

REFERRAL RESPONSE – TRAFFIC

FILE NO: Development Applications: 376/2025/1
ADDRESS: 351 & 353 New South Head Road, Double Bay
PROPOSAL: Demolition of the existing building and construction of a new residential flat building including basement carpark with affordable housing.
FROM: Mr V Sankaran
TO: Mr B McIntyre

I refer to the memo from the Planning Department dated 17 November 2025 requesting comments in relation to the above.

1. DOCUMENTATION

I refer to the following documents received for this report:

- Statement of Environmental Effects, prepared by GSA Planning, Job No: 25225, dated 19 September 2025;
- Updated Statement of Environmental Effects- Response to Council’s Stop the Clock letter prepared by GSA planning, Reference: Job No 25225 dated 13 November 2025.
- Traffic Impact Assessment prepared by TRAFFIX; Reference 25.287r01v02, , dated 2 September 2025;
- Traffic Report – Response to Council statement prepared by TRAFFIX; Reference 25.287r01v02, dated 13 November 2025.
- Driveway and Parking Details prepared by Hill Thalix; Reference 2508/2510, dated 13 November 2025
- Referral Response from TfNSW, referenced SYD25-01348/01, dated 21 November 2025

2. ISSUES

Nil

3. ASSESSMENT

The proposed development involves the demolition of the existing 2 dwellings and the construction of an 8-storey residential flat building comprising a total of 24 residential units, including six (6) affordable housing dwellings and eighteen (18) residential dwellings. The proposal includes the followings:

Type of Units	Number of Bedrooms	Number of units
Affordable	1	2
	2	2
	3	2
Residential	3	11
	4	7

Off-street parking is proposed for a total of 36 car spaces within the basement carpark and a new vehicular access onto New South Head Road.

3.1 Parking Provision

The minimum parking requirement for the proposed development has been assessed in accordance with State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 In-fill affordable housing, Clause 19 Non-discretionary development standards—the Act, s. 4.15 (e) & (f).

The maximum parking provision for the proposal has been assessed in accordance with Council’s *DCP 2015 Chapter E1 Parking and Access, Section E1.4 & Table 1*:

Type of unit	Number of Units	Minimum – SEPP(Housing)2021		Maximum – WDCP 2015	
		Rate (Space/unit)	Spaces	Rate (Space/unit)	Spaces
Affordable (1 Bedroom)	2	0.4	0.8	1	2
Affordable (2 Bedroom)	2	0.5	1	1.5	3
Affordable (3 Bedroom)	2	1	2	2	4
Residential (3 Bedroom)	11	1.5	16.5	2	22
Residential (4 Bedroom)	7	1.5	10.5	2	14
Visitors		-	-	0.25	6
Total	24		30.8~31		51

In accordance with Council’s DCP 2015, Part E8 Adaptable Housing, Section E8.2, residential flat building containing 10 or more dwellings, designs and constructs at least 10% of the dwellings to Class A certification under AS4299 – Adaptable Housing”. As the proposal comprises 24 residential dwellings, the proposal requires the provision of 2.4 (~2) adaptable apartments, as well as 2.4 (~2) accessible spaces.

The proposed development provides a total of 36 off-street car parking spaces including 3 accessible parking spaces in the basement parking area. Also, proposed development provides a total of 12 EV charging points.

The proposed number of parking spaces exceeds the minimum parking requirement under SEPP (Housing) 2021 and is below the maximum parking requirement specified in DCP 2015. However, it is noted that the number of parking spaces provided is substantially below the DCP 2015 maximum requirement, with a shortfall of 15 spaces. Further, it is noted that, although the DCP requires the development to provide six (6) visitor parking spaces, no visitor parking spaces are proposed.

The site is located in close proximity to public transport facilities, being approximately 500 metres from Edgecliff Railway Station, within 400 metres of multiple bus services, and approximately 550 metres from ferry services. This is envisaged to provide some support and convenience to future residents and visitors. On this basis, reduction in parking provision can serve to effectively reduce reliance on private vehicles and facilitate alternative transport modes and is considered acceptable.

Bicycle (Section E1.6.2, Table 4) and Motorbike (Section E1.7.1) Parking Provision

BICYCLE			
	Quantity	DCP Minimum Requirement	DCP Minimum Required Parking
Residents	24 dwellings	1 per dwelling	24
Visitors	24 dwellings	1 per 10 dwellings	2.4
Total required			26.4 (~26)
Provided			27 bicycle spaces
MOTORBIKE			
	Quantity	DCP Minimum Requirement	DCP Minimum Required Parking
Car Spaces	36	1 per 10 car spaces	3.6 (~4)
Total required			4
Provided			4

The development proposes 27 bicycle spaces and 4 motorbike parking spaces in the basement parking area.

The proposed bicycle and motorbike parking provision complies with WDCP 2015.

3.2 Traffic Generation

Traffic generation from the existing and proposed development has been calculated in accordance with 'Guide to Transport Impact Assessment-TS 00085-v1.1, Chapter 5 – Land Use Traffic Generation'.

Existing Traffic Generation:

Existing Development consists of 2 dwellings on larger lots of 351-353 New South Head Road and categorised as low density development.

Average traffic generation rates for Sydney (Noted that the proposed development located within 400m of Bus services and Active transport facilities available):

AM peak hour = 0.68 vehicle trips / dwelling
 PM peak hour = 0.77 vehicle trips / dwelling.

Average Trips:

AM peak hour = 2 X 0.68 = 1.4 ~ 1 vehicle trips (0 in, 1 out)
 PM peak hour = 2 X 0.77 = 1.5 ~ 2 vehicle trips (2 in, 0 out)

Proposed Traffic Generation:

The proposed development is a 8-storey building comprising a total of 24 residential units. Such that the development is classified as high density.

Average traffic generation rates for Sydney (Noted that the proposed development located about 500m from Edgecliff Station, within 400m to multiple Bus Services, 550 m to Ferry Services and Active transport facilities available):

AM peak hour = 0.19 vehicle trips / dwelling
 PM peak hour = 0.15 vehicle trips / dwelling.

Average Trips:

AM peak hour = 24 X 0.19 = 4.6 ~ 5 vehicle trips (1 in, 4 out)

PM peak hour = $24 \times 0.15 = 3.6 \sim 4$ vehicle trips (3 in, 1 out)

When compare the existing & proposed development, net increase in trips during...

AM peak hour = $4.6 - 1.4 = 3.2 \sim 3$ trips (1 in, 2 out) and

PM peak hour = $3.6 - 1.5 = 2.1 \sim 2$ trips (1 in, 1 out).

The traffic impacts due to the proposed development is considered minimal compared to the road network capacity.

3.3 Waste Collection

Wastes will be removed from New South Head Road by Council's normal garbage collection service.

3.4 Access Driveway

Vehicular access to the site is proposed via a 5.74-metre-wide combined entry/exit driveway located on the New South Head Road frontage. It is noted that New South Head Road is a state road and currently consists of timed 'Clearway' and 'No Parking' restrictions. A wider access driveway therefore would not create loss of parking, whilst providing better visibility for vehicles joining the arterial road and is considered acceptable.

The driveway maintains a maximum gradient of 1 in 20 (5%) for a distance ranging between 4.5 metres and 6.29 metres, before transitioning to 1 in 8 into the basement parking area. This does not comply with the gradient requirement for a Category 1 access facility, however it is noted that a sectional gate is proposed at the transition area which can serve to slow the vehicles prior to the exit point. This arrangement, combined with the 4.5 metres access driveway with a 5% gradient, is considered to achieve the requirement to provide a relatively flat surface to accommodate vehicles before they join the frontage road traffic. The substandard design of the access driveway is therefore considered acceptable.

A traffic signal system is proposed to manage vehicle movements at the site access. All residents are to be provided with remote access to the basement car park. The traffic signal system is designed to operate as passively "green", prioritising vehicles entering the site from New South Head Road.

Based on the submitted queuing analysis, there is less than a 1% probability that two (2) vehicles would require simultaneous use of the vehicular access at any given time. Accordingly, the development is not required to provide a waiting bay in accordance with AS 2890.1:2004. Notwithstanding this, the proposal includes a single internal waiting bay within the basement, ensuring that the 98th percentile queue is fully contained within the site. The submitted swept path analysis demonstrates that the vehicular access provides sufficient on-site area for an entering vehicle to wait clear of the site boundary while another vehicle exits, and vice versa. All vehicle movements can therefore be accommodated without encroachment onto the public road.

3.5 Transport for NSW (TfNSW) Concurrence

It is noted the frontage road is a classified state road under care and control of TfNSW. Reference is made to Council's referral regarding the abovementioned Development Application (DA) which was referred to Transport for NSW (TfNSW) for concurrence under Section 138 of the *Roads Act 1993*.

TfNSW has reviewed the Development Application and advises that it would grant concurrence to the proposed driveway, kerb and gutter works, and associated drainage works

on New South Head Road (a classified State road) under Section 138 of the Roads Act 1993, subject to Council's approval and the inclusion of all TfNSW-issued conditions in any consent granted by Council.

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
25.287r01v02	Traffic Impact Assessment	TRAFFIX	2 September 2025
25.287r01v02	Traffic Report – Response to Council statement	TRAFFIX	13 November 2025
2508/2510	Driveway and Parking Details	Hill Thalix	13 November 2025
SYD25-01348/01	Referral Response from TfNSW	TfNSW	21 November 2025

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 provide you with access to its files so you may review our original copy of the approved plans.

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.

Condition Reason: To ensure all parties are aware of the approved plans and supporting documentation that applies to the development.

A.14 General Terms of Approval – Roads Act 1993 (TfNSW - Classified Roads)

1. All buildings and structures, together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the New South Head Road boundary.
2. The redundant driveway should be replaced with kerb and gutter to match existing. The design and construction of the driveway, kerb and gutter on New South Head Road shall be in accordance with TfNSW requirements.

Detailed design plans of the proposed kerb and gutter crossing are to be submitted to TfNSW for approval prior to the issue of a construction certificate and commencement of any road works. Please send all documentation to

development.sydney@transport.nsw.gov.au.

A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW.

3. The developer is required to enter a Works Authorisation Deed (WAD) with TfNSW, or other suitable arrangement as agreed to by TfNSW, for the works required on New South Head Road.
4. The developer is to submit design drawings and documents relating to the excavation of the site and support structures to TfNSW for assessment, in accordance with Technical

Direction GTD2020-001. The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by TfNSW. Please send all documentation to development.sydney@transport.nsw.gov.au.

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

5. Detailed design plans and hydraulic calculations of any changes to the stormwater/sewer drainage system are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to development.sydney@transport.nsw.gov.au.

A plan checking fee will be payable, and a performance bond may be required before TfNSW approval is issued.

6. Any public utility adjustment/relocation works on the state road network will require detailed civil design plans for road opening/underboring to be submitted to TfNSW for review and acceptance prior to the issue of a construction certificate and the commencement of any works. The developer must also obtain any necessary approvals from the various public utility authorities and/or their agents. Please send all documentation to development.sydney@transport.nsw.gov.au.

A plan checking fee will be payable, and a performance bond may be required before TfNSW approval is issued.

7. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Old South Head Road during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

Condition Reason: To ensure all parties are aware of the general terms of approval.

B. BEFORE DEMOLITION WORK COMMENCES

B.20 Construction Traffic Management Plan

Before any site work commences, and as a result of the site constraints, limited space and access, a Construction Traffic Management Plan (CTMP) is to be submitted to Council for approval. Also, due to lack of on-street parking a Work Zone may be required during construction.

An application for the CTMP must be submitted for approval, and all associated application fees must be paid.

The CTMP must be submitted as a self-contained document that outlines the nature of the construction project and as applicable includes the following information:

- 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.

- 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 Guidance Schemes (TGSs) prepared by an accredited SafeWork NSW Control Work Training 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.).
- 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.
- 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 Guidance Schemes (TGSs) prepared by an approved SafeWork NSW Control Work Training Card holder.
- m) Make provision for all materials, plant, etc. to be stored within the development site at all times during construction.
- 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.)
- o) Show the location of any proposed excavation and estimated volumes.
- 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.
- 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).

Notes:

A minimum of eight weeks will be required for assessment. Site work must not commence until the Construction Traffic 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

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.

B.21 Works (Construction) Zone – Approval and Implementation

If the Construction Traffic Management Plan relies upon a Works Zone, before any site work commences, a Works Zone application must be made.

If the works zone is approved, all fees for the Works Zone must be paid before it can be installed.

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.

Notes:

A minimum of four to six weeks must be allowed (for routine applications) from the date of making an application to the Transport Forum (Woollahra Local Transport Forum) 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

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:

- a) The design and construction of a new 5.74 metres wide vehicular crossing including the removal of the existing gutter to TfNSW's and Council's specification and requirements. The layback and gutter must be designed in accordance with TfNSW's specification.
- b) **Other conditions imposed by Council's Development Engineers.**

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.

D45 Parking Facilities

The *Construction Certificate* plans and specifications required by clause 139 of the Regulation, must include detailed plans and specifications for all bicycle, car and accessible vehicle parking in compliance with AS2890.3:2015 *Parking Facilities - Bicycle Parking Facilities*, AS/NZS 2890.1:2004 *Parking Facilities - Off-Street Car Parking* and AS_2890.6-2022 - *Offstreet Parking for Disabled* respectively.

The plans must satisfy the following requirement(s):

- a) Sight distance requirements must comply with Clause 3.2.4 and Figure 3.3 of AS2890.1:2004.
- b) A 2m x 2.5m driveway sightline splay be provided, clear of obstruction to visibility, along both sides of the access driveway wholly within the property boundary.
- c) A traffic signal system must be incorporated to manage traffic between the ground level and basement carpark. The traffic light must be designed to give priority to vehicles entering the site to minimise disruptions to the frontage road traffic.
- d) Signage (Left-in, Left-out) and line marking be provided at access point to delineate and manage access/egress traffic.
- e) Other conditions imposed by Development Engineer.

Access levels and grades must comply with access levels and grade required by Council under the *Roads Act 1993*.

The Certifying Authority 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.

Condition Reason: To ensure parking facilities are designed in accordance with the Australian Standard.

E. BEFORE BUILDING WORK COMMENCES

Nil.

F. DURING BUILDING WORK

F.3 Compliance with Construction Traffic Management Plan

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.

Notes:

Irrespective of the provisions of the Construction Traffic Management Plan the provisions of traffic and parking legislation prevails.

Condition Reason: To ensure compliance with the Construction Traffic Management Plan.

G. BEFORE ISSUE OF AN OCCUPATION CERTIFICATE

Nil.

H. OCCUPATION AND ONGOING USE

H.21 Provision of Off-street Parking

During the occupation and ongoing use, in compliance with AS 2890.1: Parking facilities - Off-street car parking, and AS 2890.3: Parking Facilities - Bicycle Parking Facilities, unimpeded public access to off-street parking must be maintained as follows:

Use	Number of spaces
Car Parking	36 (including 3 accessible parking spaces) 12 spaces should be designed to accommodate EVs.
Bicycle Parking	27
Motorbike Parking	4

Notes:

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.

Velsamy Sankaran
Traffic & Transport Engineer

29/01/2026
Completion Date