

Attachment D

**Public Exhibition - Submissions and
Feedback**

Submitter	Provision/s	Comment / suggested change	Response	Outcome
Decode Group (construction firm)	Numerous parts of the draft Code.	<p>Lack of clarity in some areas:</p> <ul style="list-style-type: none"> • accessing airspace rights over private land; • Worktime restrictions; • Types of permits. <p>Some aspects are impractical:</p> <ul style="list-style-type: none"> • road widths not achievable; • limitations of works zones; • permits working over roads (RMS roads) and hoisting <p>Some requirements unnecessary:</p> <ul style="list-style-type: none"> • traffic controllers requiring RMS accreditation; • consultation with a range of Council teams; • some works must be undertaken at night (costly); • issues requiring builders and contractors to resolve/address community issues and complaints. <p>Increased development and construction costs:</p> <ul style="list-style-type: none"> • two full-time staff needed per project to apply for and manage various permits; • potentially significant costs associated with neighbour complaint resolution. 	<p>Accessing airspace rights over private land adjoining development sites is not regulated by the City. Persons can seek court access orders under the Access to Neighbouring Lands Act 2000. This is mentioned in the draft Code for general information to assist builders and contractors.</p> <p>Work times are restricted through development consent conditions and are imposed to maintain the amenity of the locality adjoining and surrounding worksites.</p> <p>The types of approvals (permits) required is based on statutory requirements imposed through the Local Government Act and Roads Act. The City has no discretion to exempt works and activities listed in statutes.</p> <p>Minimum laneway/roadway widths are important to keep passing traffic moving safely. For major works, entire road closures take place and traffic is diverted. This is costly for proponents and disruptive to drivers therefore the City always prefers partial closure however this is subject to minimum lane widths being available.</p> <p>Works/activities that affect state classified roads and other major thoroughfares require separate approval (road occupancy licences) from RMS/Traffic Management Centre. The City, and builders, cannot avoid this.</p> <p>Traffic and pedestrian management must be carried out by persons that are appropriately trained. This is necessary to ensure the safety of road users. It is mandatory under State guidelines that builders and the City must follow.</p>	No changes made except for general editorial adjustments that may have affected the areas of concern raised by the submitter.

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			<p>Due to the complexities of working in the city, it is common practice of the construction sector to consult with various units of Council to ensure works proceed in an orderly and compliant manner. The City's Construction Regulation Team offers a free service for this function (see clause 3.4 in the draft Code). Works are often required to take place at night when traffic volumes are reduced.</p> <p>The City encourages builders to communicate with surrounding building occupants and owners and to minimise impacts at all times. For larger development this can be made mandatory through a condition of development consent (see clause 3.4 in the draft Code).</p> <p>Applying for various permits and ensuring that approval conditions and requirements are satisfied can be a significant cost burden particularly for large projects. However, such development activities for large projects have significant potential for environment and local impacts on residents, the business community and visitors to the city and therefore sites must often be heavily regulated to ensure the orderly and safe undertaking of works.</p>	

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City of Sydney Inclusion (Disability) Advisory Panel	2.9.2 – temporary pedestrian ramps over concrete pumping lines	Ramp walking surfaces should be kept dry (of rainwater) and preferably be placed beneath the decks of Type B hoardings to minimise slip hazards. This is particularly important for wheelchair users.	<p>In many cases temporary ramps are located under hoarding decks therefore are protected from the weather. In some cases Type B hoardings are not present at worksites (hoarding fence only, no deck) therefore ramps are exposed to rainfall.</p> <p>The standards that apply to ramps includes a requirement that walking surfaces must have a non-slip surface. This is typically provided using chequer-plate or ribbed finishes.</p>	No change/s required.
		Consider the display of signage to warn pedestrians of upcoming ramps.	<p>In most cases pedestrians can sight upcoming ramps well ahead of the travel path.</p> <p>It is not possible to fix signage to building shopfronts in advance of ramps therefore any warning signage would need to be displayed on A-frames placed on footways (both sides of ramps). In the city-centre and other areas with high pedestrian movement, signage frames on footways will cause hazards and interfere with the free-flow of pedestrians. It is therefore not appropriate to display signs.</p>	No change.
	2.11 – temporary construction vehicular crossings on footways	Define the boundaries of temporary vehicular crossings using a painted bright yellow line to assist persons with low vision to be aware of potential hazards.	<p>Temporary crossings must be formed using concrete of a minimum strength to ensure that an even and stable surface is provided for safe pedestrian passage when traversing driveway crossings. In the city-centre and many of the outer suburbs, footway surfaces are typically black/charcoal coloured granite or black asphalt.</p> <p>The insertion of a concrete (light grey in colour) provides a sufficient contrast at the interface with the footway thereby indicating to persons with low vision of a change in material (driveway).</p>	No change/s required.

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			<p>Furthermore, the draft Code of Practice requires that manned concertina gates must be used at truck entry/exit points to control (stop) pedestrians during truck movements over footways when entering and leaving sites (refer to clauses 2.11.3, 3.20, 4.6 and Figure 41 in the draft Code that addresses pedestrian/truck safety and control gates).</p> <p>This will address any pedestrian awareness and safety issues thereby negating the need for yellow markings on the perimeters of crossing surfaces.</p>	
	2.13 – road openings and barriers	Where traffic cones are used to form physical barriers, they should have a greater colour contrast at the base and a greater height to make them more prominent for low vision pedestrians.	<p>The standards for traffic cones and bollards require that they have a banded florescent reflective finish (generally red or orange). In the majority of cases black rubber-type bases are used by industry. The banding and florescent finish is easily identifiable by pedestrians, bicycle riders and vehicle drivers - particularly at night.</p> <p>There are two standard cone dimensions nominated in Australian Standard 1742.3 <i>'Manual of uniform traffic control – Part 3: Traffic control for works on roads'</i> which are:</p> <ul style="list-style-type: none"> • small cones – 450-500mm; and • standard cones – 700mm. <p>For bollards, a minimum 750mm is required. Where barriers are formed using cones or bollards joined with rails, the maximum height achievable will be 700mm for cones and at least 750mm for bollards.</p>	No change.

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			<p>The majority of traffic cones and bollards available and used by industry have fluorescent plastic-type upper material with weighted black bases. Cones in full orange/red (with coloured bases – non-black rubber bases) are also available in several heights however when used they are mostly of the smaller size and not the taller 700mm type. Further enquiries will be undertaken with industry and government agencies to establish the extent of use of the various cone-types to determine whether the City can mandate the use of full colour cones (i.e. non-black base cones) and if so, this can be made a requirement (condition) of approval permits.</p>	
		<p>Barriers on footways should not be left in place overnight and in circumstances where footways are temporarily closed, alternative pedestrian pathways should be available and clearly signposted.</p>	<p>The use of traffic cone/bollard barriers and other forms of trellis-type barricades generally applies for minor road openings with works restricted to daylight hours (with openings backfilled permanently or temporarily) to keep the footway open and/or safe overnight if works are required over several days.</p> <p>For major and lengthy works requiring the temporary closure of a footway, properly formed and safe alternative pedestrian and cycleway pathways must be provided. Where temporary pathways around a worksite cannot be provided, accredited pedestrian / traffic controllers must be used to direct pedestrians safely to the footway on the opposite side of a road with appropriate warning and directional signage in place – refer to clause 2.7.5 in the draft Code as an example.</p>	<p>No change.</p>

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	Temporary footway closures - notice	Consider publishing details of footway closures and major construction activities and potential pedestrian impacts on the City's website including the City's online accessibility map.	The draft Code does not deal with this matter as it relates to real-time website-based information for the public, particularly for persons with disabilities and public access needs.	This suggestion will be considered and explored further post-adoption of the draft Policy and draft Code.
Physical Disability Council of NSW	The draft Code (generally).	<p>Commends the City on the comprehensive Policy and Code and is supportive of the aims of to maintain accessible pathways. Is pleased to see the City is committed to ensuring that public places are inclusive and accessible.</p> <p>Highlights the need for regulating public place works and related activities to ensure safe and easy access to and within public places.</p> <p>Four specific matters/areas are highlighted for consideration:</p> <p>(a) the draft Code should clearly communicate that accessible pathways must be maintained to facilitate pedestrian movement through and around worksites;</p> <p>(b) the draft Code should explicitly mention minimising adverse impacts on people with disability including wheelchair users, people with vision impairment and persons with reduced mobility;</p>	<p>Commendation is noted.</p> <p>In relation to the four key points highlighted, the following response is provided:</p> <p>(a) The draft Code refers to accessibility in several areas including: clauses 2.3; 2.7.3; 2.7.4; 2.9.3.1; 2.11.3; 2.14; 3.18; 3.21; 4.4. The preference and aims are to keep footways open always rather than divert pedestrians. This includes importantly persons with disability. This is specifically mentioned in clauses 2.3(l), 2.4.2.2(a), 2.12.1, and 2.12.3.</p> <p>The term disability and access for persons with disabilities is mentioned throughout the draft Code which includes a definition of accessible, as follows:</p> <p>accessible (and accessibility) having features to enable use or passage by people with disability;</p> <p>(b) refer to (a) above;</p> <p>(c) temporary alternative pathways must be safe including surface finishes (refer to clauses 2.7.3 and 3.21.2(b) for details in relation to temporary pathways); and</p> <p>(d) access in relation to the use of larger mobility scooters has been specially mentioned in 2.7.3.</p>	<p>No change required in the areas highlighted with the exception of footway access width past worksites for mobility scooters and surface finishes of alternative temporary pathways. These two matters have been included in clause 2.7.3.</p> <p>The City's proposed new (draft) <i>Inclusive and Accessible Domain Guidelines</i> addresses access requirements in public places and this draft document is referenced in clause 2.7.3 in the draft Code.</p>

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		<p>(c) temporary pathways must be safe and easy to traverse - not gravel or dirt as this presents barriers to movement; and</p> <p>(d) the minimum clear footway widths (1200mm and 1000mm) past worksites are acceptable for wheelchair users however may not be acceptable for users of larger mobility scooters – need for assistance past worksites or direction to alternative unaffected footways opposite the site.</p>		
Internal Units of Council	Throughout	<p>The following areas were identified as requiring adjustment and/or clarification:</p> <ul style="list-style-type: none"> • dewatering systems – applications; • design requirements for vehicular crossings; • pooled rainwater in excavations and water disposal; • shoring and ground anchoring – applications; • kerbstone removal and temporary storage; • traffic and on-street parking associated with small worksites; and • crane operation within the Sydney Airport controlled airspace. 	Feedback noted.	Code adjusted, where necessary.