

- NOTES**
1. THE LOCATION OF SIGNS AS SHOWN ON THIS PLAN MAY BE VARIED SLIGHTLY DURING IMPLEMENTATION TO IMPROVE VISIBILITY AND EFFECTIVENESS. ANY PERMANENT SIGNAGE THAT CONFLICTS WITH THE TEMPORARY TRAFFIC MANAGEMENT SIGNAGE IS TO BE COVERED.
 2. ALL SAFETY BARRIERS ARE TO COMPLY WITH DEPARTMENT OF TRANSPORT AND PLANNING (DTP) ROAD DESIGN NOTE 06-04 & DETAIL SHEETS.
 3. GAWK SCREENS TO BE INSTALLED ON TEMPORARY BARRIERS UNLESS OTHERWISE NOTED.
 4. MAINTAIN ANY SPECIFIED NO-GO ZONE AT ALL TIMES.
 5. INSTALL CORNER CUBE DELINEATORS AT 6m SPACING ON TOP OF TEMPORARY BARRIERS. RED DELINEATORS FOR BARRIERS ON THE LEFT SIDE OF EACH CARRIAGEWAY AND YELLOW DELINEATORS FOR BARRIERS ON THE RIGHT SIDE OF EACH CARRIAGEWAY.
 6. INSTALL CRASH CUSHIONS AS PER DEPARTMENT OF TRANSPORT AND PLANNING (DTP) ROAD DESIGN NOTE 06-04 & DETAIL SHEETS.
 7. LINE MARKING AND REFLECTIVE DEVICES NEED TO BE KEPT CLEAN.
 8. AFTER INSTALLATION A DRIVE-THROUGH INSPECTION IS TO BE CONDUCTED AND SIGNS ADJUSTED FOR MAXIMUM EFFECTIVENESS.
 9. ALL SIGNAGE TO BE INSPECTED ON A REGULAR BASIS TO ENSURE ALL SIGNAGE IS VISIBLE TO ONCOMING TRAFFIC.
 10. INSTALL ALL SIGNS IN ACCORDANCE WITH AGT/M AND ROAD MANAGEMENT ACT CODE OF PRACTICE - WORKSITE TRAFFIC MANAGEMENT.

- LEGEND**
- EXISTING CONDITIONS
 - ULTIMATE DESIGN
 - TEMP LINE MARKING
 - SIGN
 - EXISTING SIGN
 - BOLLARDS
 - CONSTRUCTION ZONE
 - HOARDING
 - WORK AREA
 - WORK AREA HIGHLIGHTED IN YELLOW
 - LANE CLOSURE
 - NO GO ZONE
 - TEMPORARY FENCE
 - PEDESTRIAN MOVEMENT
 - CONCRETE BARRIER
 - ABSORB CUSHION
 - PLASTIC BARRIERS
 - KLEMMFIX
 - GATE
 - TRAFFIC MOVEMENT

WORK AREA TO BE CONTAINED WITH FENCING OR EQUIVALENT TO AVOID UNAUTHORIZED ACCESS TO THE WORK AREA.

WORK AREA HIGHLIGHTED IN YELLOW

WIDTHS WERE SELECTED AS PER THE GUIDE TO ROAD DESIGN PART 6A.

A 3m WIDE FOOTPATH AND A 3m BICYCLE PATH WERE ADOPTED FOR THIS PROPOSED SUP WITH A 0.5m BUFFER BETWEEN THE BICYCLE PATH AND THE FOOTPATH AS WELL AS ANOTHER 0.5m OFFSET BETWEEN THE PATHS AND THE FENCING

FOR ADDITIONAL DETAILS ON SITE VMP, REFER TO THE VMP TGS

BOOM GATES AND FLASHING WARNING SIGNS TO BE OPERATED BY AN ON-SITE TRAFFIC CONTROLLER

LOW HEIGHT BARRIER FENCING SYSTEM (WITHOUT HAND RAILS) TO ENSURE SIGHT LINES ARE NOT BLOCKED (SHOWN IN PURPLE)

STOPPING SIGHT DISTANCE FOR A CYCLIST GOING AROUND THE CURVE (CALCULATED BASED ON THE SSD FORMULA FOR CYCLISTS IN AS GUIDE TO ROAD DESIGN PART 6A)

ANY AREA WITHIN THE PINK HATCHING TO BE CLEAR OF OBSTACLES AND EQUIPMENT GREATER THAN 1m IN HEIGHT

THE PROPOSED FENCING AT THIS LOCATION TO BE SEE THROUGH SO CYCLISTS CAN SEE ONCOMING CYCLISTS AROUND THE CURVE

HORIZONTAL CURVE RADII WERE SELECTED BASED ON A DESIGN SPEED OF 30km/h.

ALL RADII USED ARE 25m OR GREATER AS PER AS GUIDE TO ROAD DESIGN PART 6A

RED PAVEMENT TO BE USED AT THE CONFLICT POINTS BETWEEN THE PEDESTRIAN PATH AND THE BICYCLE PATH.

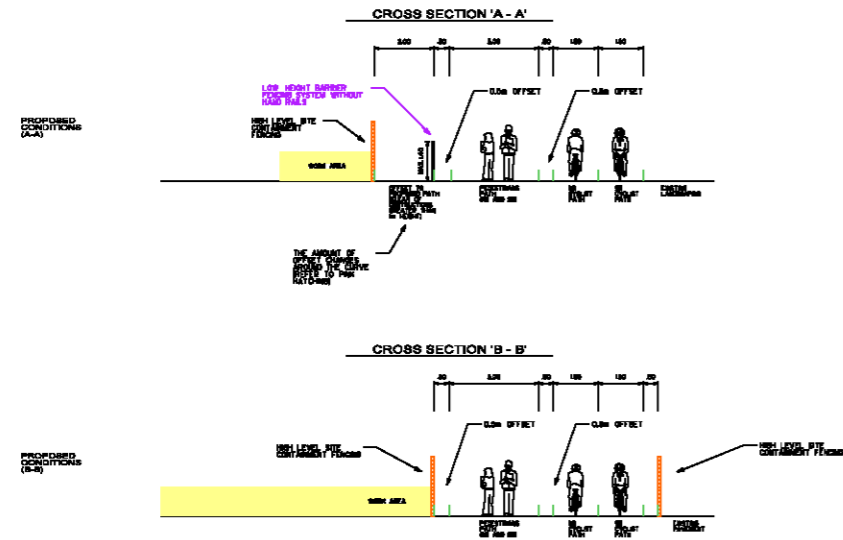
THERE ARE TWO MORE LOCATIONS TO THE NORTH WHERE THE RED PAVEMENT HAS BEEN PROPOSED

WORK AREA TO BE CONTAINED WITH FENCING OR EQUIVALENT TO AVOID UNAUTHORIZED ACCESS TO THE WORK AREA.

WORK AREA HIGHLIGHTED IN YELLOW

FOR LIGHTING REQUIREMENTS ALONG THE PROPOSED SUP, REFER TO LIGHTING ASSESSMENT DRAWING SET W3600.

INSET 1 - CROSS-SECTIONS



N MELWAY MAP REF 67 C5

WARNING
 BEWARE OF UNDERGROUND SERVICES
 The locations of underground services shown are approximate only and their exact position should be proven on site.

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|-------|-------------------|----------|------------------|------------|--|
| A | INITIAL ISSUE | S.B | A.C (PE8079) | 11/06/2025 | 1. BASE INFORMATION FROM FEATURE SURVEY (SVY202261003.DWG) / AERIAL PHOTOGRAPH (SOURCE NEARMAP MAY 2025). 2. ROADS: HEAD STREET (50km/h). DRMOND ESPLANADE (60km/h). ST KILDA STREET (60km/h). |
| D | UPDATED ISSUE | S.B | A.C (PE8079) | 09/09/2025 | |
| E | UPDATED ISSUE | S.B | A.C (PE8079) | 06/10/2025 | |
| F | UPDATED ISSUE | S.B | A.C (PE8079) | 06/02/2026 | |
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**HEAD STREET - ELWOOD PIER
 ELWOOD MAIN DRAIN DUPLICATION PROJECT**
 PORT PHILIP COUNCIL/ BAYSIDE COUNCIL
STAGE 1 - SITE LAYOUT

SCALE 0 5 10 20
 1:1000 (A3)

PORT PHILIP PLANNING DEPARTMENT
 SHEET No. 1 OF 2
 Date Received: 3/4/2025

G36840-01-01

City of Port Phillip
 Advertised Plan
 Planning Application No. PDPL/00673/2024/A
 No. of Pages: 2 of 2

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COFFERDAM DESIGN

BOOM GATE OPERATION METHODOLOGY

1. ONCE A TRUCK APPROACHES THE CONSTRUCTION GATES, THE TRUCK WARNING AND "STOP BEHIND BOOM GATE" FLASHING SIGNS WILL BE ACTIVATED (REMOTELY OR BY TO) ON ALL APPROACHES TO THE BOOM GATE. THIS MEASURE GIVES AN ADVANCE WARNING TO CYCLISTS/ PEDESTRIANS TO STOP BEFORE THE BOOMS CLOSE.
2. AT THIS STAGE, THE TRUCK WILL THEN BE AT A 30-SECOND STAND STILL ALLOWING PEDESTRIANS/ CYCLISTS TO NOTICE AND PROCESS THE FLASHING LIGHTS AND WARNING SIGNS.
3. AFTER 30 SECONDS, THE BOOMS WILL START TO CLOSE; TO MUST ENSURE NO ONE IS ENTRAPPED BETWEEN BOOM GATES AND PROVIDE ASSISTANCE IF REQUIRED. THE TRUCK DRIVER MUST STILL CHECK FOR APPROACHING PEDESTRIANS AND CYCLISTS FROM BOTH DIRECTIONS BEFORE PROCEEDING TO MOVE IN OR OUT OF THE SITE.
4. BOOM GATES REMAIN CLOSED UNTIL THE TRUCK HAS COMPLETED THE MOVEMENT.
5. THE BOOM GATES WILL THEN BE REOPENED SHORTLY AFTER THE TRUCK HAS COMPLETED THE EXIT MOVEMENT.
6. WARNING LIGHTS WILL BE DEACTIVATED IN CONJUNCTION WITH BOOM GATES BEING FULLY REOPENED.

BOOM GATES TO BE OPERATED BY TRAFFIC CONTROLLER. REFER TO BOOM GATE OPERATION METHODOLOGY FOR MORE DETAILS.

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| HEAD STREET - ELWOOD PIER ELWOOD MAIN DRAIN DUPLICATION PROJECT PORT PHILIP COUNCIL/ BAYSIDE COUNCIL STAGE 1 - TRAFFIC GUIDANCE SCHEME | |
| SCALE 1:1000 (A3) | SHEET No. 2 OF 2 DWG No. G36840-01-02 |