

REFERRAL RESPONSE – TRAFFIC

FILE NO: Development Applications: 240/2024/1
ADDRESS: 80 Drumalbyn Road BELLEVUE HILL
PROPOSAL: Demolition of the existing three (3) residential flat buildings and associated structures on the sites and the construction of a new residential flat building comprising 26 units, two swimming pools & landscaping with the sites consolidated
FROM: Ms E Fang
TO: Ms F Stano

I refer to the memo from the Planning Department dated 19 August 2024 requesting comments in relation to the above.

1. DOCUMENTATION

I refer to the following documents received for this report:

- Statement of Environmental Effects, referenced 23266, prepared by GSA Planning, dated June 2024;
- Traffic Impact Statement, referenced 24.063r01v02, prepared by Traffix, dated 26 June 2024;
- Revised Architectural Plans, referenced 23-048, Rev. 1, prepared by MHN Design Union, dated 1 July 2024.

2. ISSUES

Nil.

3. ASSESSMENT

3.1 Parking Provision

The parking provision for the proposed development has been assessed in accordance with Council's *DCP 2015 Chapter E1 Parking and Access*:

Table 1: Car Parking Provision

Residential Component	Quantity	DCP Maximum Requirement per Dwelling	DCP Maximum Permitted Parking
2 bedrooms	9	1.5	13.5 (14)
3 or more bedrooms	17	2	34
Visitors	26	0.25	6.5 (7)
Total permitted			55
Proposed provision			40

The proposed provision of 40 parking spaces, including 36 spaces for residents and 4 spaces for visitors, whilst complies with DCP's maximum requirement, results in a shortfall of 15 spaces than permitted. It is however noted the existing site consists of 24 units with only

5 onsite parking spaces. The proposed provision is anticipated to improve parking conditions and is considered acceptable.

It is also noted that 3 accessible parking spaces are provided. Should the development be approved, conditions will be imposed to ensure the design of these spaces, including the adjacent shared area, complies with AS 2890.6.

Table 2: Bicycle and Motorbike Parking Provision

BICYCLE			
	Quantity	DCP Minimum Requirement	DCP Minimum Required Parking
Residential Residents	26 dwellings	1 per dwelling	26
Residential Visitors	25 dwellings	1 per 10 dwellings	2.6 (3)
Total required			29
MOTORBIKE			
	Quantity	DCP Minimum Requirement	DCP Minimum Required Parking
Car Spaces	55	1 per 10 car spaces	5.5 (6)
Total required			6

In response, the proposal includes 29 bicycle parking spaces in a storage area and 4 motorbike parking spaces, which results in a shortfall of 2 spaces for motorbike parking. It however appears that compliant provision can be readily made and will be conditioned.

3.2 Traffic Generation

Traffic generation from the proposed development has been calculated in accordance with *RMS Guide to Traffic Generating Developments 2002*, and *RMS Guide to Traffic Generating Developments Updated traffic surveys TDT 2013/04a*.

Existing Development

Medium Density Residential – Smaller Units

- Weekday peak hour vehicle trips: 24 dwellings x 0.4-0.5 per dwelling = 9.6-12 trips
- Daily vehicle trips: 24 dwellings x 4-5 per dwelling = 96-120 trips

Or

Medium Density Residential – Larger Units

- Weekday peak hour vehicle trips: 24 dwellings x 0.5-0.65 per dwelling = 12-15.6 trips
- Daily vehicle trips: 24 dwellings x 5.0-6.5 per dwelling = 120-156 trips

Proposed Development

Medium Density Residential – Smaller Units

- Weekday peak hour vehicle trips: 9 dwellings x 0.4-0.5 per dwelling = 3.6-4.5 trips
- Daily vehicle trips: 9 dwellings x 4-5 per dwelling = 36-45 trips

Medium Density Residential – Larger Units

- Weekday peak hour vehicle trips: 17 dwellings x 0.5-0.65 per dwelling = 8.5-11.05 trips
- Daily vehicle trips: 17 dwellings x 5.0-6.5 per dwelling = 85-110.5 trips

Total

- Weekday peak hour vehicle trips = 12.1-15.55 trips
- Daily vehicle trips = 121-155.5 trips

It is noted that the site currently consists of a residential flat building. Whilst the unit mix is unclear, the above calculations indicates that additional traffic generated by the proposal is minor and is unlikely to create unacceptable adverse impact on the surrounding road network in terms of safety and efficiency.

3.3 Access Driveway, Queuing Analysis & Sight Splay

The proposed grade for the first 6m into the car park complies with the gradient requirement stipulated in AS/NZS 2890.1:2004 and is considered satisfactory.

The 6.0m-wide access driveway exceeds with the maximum width requirement for a Category 1 access facility by 0.5m. It is noted that queuing analysis indicates 98th percentile traffic will result in two (2) vehicles in the system, with one (1) in the lift and one (1) queuing. The two-lane two-way access driveway can provide a waiting area within property boundary and reduce queuing on footpath or frontage road however the width should be reduced to 5.5m. Traffic light system should also be incorporated to indicate the operation of the two car lifts to ensure priority is given to vehicles entering the car lift. Vehicles must not reverse onto the footpath to allow another vehicle to manoeuvre off the site.

A 2m x 2.5m sight splay is provided along both sides of the driveway. Any structure within the splay area should be removed to comply with AS 2890.1:2004 for sight distance.

4. RECOMMENDATION

Council's Traffic Engineer has determined that the proposal is satisfactory, subject to the following conditions:

A. GENERAL CONDITIONS

A. 5.

Approved Plans and Supporting Documents

Those with the benefit of this consent must carry out all work and maintain the use and works in accordance with both the architectural plans to which is affixed a Council stamp “Approved” and supporting documents listed below unless modified by any following condition.

Where the plans relate to alterations or additions only those works shown in colour or highlighted are approved.

Reference	Description	Author	Date
24.063r01v02	Traffic Impact Statement	Traffix	26 June 2024

Notes:

- Warning to Principal Certifier – You must always insist on sighting the original Council stamped approved plans. You must not rely solely upon the plan reference numbers in this condition. Should the Applicant not be able to provide you with the original copy Council will

	<p>provide you with access to its files so you may review our original copy of the approved plans.</p> <ul style="list-style-type: none"> • These plans and supporting documentation may be subject to conditions imposed under section 4.17(1)(g) of the Act modifying or amending the development.
	<p>Condition Reason: To ensure all parties are aware of the approved plans and supporting documentation that applies to the development.</p>

B. BEFORE DEMOLITION WORK COMMENCES

B. 20.	<p>Construction Traffic Management Plan</p> <p>Before any site work commences, and as a result of the site constraints, limited space and access, a Construction Management Plan (CMP) is to be submitted to Council for approval. Also, due to lack of on-street parking a Work Zone may be required during construction.</p> <p>An application for the CMP must be submitted for approval, and all associated application fees must be paid.</p> <p>The CMP must be submitted as a self-contained document that outlines the nature of the construction project and as applicable, include the following information:</p> <ol style="list-style-type: none"> a) Detail the scope of the works to be completed including details of the various stages, e.g. demolition, excavation, construction etc. and the duration of each stage. b) Identify local traffic routes to be used by construction vehicles. c) Identify ways to manage construction works to address impacts on local traffic routes, particularly during school pick-up and drop-off hours. d) Identify other developments that may be occurring in the area and identify ways to minimise the cumulative traffic impact of these developments. Should other developments be occurring in close proximity (500m or in the same street) to the subject site, the developer/builder is to liaise fortnightly with the other developers/builders undertaking work in the area in order to minimise the cumulative traffic and parking impacts of the developments. e) Detail how construction workers will travel to and from the site and parking arrangements for those that drive. f) Identify any proposed road closures, temporary traffic routes, loss of pedestrian or cyclist access, or reversing manoeuvres onto a public road, and provide Traffic Control Plans (TCPs) prepared by an accredited RMS Red or Orange card holder to manage these temporary changes. g) Detail the size (including dimensions), numbers and frequency of arrival of the construction vehicles that will service the site for each stage of works. h) Provide for the standing of vehicles during construction. i) If construction vehicles are to be accommodated on the site, provide a scaled drawing showing where these vehicles will stand and the vehicle swept path to show that these vehicles can access and egress the site in a forward direction (including dimensions and all adjacent traffic control devices, such as parking restrictions, pedestrian facilities, kerb extensions, etc.). j) If trucks are to be accommodated on Council property, provide a scaled drawing showing the location of any proposed Works Zone (including dimensions and all adjacent traffic control devices, such as parking restrictions, pedestrian facilities, kerb extensions, etc.).
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	<p>k) Show the location of any site sheds and any anticipated use of cranes and concrete pumps and identify the relevant permits that will be required.</p> <p>l) If a crane/s are to be accommodated on site, detail how the crane/s will be erected and removed, including the location, number and size of vehicles involved in the erection/removal of the crane/s, the duration of the operation and the proposed day and times, any full or partial road closures required to erect or remove the crane/s and appropriate Traffic Control Plans (TCPs) prepared by an approved RMS Red or Orange Card holder.</p> <p>m) Make provision for all materials, plant, etc. to be stored within the development site at all times during construction.</p> <p>n) State that any oversized vehicles proposed to operate on Council property (including Council approved Works Zones) will attain a Permit to Stand Plant on each occasion (Note: oversized vehicles are vehicles longer than 7.5m or heavier than 4.5T.)</p> <p>o) Show the location of any proposed excavation and estimated volumes.</p> <p>p) When demolition, excavation and construction works are to be undertaken on school days, all vehicular movements associated with this work must only be undertaken between the hours of 9.30am and 2.30pm, in order to minimise disruption to the traffic network during school pick up and drop off times.</p> <p>q) Show the location of all Tree Protection (Exclusion) zones (Note: storage of building materials or access through Reserve will not be permitted without prior approval by Council).</p> <p>Notes:</p> <ul style="list-style-type: none"> • A minimum of eight weeks will be required for assessment. Site work must not commence until the Construction Management Plan is approved. • Failure to comply with this condition may result in fines and proceedings to stop work. • Council and NSW Police approval is required prior to a partial or full temporary road closure. If you are seeking a partial or full temporary road closure you must comply with the relevant conditions of this consent and you must also gain the approval of the Eastern Suburbs Police Area Command. • If you partial or full close a road without compliance with Council and NSW Police requirements Council Rangers or the Police can issue Penalty Infringement Notices or Court Attendance Notices leading to prosecution. • Traffic Supervisors at the Eastern Suburbs Police Area Command can be contacted on eastsubtraffic@police.nsw.gov <p>Condition Reason: To facilitate the efficient operation of construction projects, minimise traffic disruption, and protect the public, and the surrounding environment, during site works and construction.</p>
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<p>B. 21.</p>	<p>Works (Construction) Zone – Approval and Implementation</p> <p>If the Construction Management Plan relies upon a Works Zone, before any site work commences, a Works Zone application must be made.</p> <p>If the works zone is approved, all fees for the Works Zone must be paid before it can be installed.</p> <p>All Works Zone signs must have been erected by Council to permit enforcement of the Works Zone by Council's Rangers and NSW Police before commencement of any site work. Signs are not erected until full payment of Works Zone fees is made.</p> <p>Notes:</p>
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	<ul style="list-style-type: none"> • A minimum of four to six weeks must be allowed (for routine applications) from the date of making an application to the Traffic Committee (Woollahra Local Traffic Committee) constituted under clause 20 of the Transport Administration (General) Regulation 2018 to exercise those functions delegated by Transport for New South Wales under section 31(3) of the Transport Administration Act 1988. • The enforcement of the Works Zone is at the discretion of Council's Rangers and the NSW Police Service. Any breach of the Works Zone must be reported to either Council or the NSW Police Service.
	Condition Reason: To facilitate the efficient operation of construction projects and to minimise traffic disruption.

C. ON COMPLETION OF REMEDIATION WORK

Nil.

D. BEFORE ISSUE OF A CONSTRUCTION CERTIFICATE

D	13.	Road and Public Domain Works
		<p>Before the issue of any construction certificate, a separate application under Section 138 of the Roads Act 1993 is to be made to, and be approved by Council, for the following infrastructure works. The infrastructure works must be carried out at the applicant's expense:</p> <p>a) The removal of the existing vehicular crossing including layback and gutter and the construction of a new 5.5 metres wide vehicular crossing in accordance with Council's Crossing Specification, standard driveway drawing RF2_D and to the satisfaction of Council's Assets Engineers. The new vehicular crossing must be constructed at a right angle to the street kerb in plain concrete where the centreline of the new crossing must align with the centreline of the internal driveway at the property boundary. Design longitudinal surface profiles along each side/edge for the proposed driveway, starting from the road centreline to the parking slab must be submitted for assessment.</p> <p>b) Other Conditions imposed by Development Engineers.</p>
		Condition Reason: To ensure the design of the road, footpaths, driveway crossings and public stormwater drainage works are detailed and approved under section 138 of the Roads Act 1993 and to ensure the works are completed to Council's satisfaction.

D	45.	Parking Facilities
		<p>Before the issue of any construction certificate, the construction certificate plans and specifications required under clause 7 of the Development Certification and Fire Safety Regulation, must include detailed plans and specifications for all bicycle, car and commercial vehicle parking in compliance with AS/NZS 2890.1: Parking Facilities - Off-Street Car Parking, AS/NZS 2890.6: Parking Facilities – Off-Street for people with disabilities and AS2890.3: Parking Facilities - Bicycle Parking Facilities respectively.</p> <p>The plans must satisfy the following requirement(s):</p> <p>a) Sight distance requirements must comply with Clause 3.2.4 and Figure 3.3 of AS2890.1:2004;</p>

	<p>b) A 2m x 2.5m sight splay be provided, kept clear of any obstruction to visibility, along both side of the access driveway entirely within property boundary;</p> <p>c) Signage and/or pavement marking be provided for visitor parking spaces;</p> <p>d) Accessible parking spaces should be designed as per AS 2890.6. Bollard and line marking should be provided to the shared area adjacent to the parking space;</p> <p>e) Traffic light system be incorporated to indicate the operation of the two car lifts to ensure priority is given to vehicles entering the car lift. Vehicles must not reverse onto the footpath to allow another vehicle to manoeuvre off the site.</p> <p>f) Six (6) motorbike parking spaces be provided to comply with DCP's minimum requirement.</p> <p>Access levels and grades must comply with access levels and grades required by Council under the Roads Act 1993.</p> <p>The Principal Certifier has no discretion to reduce or increase the number or area of car parking or commercial parking spaces required to be provided and maintained by this consent.</p> <p>Condition Reason: To ensure parking facilities are designed in accordance with the Australian Standard.</p>
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E. BEFORE BUILDING WORK COMMENCES

Nil.

F. DURING BUILDING WORK

F	<p>3. Compliance with Construction Traffic Management Plan</p> <p>While site work is being carried out, all development activities and traffic movements must be carried out in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times. A copy of the CTMP must be kept on-site at all times and made available to the Principal Certifier on request.</p> <p>Notes:</p> <ul style="list-style-type: none"> Irrespective of the provisions of the Construction Management Plan the provisions of traffic and parking legislation prevails. <p>Condition Reason: To ensure compliance with the Construction Management Plan.</p>
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G. BEFORE ISSUE OF AN OCCUPATION CERTIFICATE

Nil.

H. OCCUPATION AND ONGOING USE

H	21. Provision of Off-street Public and Visitor Parking
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	During the occupation and ongoing use, in compliance with AS 2890.1: Parking facilities - Off-street car parking and AS2890.3: Parking Facilities - Bicycle Parking Facilities, unimpeded public access to off-street parking must be maintained as follows:	
	Use	Number of spaces
	Car Parking (resident parking)	36 (including 3 accessible parking spaces)
	Car Parking (visitor parking)	4
	Bicycle Parking	29
	Motorbike Parking	6
Notes: <ul style="list-style-type: none"> Where there is a potential for the trespass of private motor vehicles upon private parking servicing the owner of the site may seek to enter into a free parking area agreement with Council. Council may under such agreement enforce parking restrictions under section 650 of the Local Government Act 1993. Further information can be obtained from Council's Compliance Team by calling 9391 7000 or from the Office of Local Government at www.olg.nsw.gov.au or call 4428 4100. 		
Condition Reason: To ensure adequate on-site parking is maintained.		

H 61.	Parking Permits
	During the occupation and ongoing use, future tenants and residents of the proposed development will not be eligible for resident or visitor parking permits.
	Condition Reason: To minimise the impact of the development upon on street car parking.

I. BEFORE ISSUE OF A SUBDIVISION WORKS CERTIFICATE

Nil.

J. BEFORE SUBDIVISION WORK COMMENCES

Nil.

K. BEFORE ISSUE OF A SUBDIVISION CERTIFICATE (subdivision works)

Nil.

L. BEFORE ISSUE OF A SUBDIVISION CERTIFICATE (no subdivision works)

Nil.

M. BEFORE ISSUE OF A STRATA CERTIFICATE

Nil.

Ever Fang
Traffic & Transport Team Leader

29/9/2024
Completion Date