Road, located at opposite ends of the site frontage.

It is also noted that the land located at the rear of the site, is currently owned by Council, and a Voluntary Planning Agreement (VPA) has been submitted in conjunction with the DA to acquire this portion of land.

Proposed Development

The proposed development involves the demolition of the existing commercial/retail building on the site and the construction of a new mixed use development including a ground floor supermarket tenancy.

Off-street parking is to be provided in a new three-level basement car parking area, with vehicular access to be provided via a new entry/exit driveway located at the eastern end of the Sera Street site frontage. A dedicated loading area is to be located on the basement level, at the bottom of the access driveway, which includes a turntable, also accessed via Sera Street. The proposed service area is expected to accommodate vehicles up to and including 12.5m long HRV trucks, as per the existing loading arrangements.

Construction Schedule

The construction activities are expected to be undertaken over a duration of approximately 22 months as set out below. Working hours are proposed from 7:00am to 5:30pm Monday to Friday and 8:00am to 12:00pm on Saturday, as per Council's standard working hours. No work shall be carried out on Sundays or Public Holidays.

Notwithstanding the above, excavation or removal of any materials using machinery of any kind, including rock picking, sawing, jack hammering or pile driving, will be limited to between 7:00am and 5:30pm Monday to Friday only and must *not* be carried out continuously for longer than 3 hours without a 1-hour break.

CONSTRUCTION PROGRAM – APPROXIMATE DURATIONS		
Stage	**Work**	**Duration**
1	Demolition	2 months
2	Excavation	3 months
3	Construction	17 months

Demolition & Excavation Stages

Given the existing site constraints and the future basement being built-to-boundary, it will be impossible to provide a loading/unloading area for trucks during the initial demolition and final excavation stages. Notwithstanding, as mentioned above, it is noted a VPA has been submitted in conjunction with the development application for the acquisition of the land at the rear of the site.

As such, all demolition and excavated material will be loaded/unloaded wholly within the site, as illustrated on TCP No.1. Trucks will enter and exit the site via the future basement access driveway located off Sera Street, using a variety of trucks and sizes up to and including truck & dog trailers.

It is pertinent to note that the proposed arrangement would allow the through traffic along Sera Street to be maintained and unobstructed at all times, including access to the rear of No.62 & No.64 Burns Bay Road.

RMS-accredited traffic controllers will also be present at all times during truck movements to assist with traffic flow and pedestrian safety.

All materials are to be stored on site. At no time are materials to be stored on Burns Bay Road, Sera Street or any other road or Council property. The site manager will ensure that multiple deliveries do not occur at the same time, unless they can all be accommodated on site.

Furthermore, all vehicles transporting soil material to or from the subject site shall ensure that the entire load is covered by means of a tarpaulin or similar material. The vehicle driver shall be responsible for ensuring that dust or dirt particles are not deposited onto the roadway during transit.

Concrete Pour & Construction Stage

All construction material deliveries, including concrete pumping, will be unloaded from the kerbside lane along the Burns Bay Road site frontage, as illustrated on TCP No.2.

Deliveries will typically arrive on small/medium rigid trucks as well as the occasional large rigid truck up to 12.5m in length (i.e. no larger than a standard bus). A tower crane will be installed to transfer materials onto site along with B-Class hoarding above the entire site frontage for the protection of pedestrians.

Upon the completion of the ground floor level, an overhead gantry (designed by a structural engineer), will need to be installed above the R.O.W located off Sera Street, to allow continuation of the construction phase for the levels suspended above the R.O.W. This gantry will allow for the protection of pedestrians and for the existing parking areas located at the rear of No.62 & 64 to remain opened until the completion of the project.

RMS-accredited traffic controllers will again be present at all times during truck movements and concrete pours to assist with traffic flow and pedestrian safety.

All materials are to be stored on site. At no time are materials to be stored on Burns Bay Road, Sera Street or any other road or Council property.

Proposed Works Zone

A plan has been prepared which illustrates a 34m long Works Zone along the Burns Bay Road site frontage. The Works Zone will be long enough to accommodate several trucks simultaneously such as a concrete pump and concrete truck. The Works Zone parking restrictions are to apply during construction hours only which are specified above and are provided specifically for the set down and pick up of materials, not for the parking of private vehicles associated with the site.

It should be noted that Works Zones are subject to the approval of the Lane Cove Traffic Committee. Furthermore, the developer must give the Council written notice of at least 14 days prior to the date upon which use of the Work Zone will commence.

Hoarding

In order to protect Council and adjoining properties, as well as the general public, A-Class hoarding will be installed around the perimeter of the site at the commencement of the works. As the building progresses, B-Class Hoarding will be installed above the footpath area along the entire Burns Bay Road site frontage.

As there will not be any loading/unloading along the kerbside lane from Sera Street, B-Class hoarding is not considered necessary. As such, A-Class hoarding will continue to be used along the Sera Street site frontage.

It should be noted that hoarding installation requires a separate application and approval by Council.

Sediment Control

All practicable measures must be taken, including the use of "truck scrubbers", to ensure that vehicles leaving the site do not deposit mud or debris on the road. Any mud or debris deposited on the road must be cleaned up immediately in a manner that does not pollute waters (i.e. by sweeping or vacuuming).

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents and businesses will be updated on a regular basis and at key construction stages with respect to the construction process, particularly in relation to construction vehicles movements, and be provided with a phone number to contact the site manager.

Construction Truck Routes

All heavy vehicles involved in the demolition and excavation of the proposed development would approach and depart the site via Epping Road/Longueville Road, Austin Street and Sera Street, as indicated on Figure 3a.

Notwithstanding, if material delivery trucks are required to unload from the kerbside area along the Burns Bay Road site frontage – i.e. via the Works Zone – trucks would approach and depart the site via Epping Road/Longueville Road, Birdwood Avenue, Rosenthal Avenue and Burns Bay Road, as indicated on Figure 3b.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods. The road is not to be used as a waiting area for trucks delivering or awaiting pick-up of materials.

Truck Movements

The proposed development is expected to generate the following truck movements during demolition, excavation and construction:

1. Demolition - approximately 4 to 5 trucks carrying out approximately 2 to 3 loads per day. This would not be every day as they would not be loading out every day of the demolition period.

2. Excavation - approximately 3 to 4 trucks carrying out approximately 5 to 6 trips per day – i.e. 20 truck movements per day. This would not occur every day as they would not be loading out every day of the construction period.

3. Large Concrete Pours - there are approximately 15 major concrete pours and a similar number of minor pours. Major pours would take approximately 8 hours to pour with 6 trucks per hour or 40 to 50 truck movements per day. Smaller pours would have a similar amount of truck movements per hour however the duration would be a lot shorter say 3 to 4 hours maximum.

4. General Deliveries - these would occur intermittently throughout the project with the major deliveries being reinforcing steel, plasterboard and bricks. The remainder would generally comprise smaller truck deliveries.

Traffic Control Plans

Two Traffic Control Plans have been prepared to facilitate the demolition, excavation and construction activities on the subject site.

The first Traffic Control Plan (No.1) illustrate the traffic arrangements to be implemented when trucks are loading/unloading on site from the rear, during the demolition and excavation phases of the project. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controllers ahead

- warning signs alerting pedestrians to watch their step as they walk in the vicinity of the construction site access driveways in Sera Street and the Council car park/s

- traffic controllers situated outside the construction access driveways in Sera Street and also within the Council car park/s who will have the following primary responsibilities during truck movements associated with the project:

    1. to ensure the safety of pedestrian movements along the Sera Street site frontage and also within the Council car park so that no pedestrian enters the path of a heavy vehicle,

    2. to control heavy vehicle movements into and out of the site in Sera Street. The traffic controller should wait for a safe gap in the passing traffic flows on Sera Street before allowing the vehicle to exit the site,

    3. to momentarily control local traffic and pedestrian movements along Sera Street and the Council car park when trucks are entering and/or exiting the site.

The second Traffic Control Plan (No.2) illustrates the traffic arrangements to be implemented when trucks are loading/unloading from the kerbside lane in Burns Bay Road. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controllers ahead

- B-Class Hoarding above the entire length of the footpath area along the Burns Bay Road site frontage which will allow for the footpath to remain open at all times

- a kerbside loading/unloading area which is detailed above

- a concrete line across the footpath onto the site must be covered with a pram ramp to ensure the footpath remains accessible during concrete pumping

- an overhead gantry installed in the R.O.W. accessing No.62 Burns Bay Road (i.e. allowing Council's car park which is to remain open throughout the construction), in the vicinity of Sera Street, along the south-western corner of the site

- trucks are to enter the kerbside loading/unloading area from the east and depart to the west

- two traffic controllers situated outside the kerbside loading/unloading area in Burns Bay Road who will encourage westbound drivers to slow down as they drive past an unloading truck in the kerbside area, or momentarily stop westbound traffic whilst material is craned off the truck onto site. The traffic controllers will also assist pedestrian movements if required.

The Traffic Control Plans have been prepared generally in accordance with the former RTA's publication *Traffic Control at Works Sites (2010)* and the Standards Australia publication *AS1742.3: Traffic Control Devices for Work Sites on Road.*

Permits

All necessary permits such as hoarding, mobile crane, roadway/footpath/nature strip occupation etc. will require separate approval from Council and/or the Transport Management Centre. Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover.

Tradesmen and Contractor Parking

The site manager will ensure that there is adequate on-site parking available for employee, tradesperson and construction vehicles, where practical. Parking shall be provided in the basement car parking area as soon as is practicable. In addition, staff will be encouraged to utilise public transport and carpooling which will minimise traffic and parking impacts as a consequence of the construction process.

In this regard it should be noted that regular bus services operate along Burns Bay Road and also Longueville Road, with the closest bus stop traversing within 250m walking distance of the site, which includes the 261 and 265 bus services.

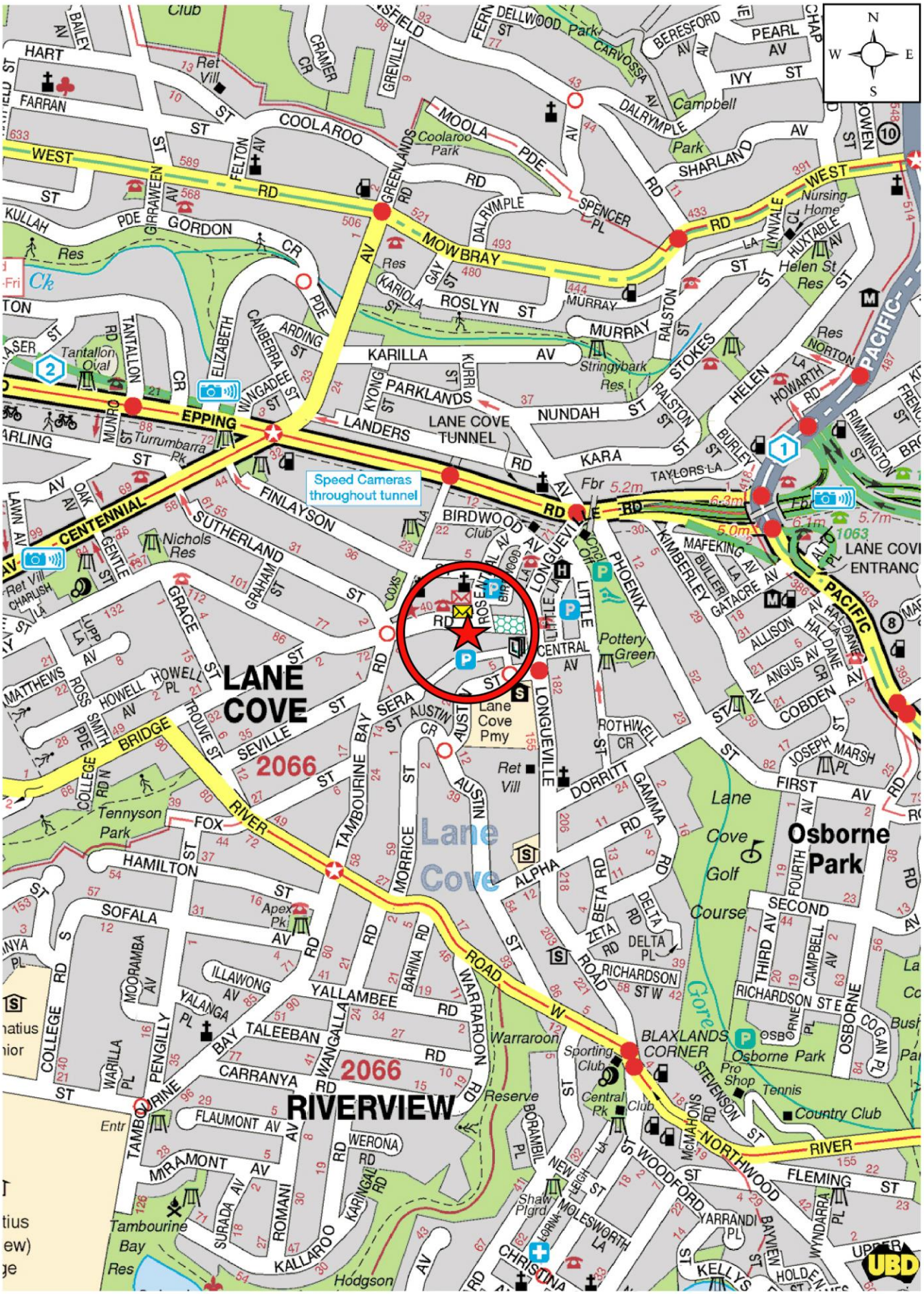
Site Inductions

The requirements of this Construction Traffic Management Plan must be followed by the demolition, excavation and construction contractors, builders, owner and any subcontractors. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary. I trust this advice satisfies your requirements.

Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely

Chris Palmer
Traffic Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd



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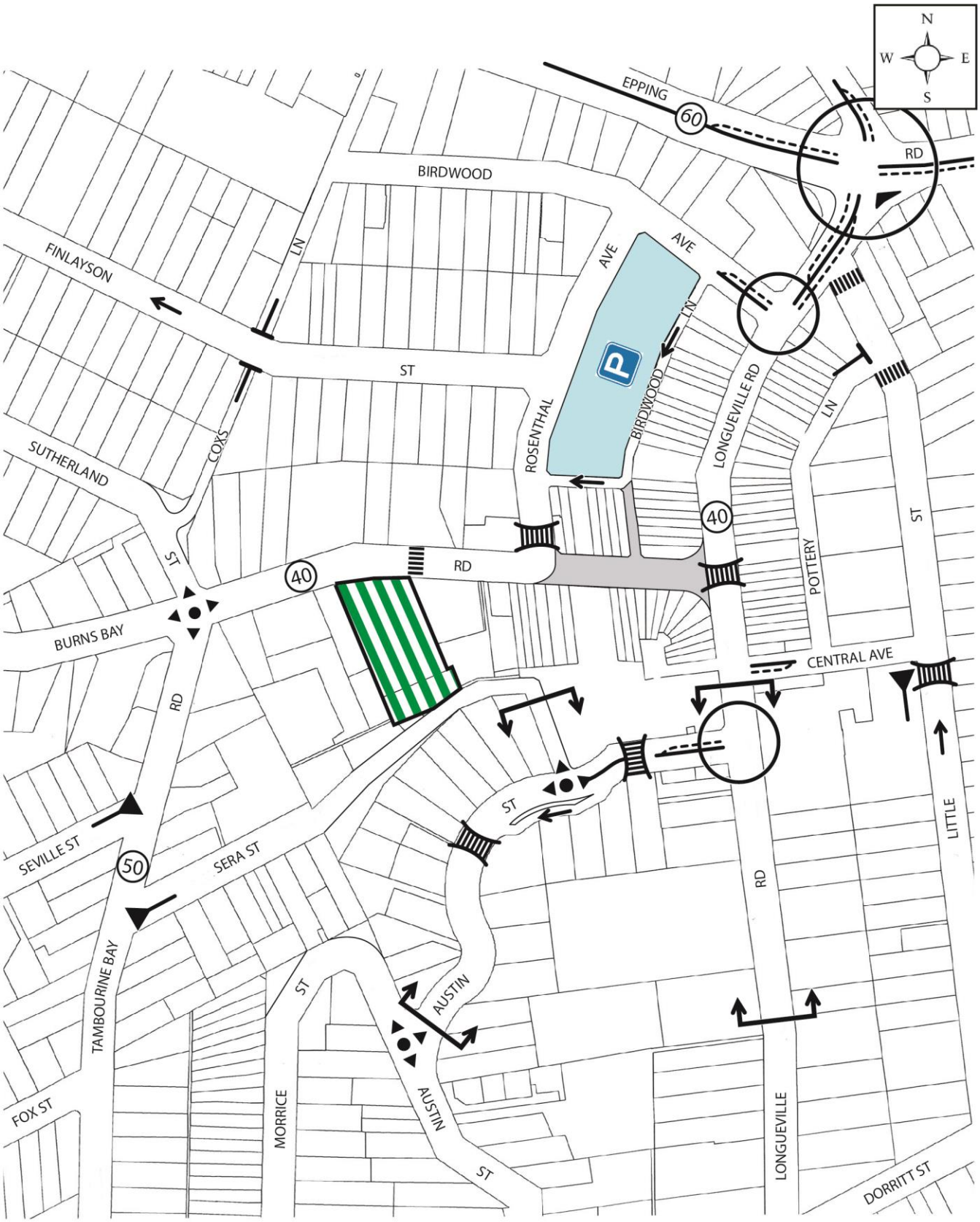
LOCATION
FIGURE 1



Key:

- Give Way Sign
- Roundabout
- Stop Sign
- Traffic Signal
- One-Way
- Right-Turn Bay
- School Zone
- 50 Speed Limit
- Speed Hump
- Pedestrian Crossing

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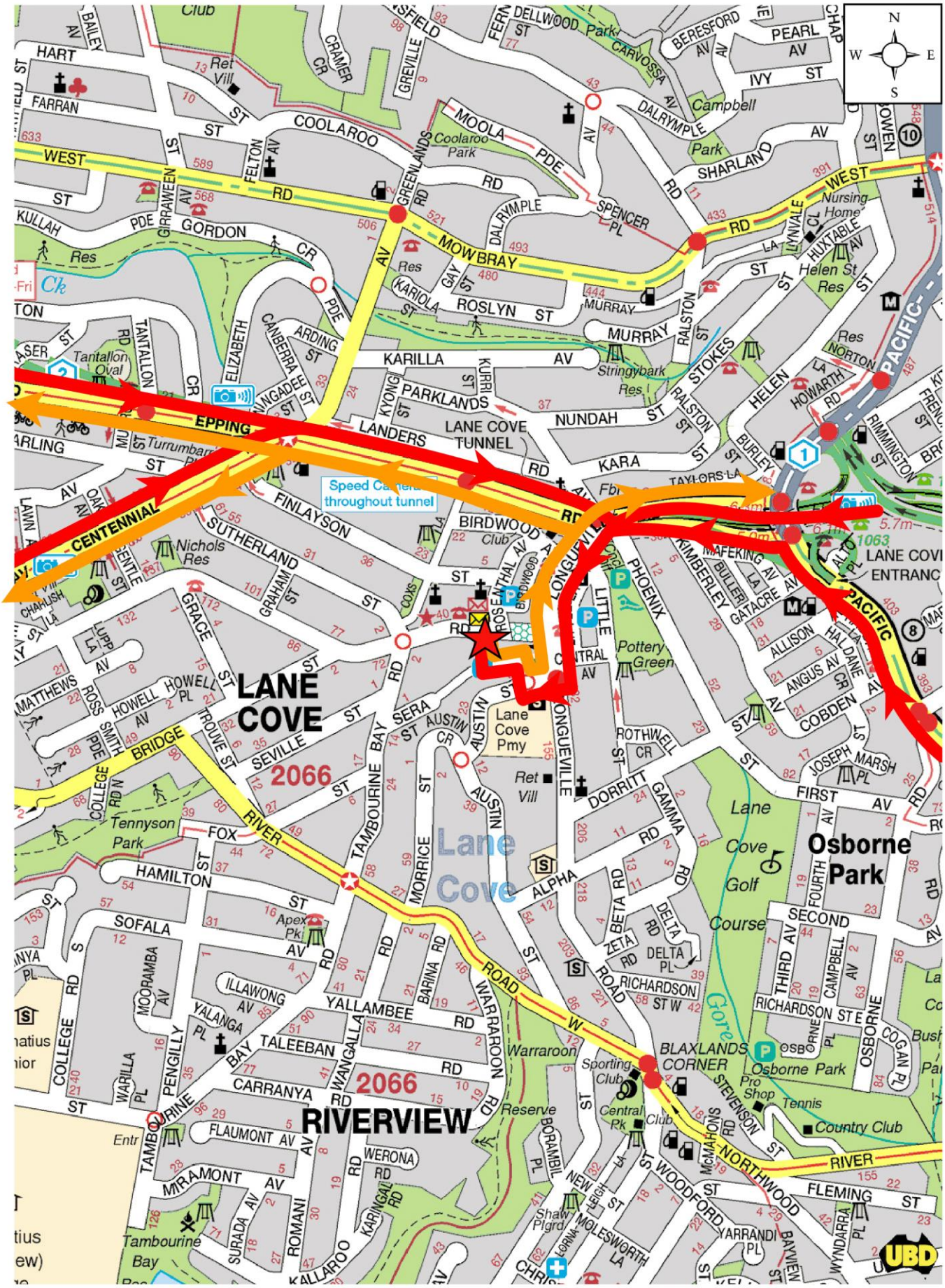
SITE & EXISTING TRAFFIC CONTROLS
FIGURE 2



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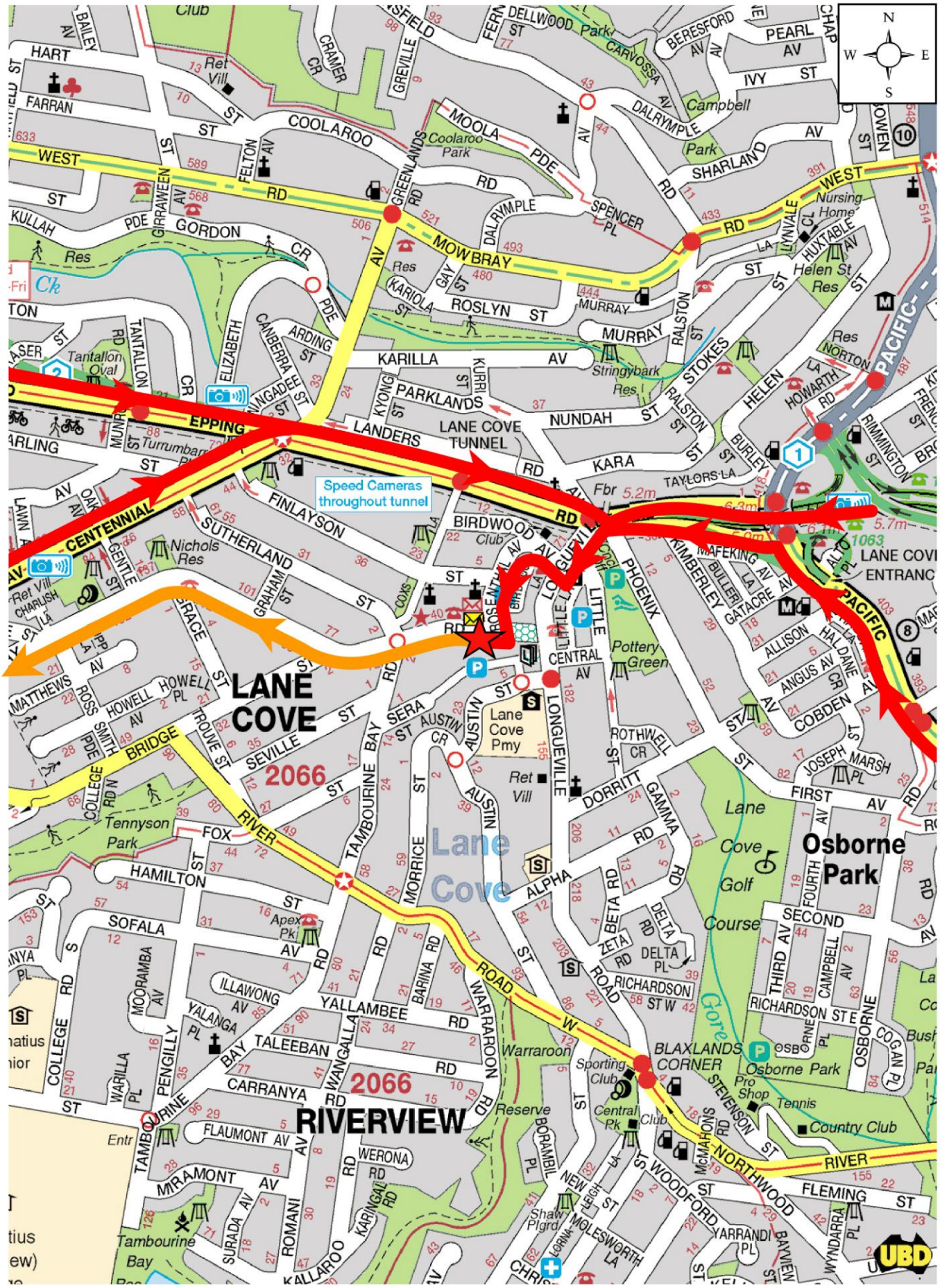
HEAVY VEHICLE ROUTE MAP

FIGURE 3A



Approaching Traffic

Departing Traffic

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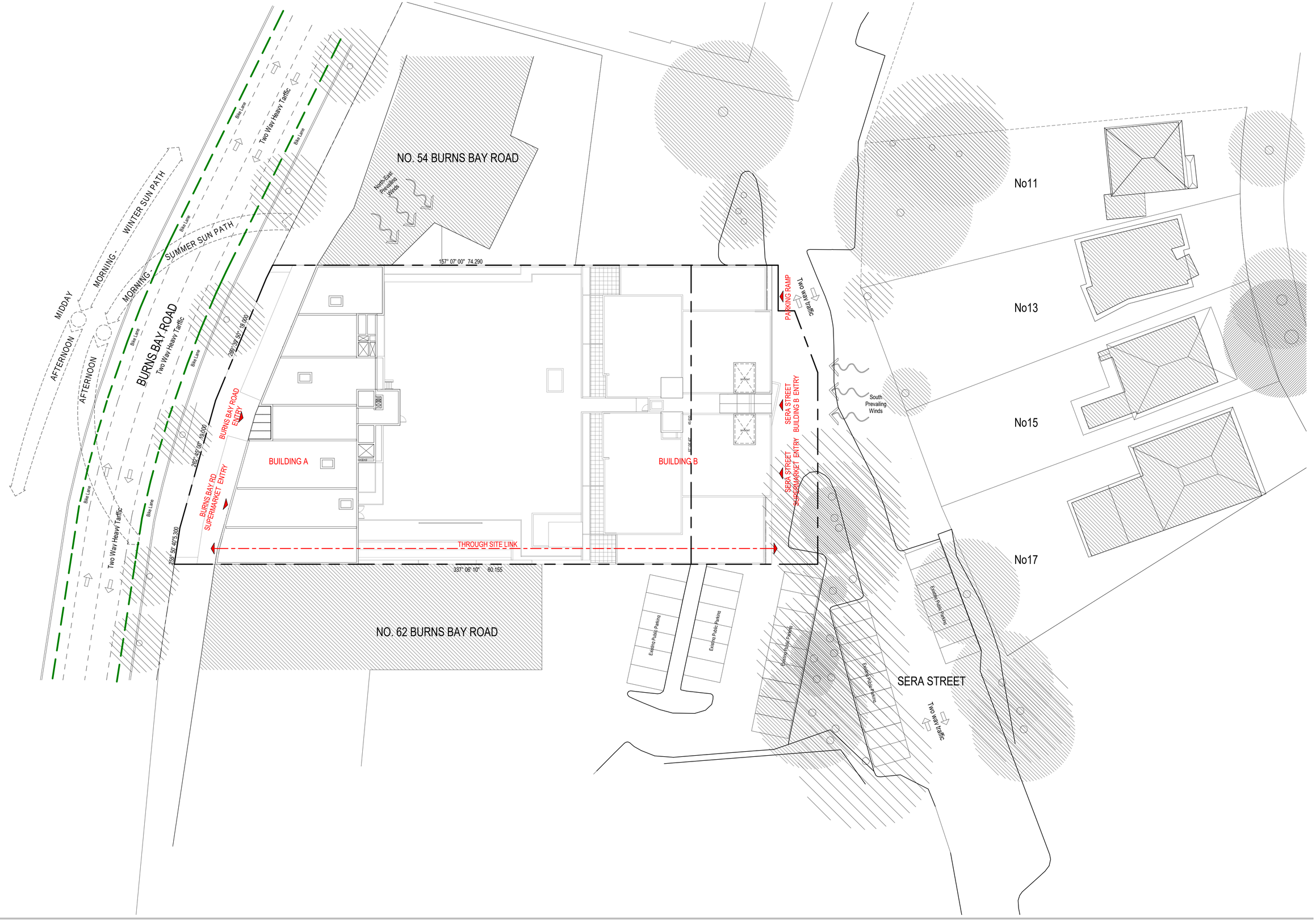
HEAVY VEHICLE ROUTE MAP

FIGURE 3B



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PH: 1300 388 789
89 CHANDOS STREET,
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NOMINATED ARCHITECT-TONY LEUNG NSW 7133

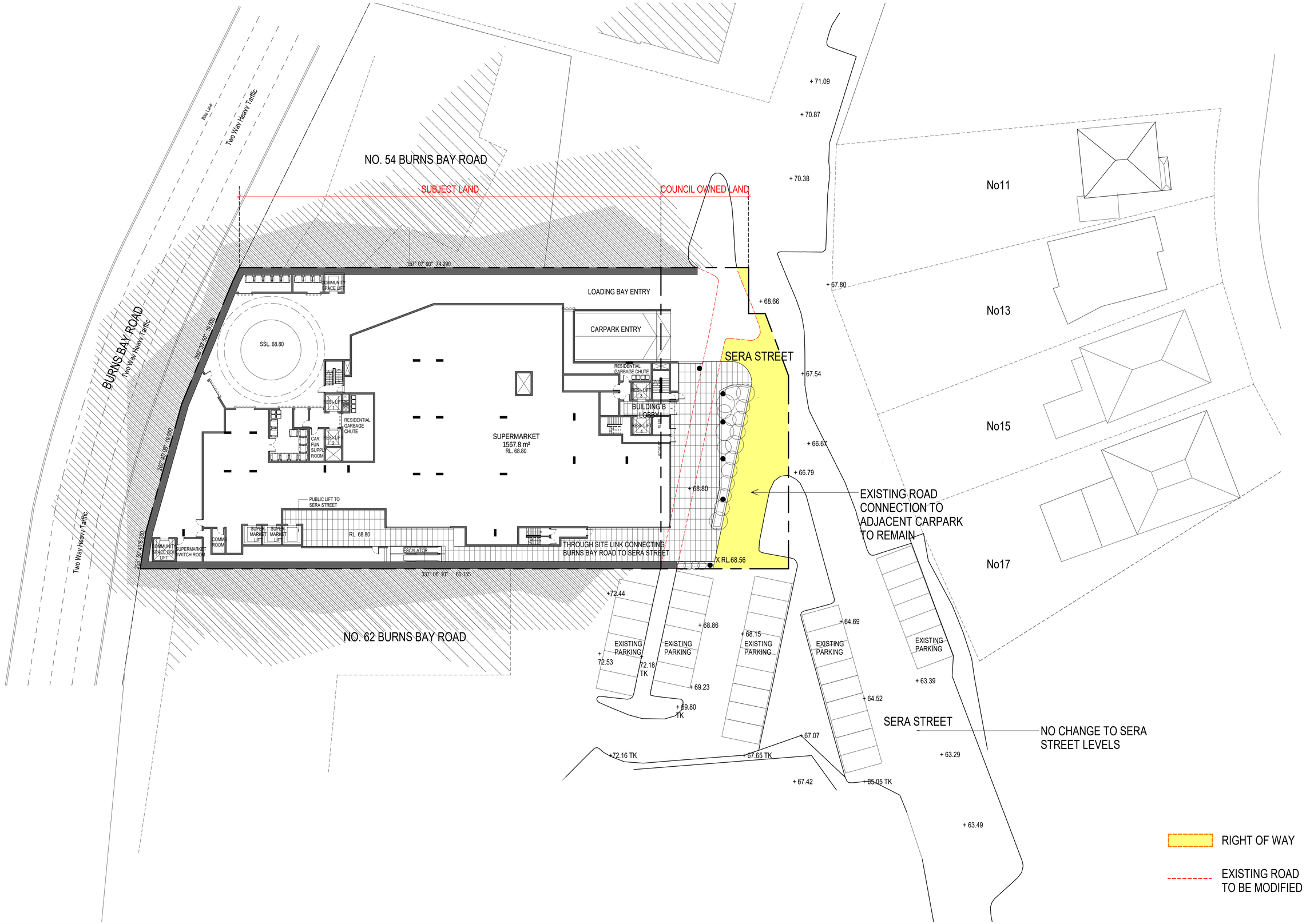
Rev	Description	Date
1	DA Submission	15.08.2018
2	Amended Plans	08.05.2019

Project Name
56-60 Burns Bay Road, Lane Cove

Client Name
Sun Property Lane Cove Pty Ltd

Drawing Title
Site Analysis/ Site Plan

SCALE	Drawing no:	ISSUE
1 : 250 @ A1	A2.03	2



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Project Name
56-60 Burns Bay Road, Lane Cove

Client Name
Sun Property Lane Cove Pty Ltd

Drawing Title
Access and Connection Plan

SCALE	Drawing no:	ISSUE
As indicated @ A1	A2.05	2

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Project Name
56-60 Burns Bay Road, Lane Cove

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Sun Property Lane Cove Pty Ltd

Drawing Title
Demolition Plan

SCALE	Drawing no:	ISSUE
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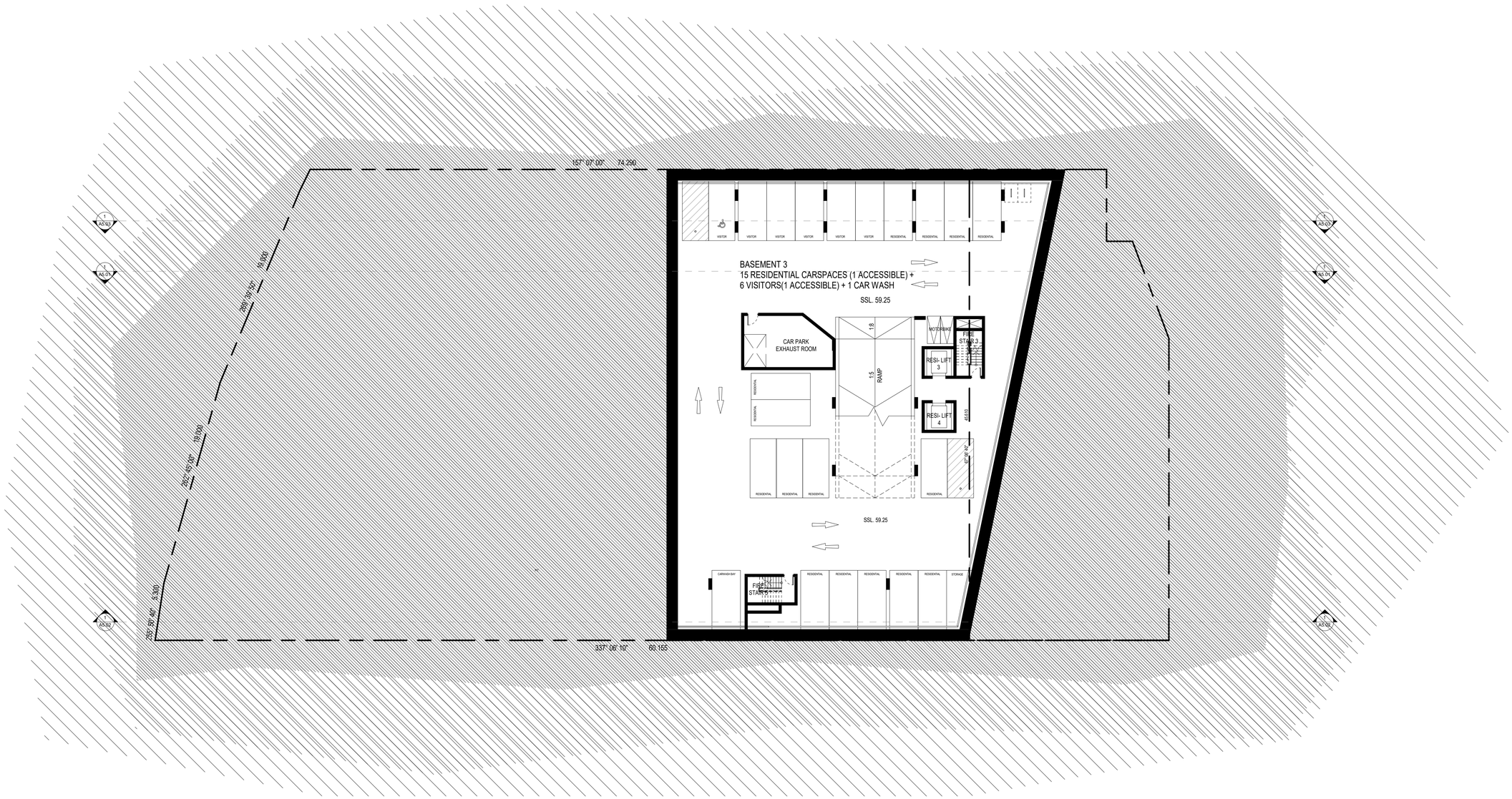

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Project Name
56-60 Burns Bay Road, Lane Cove

Client Name
Sun Property Lane Cove Pty Ltd

Drawing Title
Basement 3

SCALE	Drawing no:	ISSUE
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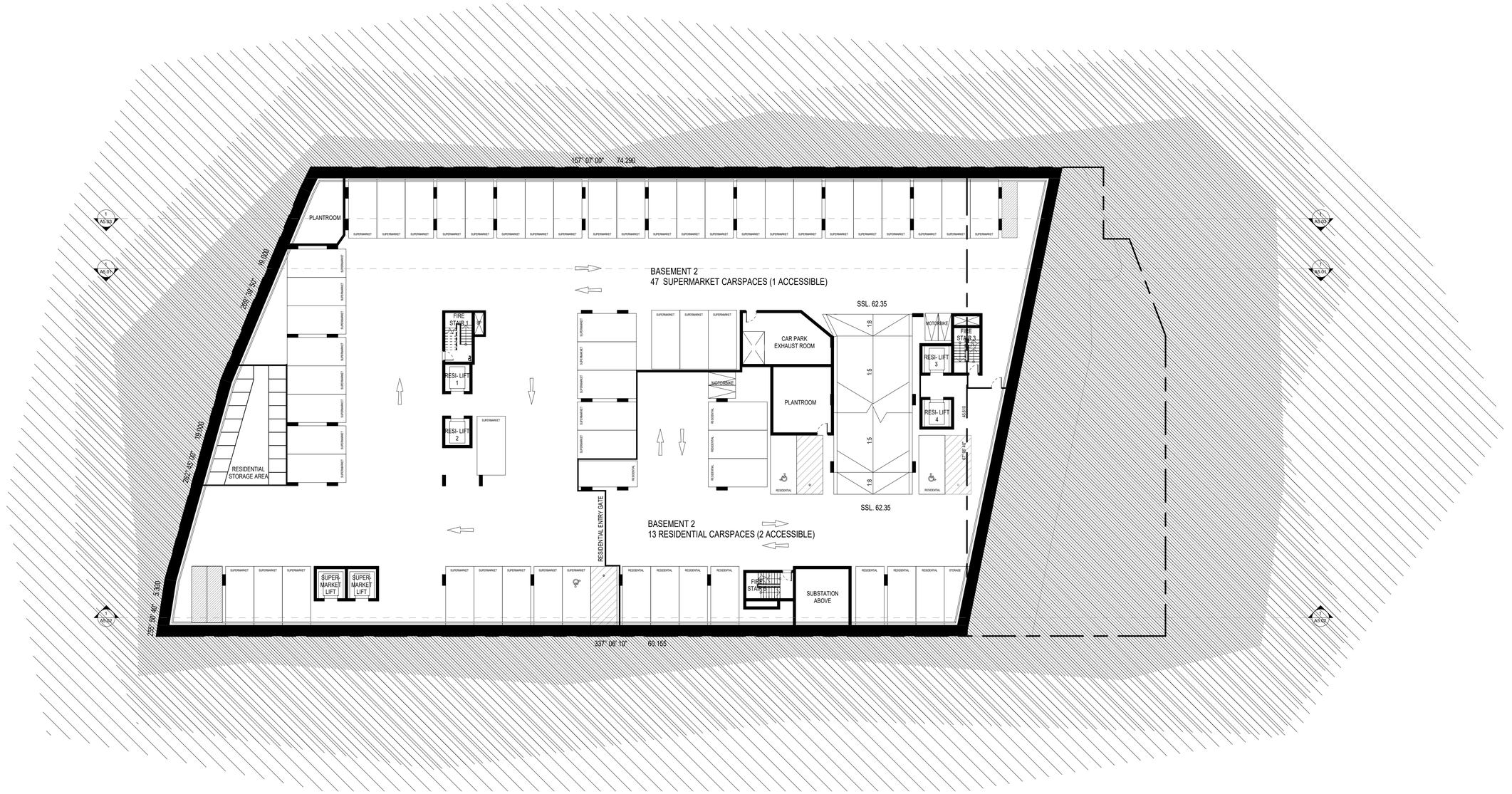

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Project Name

56-60 Burns Bay Road, Lane Cove

Client Name

Sun Property Lane Cove Pty Ltd

Drawing Title

Basement 2

SCALE	Drawing no:	ISSUE
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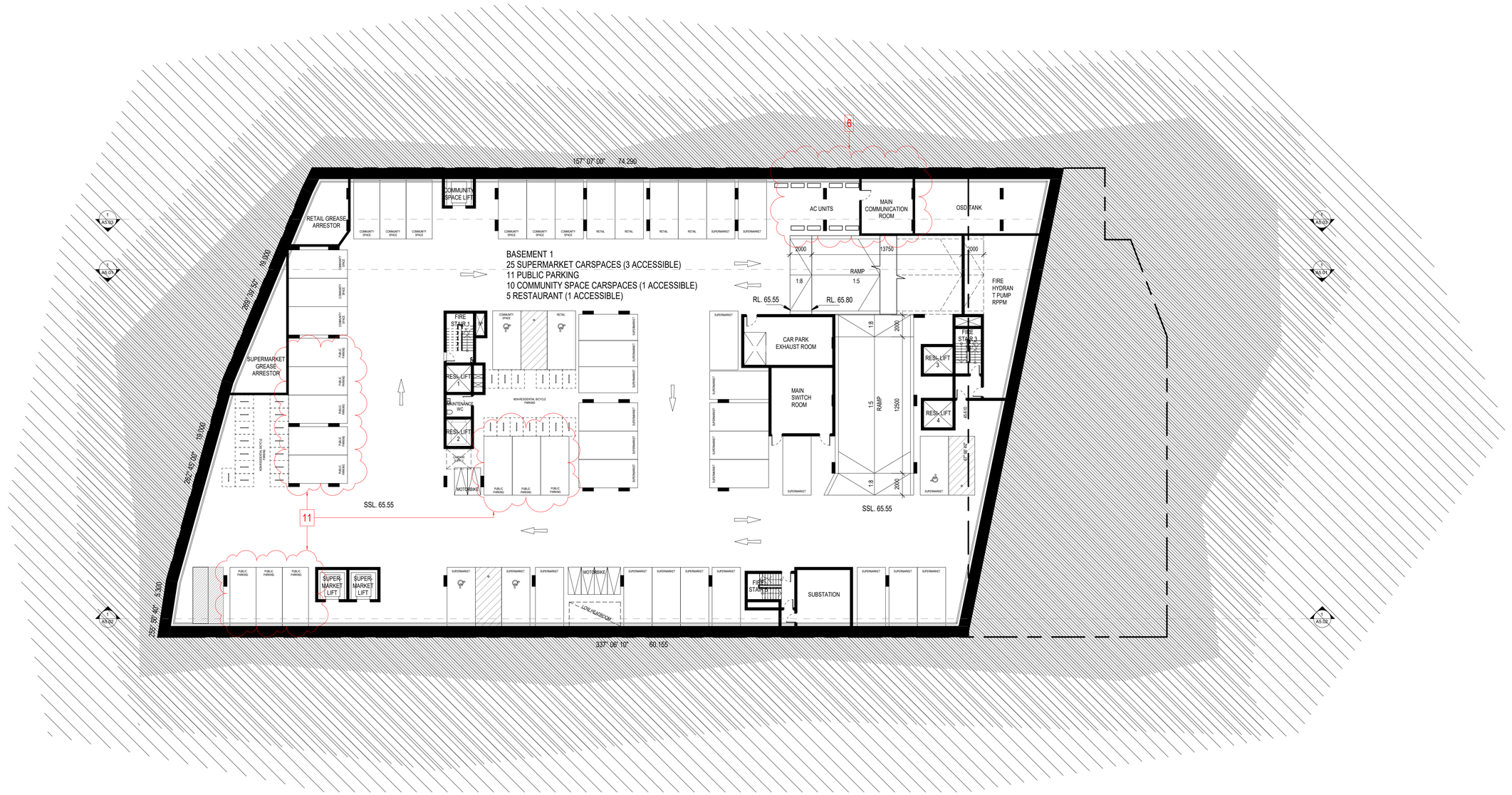

1. New pedestrian through-site link providing public access between Burns Bay Road and Sera Street.
2. Provision for separate lobbies to Building B (Sera Street) residential and non-residential uses.
3. Relocation of driveway and new separate access to the basement loading area.
4. Relocation of sprinkler valves and boosters to Sera Street.
5. New three storey building fronting Sera Street.
6. Relocation of Building B originally proposed A/C plant to basement.
7. Provision for increased front setback with landscaping, outdoor seating, public art to Burns Bay Road frontage.
8. Articulation of Burns Bay Road façade into smaller units and integrate uses behind.
9. Reduction in height of parapet wall fronting Burns Bay Road to comply with 9.5m height control.
10. Proposed Public Art .
11. Provision any existing public parking lost as a result of the development within the basement.

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Project Name
56-60 Burns Bay Road, Lane Cove

Client Name
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Drawing Title
Basement 1

SCALE	Drawing no:	ISSUE
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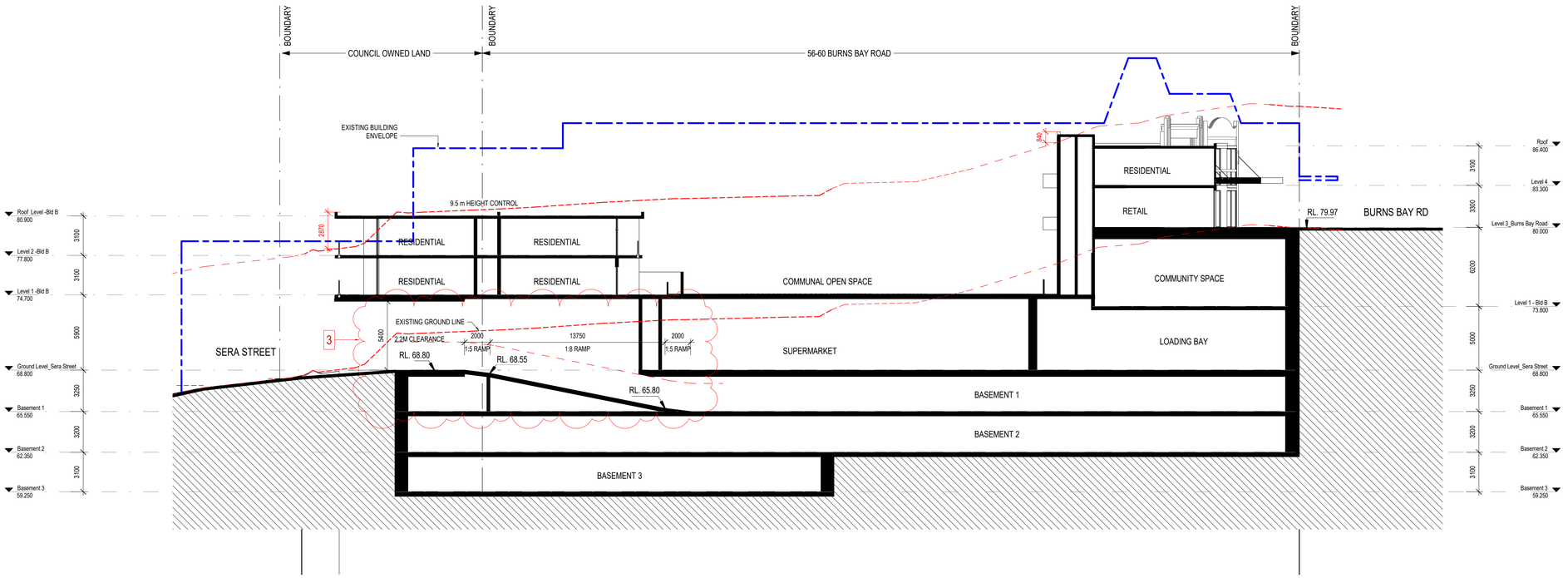

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Project Name
56-60 Burns Bay Road, Lane Cove

Client Name
Sun Property Lane Cove Pty Ltd

Drawing Title
Section A-A'

SCALE	Drawing no:	ISSUE
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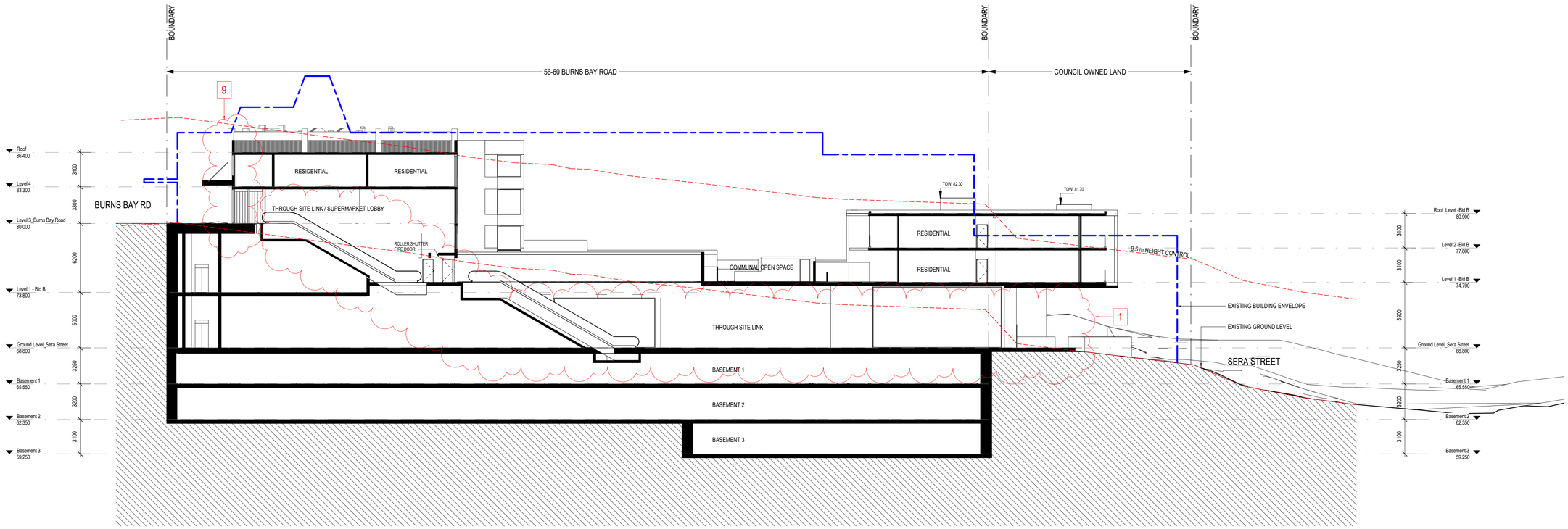

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56-60 Burns Bay Road, Lane Cove

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Drawing Title
Section B-B'

SCALE	Drawing no:	ISSUE
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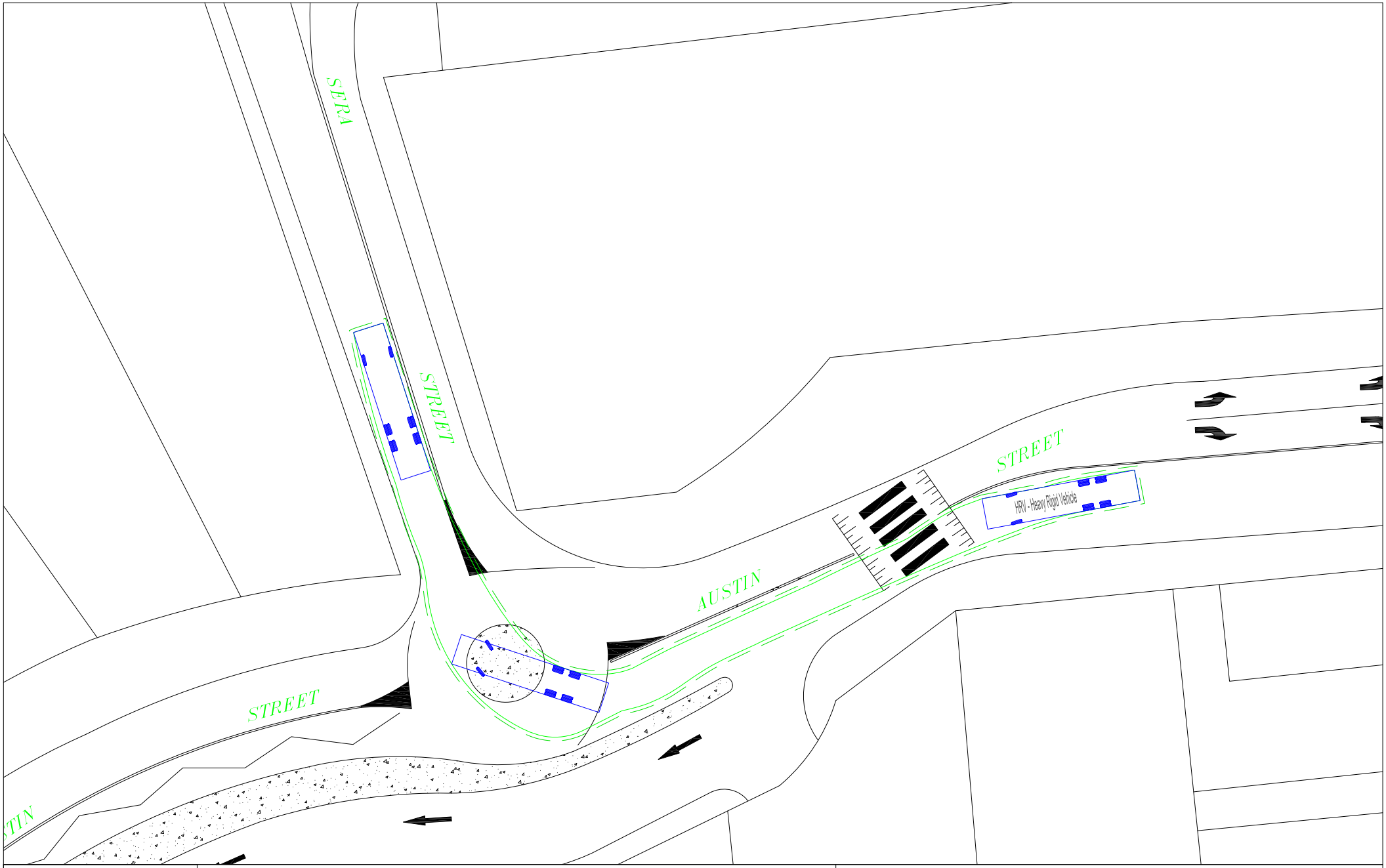

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PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
12.5M HRV TRUCK TURNING PATH
Right Turn from Austin Street onto Sera Street

1:400 @ A4

ADDRESS
56-60 Burns Bay Road, Lane Cove

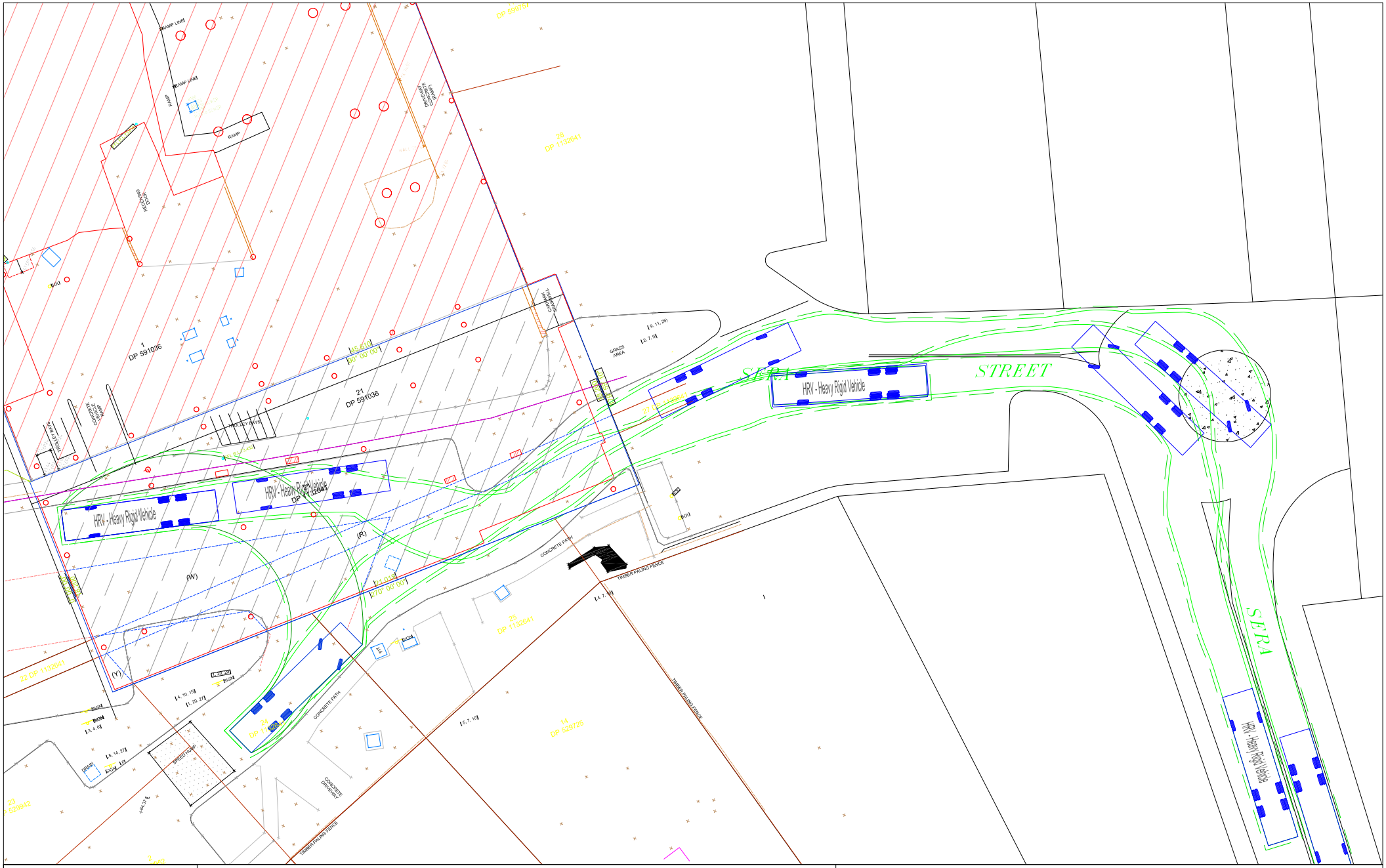
PROJECT NO.
17314

DATE DRAWN
2019-5-16

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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PO Box 1868
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Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
12.5M HRV TRUCK TURNING PATH
Entering / Exiting Rear On-site Loading Area during Demolition & Excavation

1:400 @ A4

ADDRESS
56-60 Burns Bay Road, Lane Cove

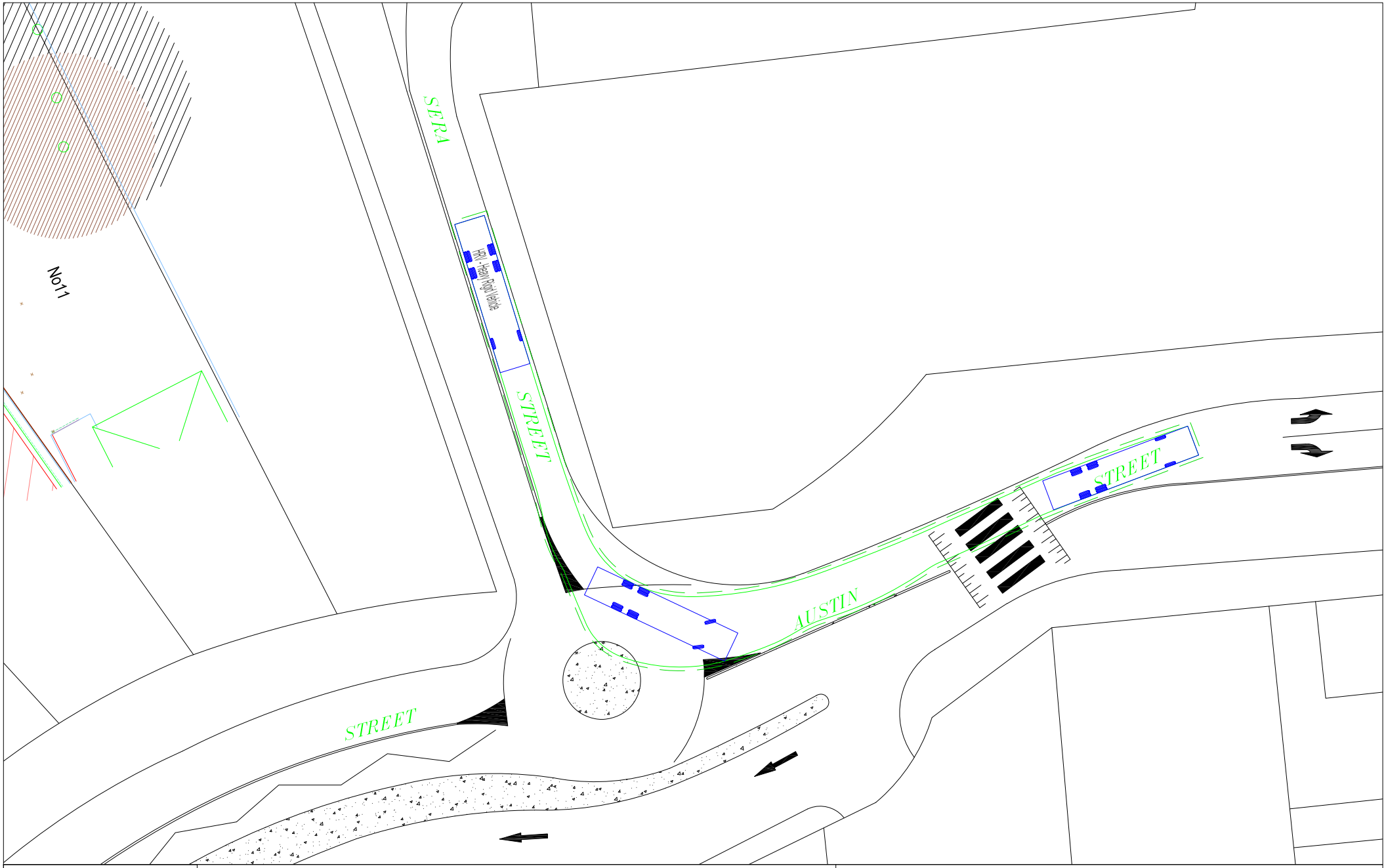
PROJECT NO.
17314

DATE DRAWN
2019-5-16

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
12.5M HRV TRUCK TURNING PATH
Left Turn onto Austin Street from Sera Street

1:400 @ A4

ADDRESS
56-60 Burns Bay Road, Lane Cove

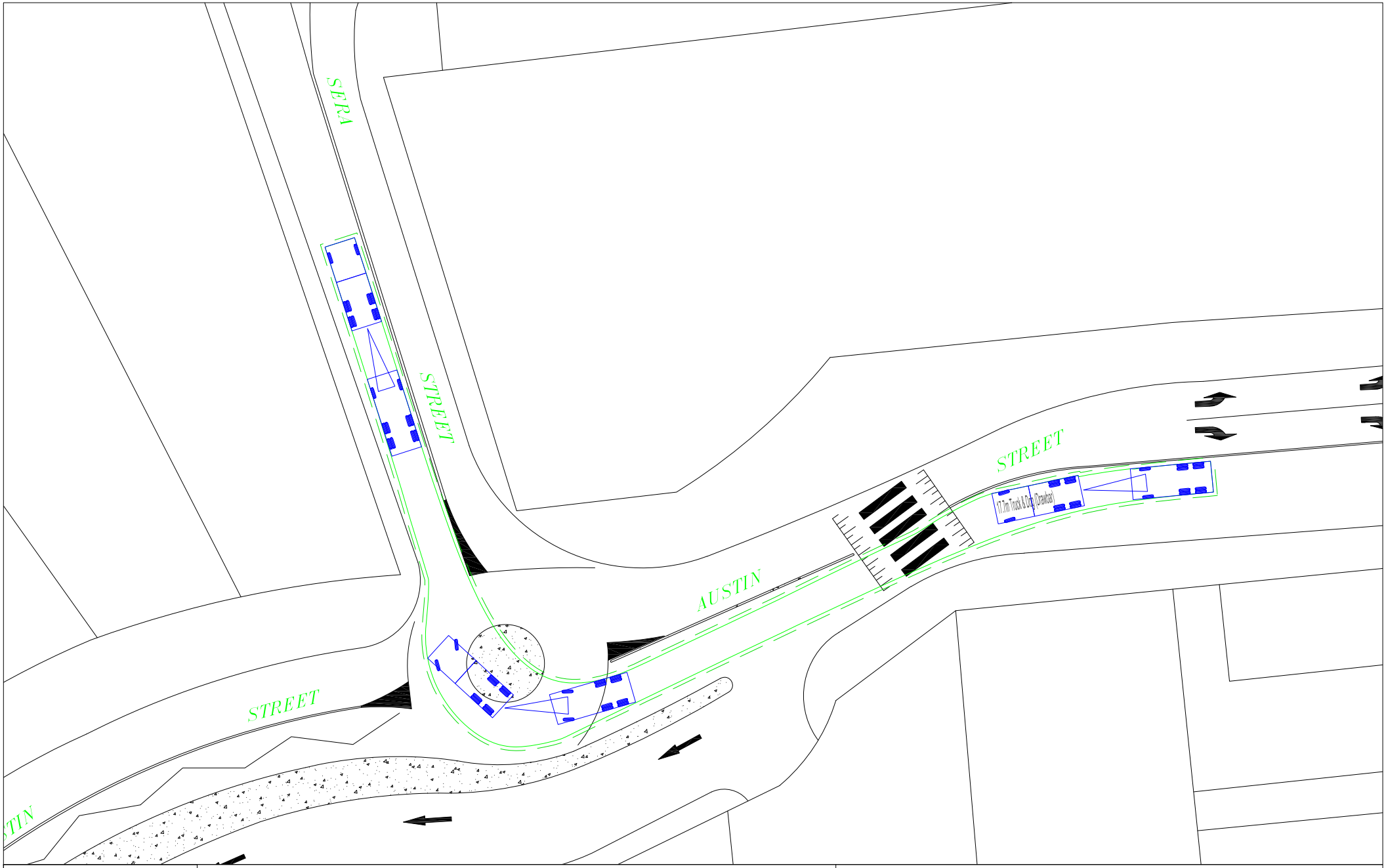
PROJECT NO.
17314

DATE DRAWN
2019-5-16

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
17.7M TRUCK & DOG TURNING PATH
Right Turn from Austin Street onto Sera Street

1:400 @ A4

ADDRESS
56-60 Burns Bay Road, Lane Cove

PROJECT NO.
17314

DATE DRAWN
2019-5-16

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

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Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
17.7M TRUCK & DOG TURNING PATH
Entering / Exiting On-site Loading Area during Excavation Stage

1:400 @ A4

ADDRESS
56-60 Burns Bay Road, Lane Cove

PROJECT NO.
17314

DATE DRAWN
2019-5-16

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

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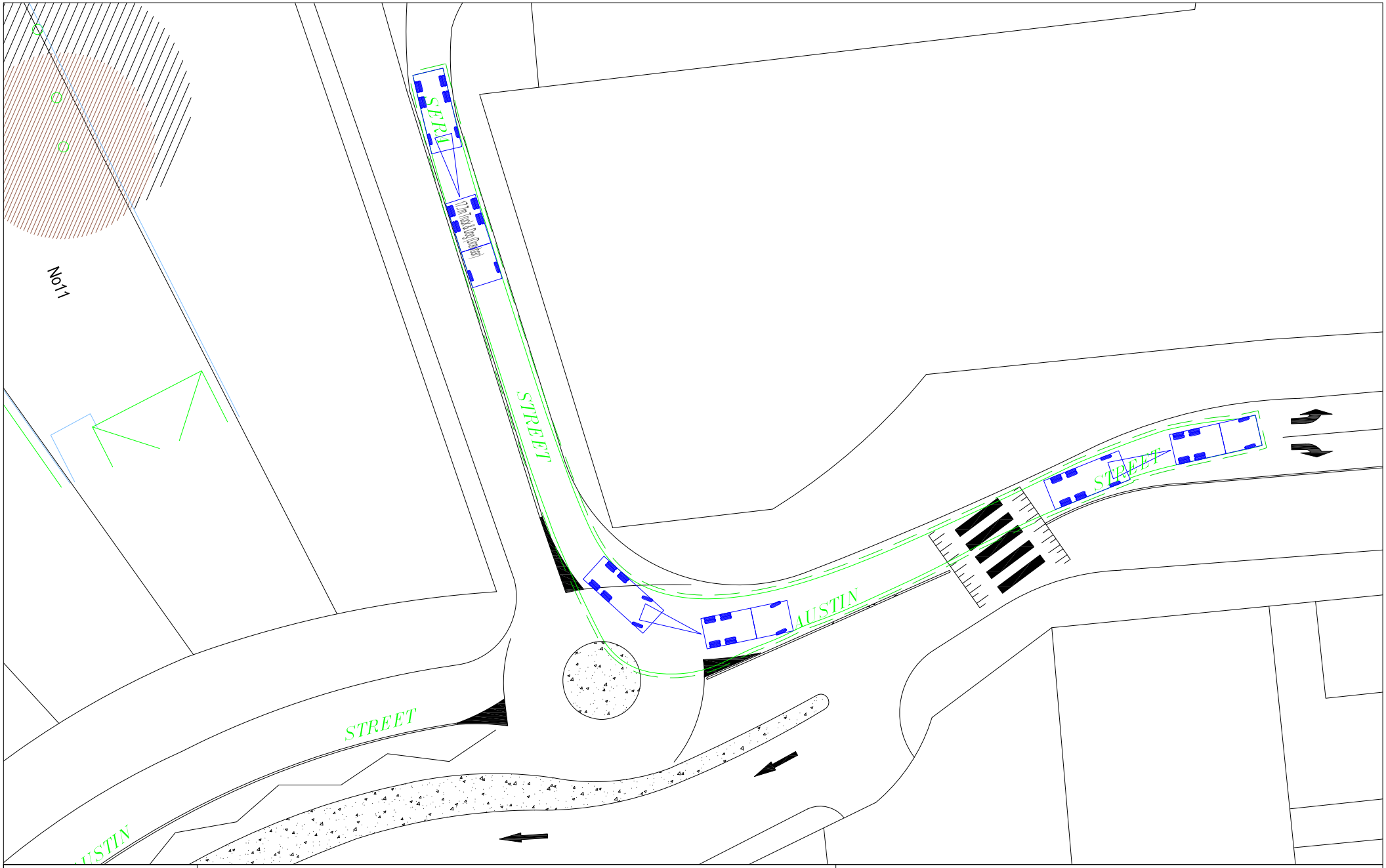

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PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
17.7M TRUCK & DOG TURNING PATH
Left Turn onto Austin Street from Sera Street

1:400 @ A4

ADDRESS
56-60 Burns Bay Road, Lane Cove

PROJECT NO.
17314

DATE DRAWN
2019-5-16

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

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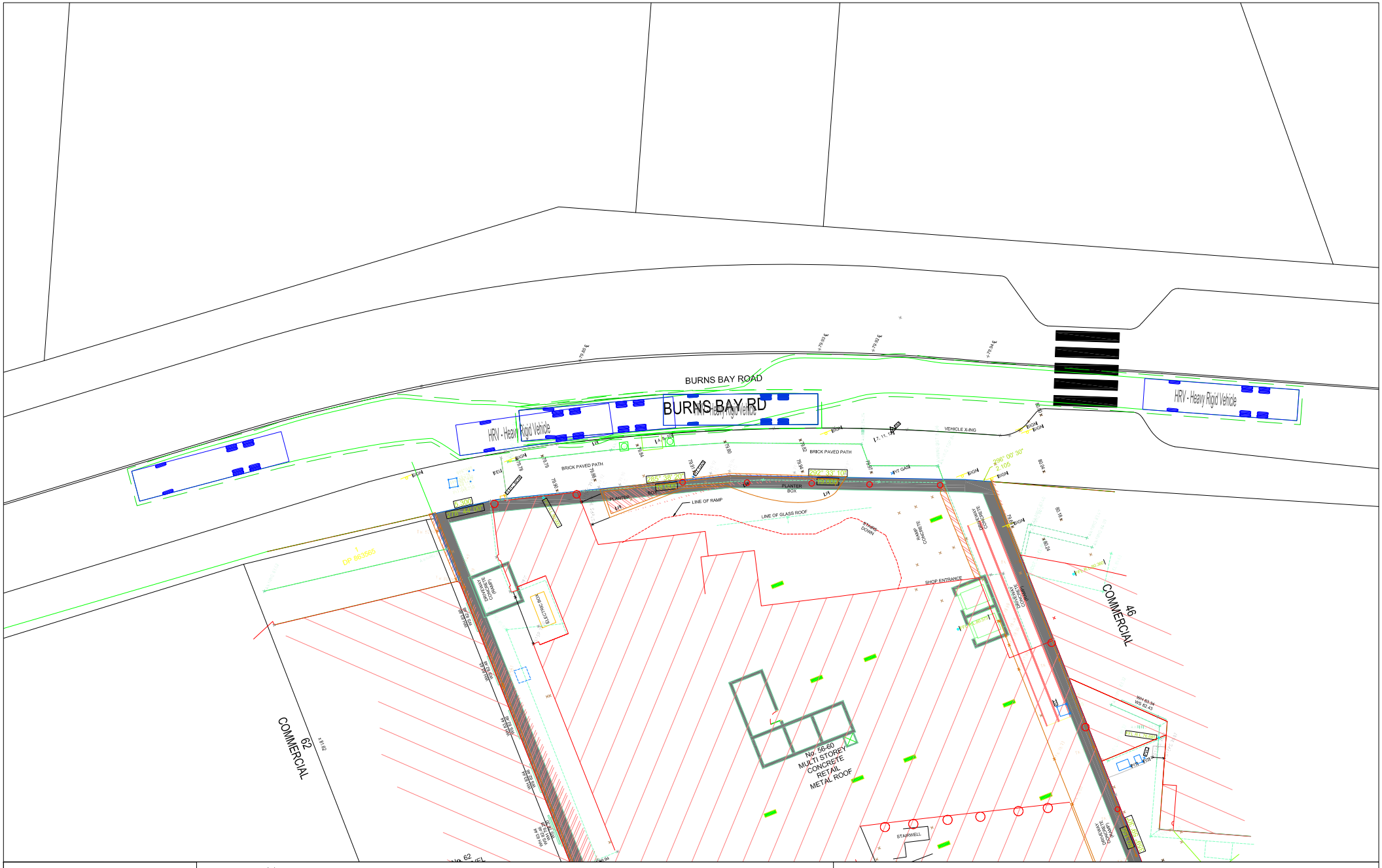

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PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
12.5M HRV TRUCK TURNING PATH
Kerbside Loading & Unloading Area along Burns Bay Road

1:400 @ A4

ADDRESS
56-60 Burns Bay Road, Lane Cove

PROJECT NO.
17314

DATE DRAWN
2019-5-16

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

Notes: Check regularly that signs are in correct position and clearly visible to approaching traffic

Check regularly that signs have not been obscured by parked cars

Signs are to be covered or removed at the end of the working day

LEGEND

Traffic Controller

Single Sided Sign

Existing Site Access Driveways to be Closed

Future basement footprint Built to Boundary

Proposed On-Site Loading/Unloading Area

Land Acquisition Area Under VPA Assessment

Existing Pedestrian Through-Link to Burns Bay Road

Existing On-Street Council Car Parking Areas Along Sera Street

Site
No 56-60

No. 54

No. 70A

No. 64

No. 62

BURNS BAY ROAD

SUTHERLAND STREET

TAMBOURINE BAY ROAD

ROSENTHAL AVENUE

BIRDWOOD LANE

SERA STREET

AUSTIN STREET

LANE COVE MARKET SQUARE

Ex. V/C

T8-1 PEDESTRIANS WATCH YOUR STEP

T1-200

T1-18 PREPARE TO STOP

T1-5

30m

20m

TRAFFIC CONTROL PLAN No. 1

PROPOSED TRAFFIC ARRANGEMENTS DURING DEMOLITION & EXCAVATION STAGES

56-60 Burns Bay Road, Lane Cove

0m 25m 50m

Scale 1:800 @ A3 Size

"Prepare A Works Zone Traffic Management Plan" No. 0051693984

Early Warning Sign to be Placed Adjacent to Light Pole

Maintain Two-Way Traffic Flow

T1-5

PREPARE TO STOP T1-18

T1-200

20m

Ex. V/C

30m

BURNS BAY ROAD

SUTHERLAND STREET

COXS LANE

TRUCK

TRUCK

10m

55m

20m

T1-200

ROSENTHAL AVENUE

BIRDWOOD LANE

T1-5

T8-1 PEDESTRIANS WATCH YOUR STEP

B-Class Hoarding

T8-1 PEDESTRIANS WATCH YOUR STEP

PREPARE TO STOP T1-18

No. 64

No. 62

No. 54

No. 70A

Site
No 56-60

Proposed Building Footprint (Approx.)

TAMBOURINE BAY ROAD

P

P

SERA STREET

Ex. V/C

SERA STREET

LANE COVE MARKET SQUARE

P

AUSTIN STREET

AUSTIN STREET

Overhead Gantry to be Installed to Allow Construction of Above Ground Levels Whilst Retaining Council Car Parking Areas

LEGEND

Traffic Controller

Single Sided Sign

Notes: Check regularly that signs are in correct position and clearly visible to approaching traffic

Check regularly that signs have not been obscured by parked cars

Signs are to be covered or removed at the end of the working day

TRAFFIC CONTROL PLAN No. 2

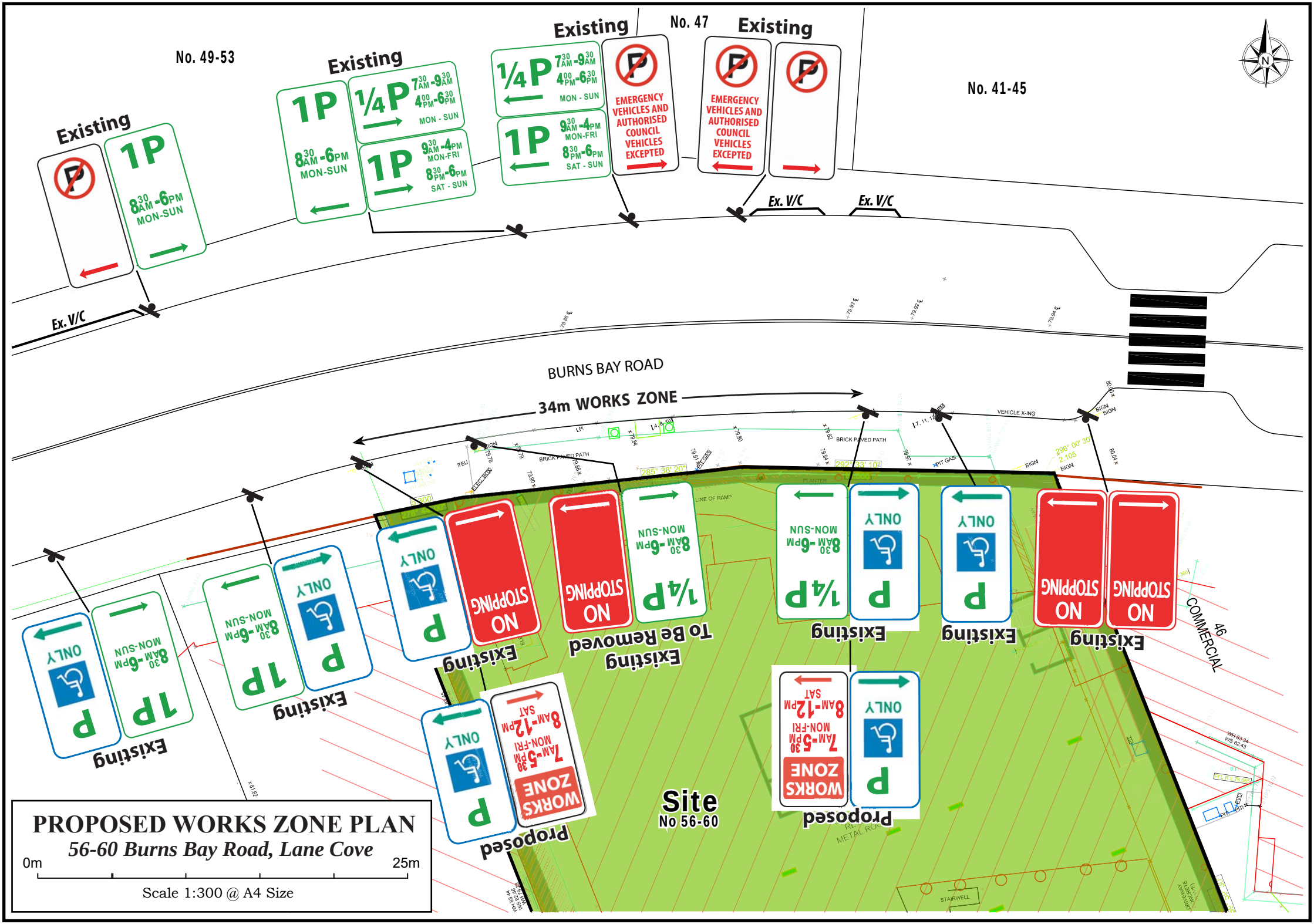
PROPOSED TRAFFIC ARRANGEMENTS DURING CONSTRUCTION & CONCRETE POUR

56-60 Burns Bay Road, Lane Cove

0m 25m 50m

Scale 1:800 @ A3 Size

"Prepare A Works Zone Traffic Management Plan" No. 0051693984


No. 49-53
Existing
1P
8:30AM-6PM MON-SUN
Existing
1P
8:30AM-6PM MON-SUN
1/4P 7:30AM-9:30AM 4:00PM-6:30PM MON - SUN
1P 9:30AM-4PM MON-FRI 8:30PM-6PM SAT - SUN
Existing
1/4P 7:30AM-9:30AM 4:00PM-6:30PM MON - SUN
1P 9:30AM-4PM MON-FRI 8:30PM-6PM SAT - SUN
No. 47
EMERGENCY VEHICLES AND AUTHORISED COUNCIL VEHICLES EXCEPTED
Existing
EMERGENCY VEHICLES AND AUTHORISED COUNCIL VEHICLES EXCEPTED
No. 41-45
Ex. V/C
Ex. V/C
Ex. V/C
BURNS BAY ROAD
34m WORKS ZONE
BRICK PAVED PATH
VEHICLE X-ING
Existing
P ONLY
1P 8:30AM-6PM MON-SUN
Existing
1P 8:30AM-6PM MON-SUN
P ONLY
Existing
P ONLY
NO STOPPING
Existing To Be Removed
1/4P 8:30AM-6PM MON-SUN
NO STOPPING
Existing
1/4P 8:30AM-6PM MON-SUN
P ONLY
Existing
P ONLY
Existing
NO STOPPING
NO STOPPING
Existing
Proposed
P ONLY
7AM-5:30PM MON-FRI
8AM-12PM SAT
WORKS ZONE
Proposed
P ONLY
7AM-5:30PM MON-FRI
8AM-12PM SAT
WORKS ZONE
Site
No 56-60
46 COMMERCIAL
PROPOSED WORKS ZONE PLAN
56-60 Burns Bay Road, Lane Cove
0m
25m
Scale 1:300 @ A4 Size