

Planning Proposal for Residential Development

252-254 New South Head Road, Edgecliff

Traffic and Parking Impact Assessment

Ref: 19222
Date: March 2020
Issue: C

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1.0 Introduction

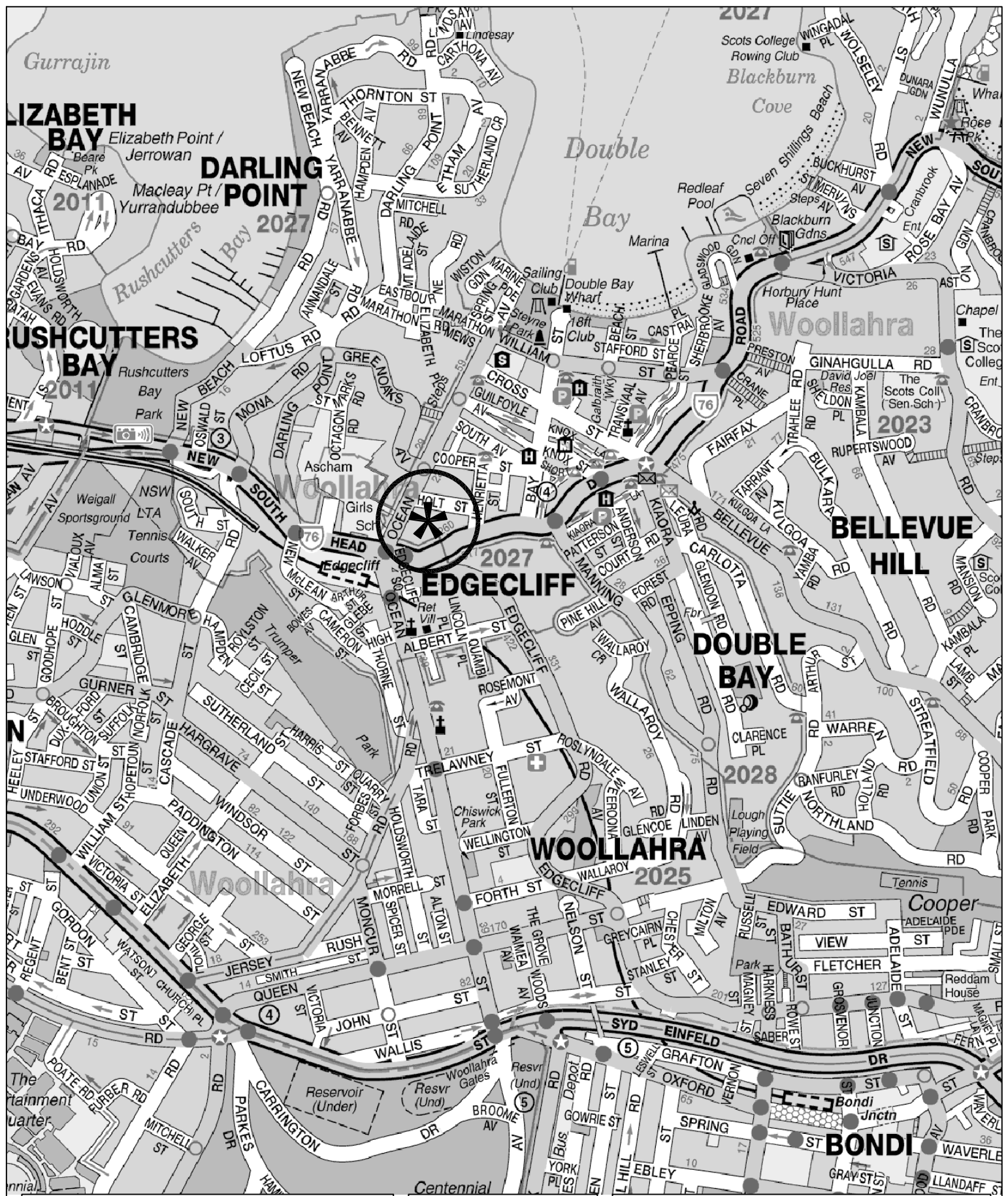
This report has been prepared to accompany a Planning Proposal to Woollahra Council to permit an envisaged residential apartment development at 252 – 254 New South Head Road, Edgecliff (Figure 1).

The site is located in convenient proximity to Edgecliff Railway Station/Retail Centre and directly on principal bus routes to/from the City and Bondi Junction providing an ideal location for residential apartment living.

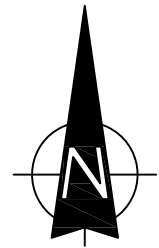
It is envisaged that subject to the approval of the Planning Proposal a new 8 level building with 33 residential apartments would be constructed on the site.

The purpose of this report is to:

- ❖ describe the site and the envisaged development scheme
- ❖ describe the existing road network, traffic and transport circumstances
- ❖ assess the adequacy of the envisaged parking provision
- ❖ assess the potential traffic implications
- ❖ assess the suitability of the envisaged vehicle access, internal circulation and servicing arrangements



LEGEND



LOCATION

FIG 1

2.0 Planning Proposal

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is SP11702 being an irregular shaped allotment occupying an area of some 934.9m². The site has a frontage of some 19 metres to New South Head Road and the site levels fall away towards the north.

The site is adjoined to the north, east and west by multi-level 'flats' buildings while there is a new residential apartment building to the south with commercial and retail uses extending along New South Head Road to the west. The other landuses in the area display a mixture of urban uses including:

- ❖ Ascham Girls School on the western side of Ocean Street
- ❖ the Edgecliff Centre with significant public parking provision on the southern side of New South Head Road just to the west
- ❖ the Edgecliff Railway Station and bus interchange which is integrated with the Edgecliff Centre immediately to the west
- ❖ the Double Bay Centre located a short distance to the east
- ❖ the surrounding residential uses including large apartment buildings.

There is an existing older style 4 level residential flats building on the site with no vehicle access or on-site parking.

2.2 Envisaged Development

It is envisaged that the existing building will be demolished and the site excavated to construct a new 7 level building incorporating 2 levels of carparking and comprising:

14 x Studio Apartments
13 x One-Bed Apartments
6 x Two-Bed Apartments
Total 33 Apartments



LEGEND



SITE

FIG 2

Transport and Traffic Planning Associates

It is envisaged that 6 parking spaces would be provided with access on the New South Head Road frontage at the western site boundary.

Details of the envisaged development are provided on the concept plans prepared by Antoniades Architects which accompany the Planning Proposal and are reproduced in part in Appendix A.

3.0 Road Network and Traffic Conditions

3.1 Road Network

The road network servicing the site (Figure 3) comprises:

- ❖ *New South Head Road* – a State Road and arterial route linking between the Eastern Suburbs and the City
- ❖ *Ocean Street/William Street* – a Regional Road and important collector route linking between New South Head Road and Oxford Street
- ❖ *Cross Street, Bellevue Road and Manning Road* – collector routes
- ❖ *New Beach Road, Mona Road, Darling Point Road and Greenoaks Avenue* – collector routes providing access to the Darling Point peninsula

New South Head Road has 5 traffic lanes at the site frontage (3 WB & 2 EB) with a curvilinear alignment.

3.2 Traffic Controls

The existing traffic controls on the road system (also shown on Figure 3) include:

- ❖ the traffic signals at the intersections along New South Head Road at the Ocean Street and Manning Road intersections
- ❖ the NO RIGHT TURN restrictions at the New South Head Road, and Ocean Street intersections including the right turn movements out of Ocean Street and Ocean Avenue
- ❖ the parking CLEARWAY, BUS ZONE and NO STANDING restrictions along New South Head Road

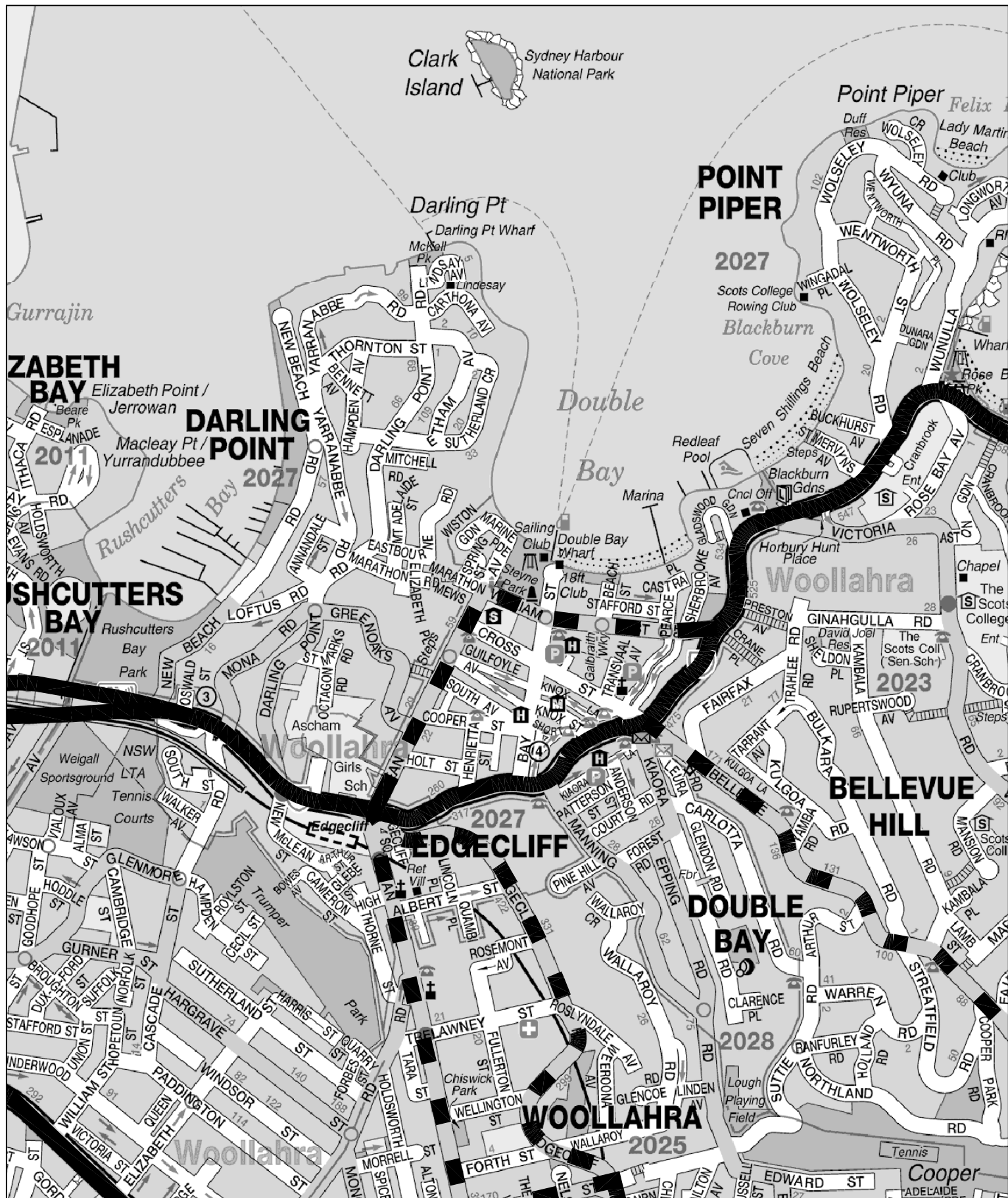
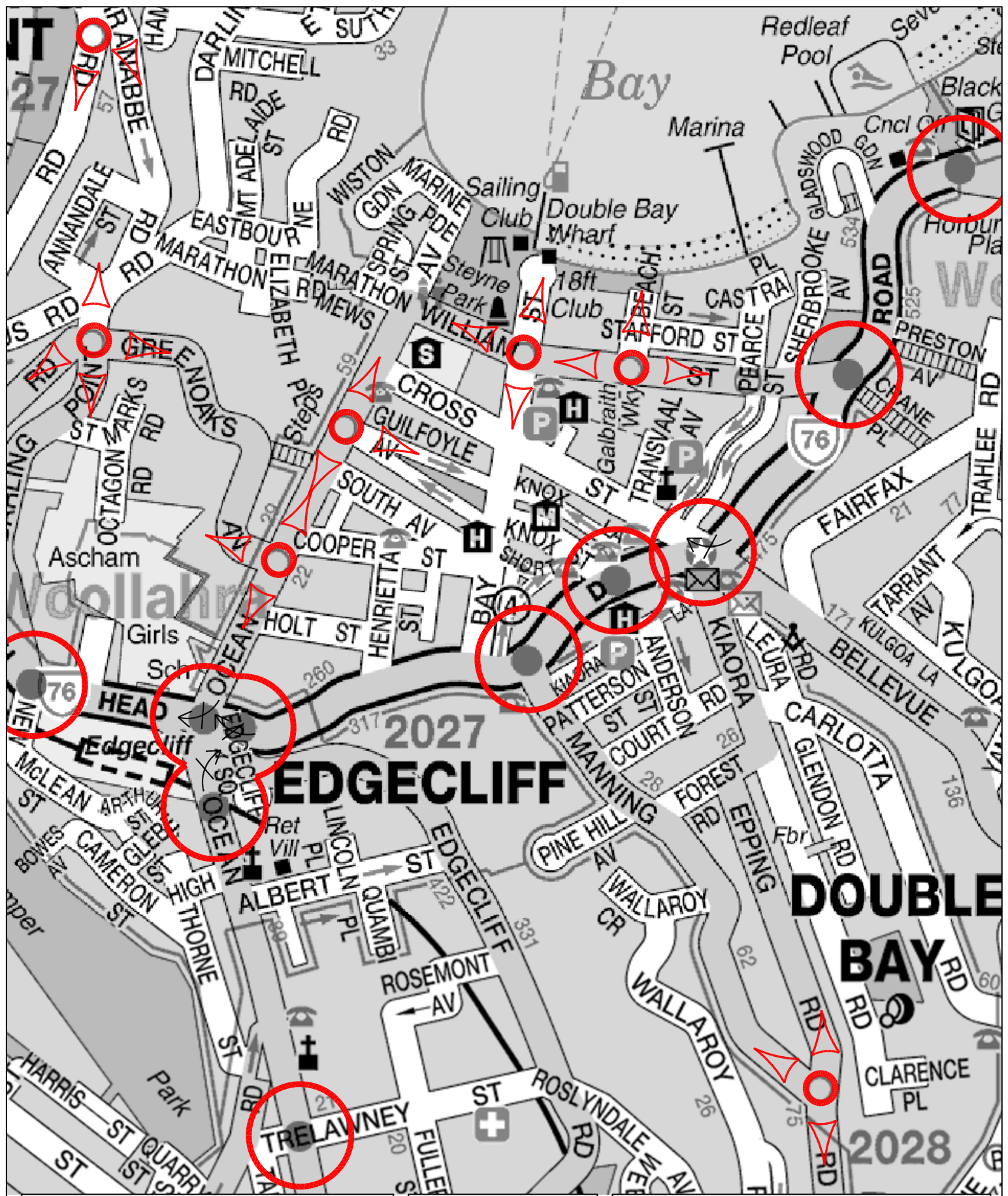



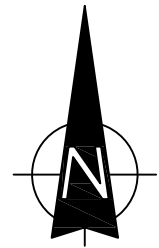


FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



**TRAFFIC
CONTROLS**

FIG 4

- ❖ the NO STANDING restrictions on Ocean Street/Ocean Avenue extending to the north and south of New South Head Road
- ❖ the roundabouts along Ocean Avenue at the Greenoaks Avenue and Guilfoyle Avenue intersections

3.3 Traffic Conditions

An indication of the traffic conditions in the vicinity of the site is provided by data published by the RMS and surveys undertaken as part of this study. The RMS data is expressed in terms of Annual Average Daily Traffic (AADT) and the recorded volumes in the vicinity of the site are:

	AADT
New South Head Road at Bay Street	37,055
Ocean Street south of Edgecliff Road	30,731

The operational performance of intersections in the area is relatively satisfactory in the context of the capacity constraints that exist during the peak periods on the arterial road system. However, the operation of the numerous traffic signal controls along New South Head Road act to create regular gaps in the traffic flows to facilitate traffic movements at the uncontrolled intersections and access driveways.

3.4 Transport Services

The site is well served by public transport services with Edgecliff Railway Station on the Eastern Suburbs Line being located some 200 metres to the west within the Edgecliff Centre development. High frequency bus services operate along New South Head Road linking to the Metropolitan bus/rail system accessed through the City. Some eight Sydney Buses services operate along New South Head Road while the regular routes also operate along the Ocean Street to/from Bondi Junction. The development site accordingly has excellent access to public transport services.

4.0 Parking

The Woollahra Council Residential DCP 2003 specifies a maximum parking provision for residential apartments within 400 metres of a railway station of:

Studio	-	0.5 space
One-Bed	-	1.0 space
Two-Bed	-	1.5 space
Visitors	-	0.25 space per apartment

Application of this criteria to the envisaged development scheme would indicate a maximum allowance of:

14 x studio	7.0 spaces
13 x One-Bed	13.0 spaces
6 x Two-Bed	9.0 spaces
Visitors	8.25 spaces (8)
Total:	37 spaces

The site is very conveniently located to rail and bus services as well as the public parking stations, shopping, entertainment and employment facilities at Edgecliff and Double Bay. There have been a number of residential apartment developments in the area, including the adjoining site, which have been granted dispensation for a reduced parking provision.

Council's DCP (Section E1.9.1) makes provision for 1 car share space to replace a maximum of 4 regular carparking spaces. However, there have been precedents in the Land and Environment Court where it was found that 1 car share parking space equated to the provision of 10 to 12 private parking spaces.

It might be possible to excavate additional basement levels to provide more parking spaces, however, this would not be environmentally responsible. Council's DCP states that where it is proposed to provide less parking than that specified, it must be demonstrated that this will not create significant additional demand for on-street parking

in the surrounding streets. In this case, this will not occur because of the 2 Hour Authorised Residents excepted restrictions in the local streets and CLEAR WAY/NO STOPPING restrictions in New South Head Road. Residents of the envisaged development will be prohibited from obtaining a Resident Parking Permit.

It would be proposed to provide 6 parking spaces in the envisaged development allocated as:

- 4 resident spaces
- 2 car share spaces.

In addition, it would be proposed to provide 1 motorcycle space (L3) and 38 bicycle spaces (L2).

5.0 Traffic

The TfNSW Development Guidelines specify a traffic generation criteria in relation to residential apartments located within walking distance of a railway station of:

AM Peak	0.19 vtpd per apartment
PM Peak	0.15 vtpd per apartment

However, this criteria is derived from surveys of apartments which have 1 – 2 off street parking spaces. In view of the envisaged provision of only 6 parking spaces, it is assessed that the envisaged development will only generate a maximum of some 3 vtpd during the peak periods.

This very minor level of traffic generation will not result in any adverse traffic implications with entering and exiting cars taking advantage of the gaps in the New South Head Road traffic flows resultant to the operation of the nearby traffic signals.

6.0 Access, Internal Circulation and Servicing

6.1 Access

It is proposed to provide a 6m wide combined ingress/egress driveway on the New South Head Road frontage which reflects the existing adjoining driveway. The design of the proposed driveway will comply with the requirements of AS2890.1 and it will accommodate all vehicles requiring to access the site.

6.2 Internal Circulation

The design of the carpark complies with the requirements of AS2890.1 and the generous 7.5m central aisle will provide for cars to manoeuvre readily. Details of the turning path assessment indicating satisfactory provision are provided in Appendix B.

6.3 Servicing

Refuse will be removed from the street by Council's normal garbage collection service. The occasional needs of service vehicles will be accommodated on-street as is the normal circumstance with residential developments of this nature.

7.0 Conclusion

This report documents an assessment of the potential traffic and parking implications of an envisaged residential apartment development at Edgecliff.

The site is very well serviced by rail and bus services while shopping and restaurant/entertainment venues are available within easy walking distance. Employment, entertainment and other retail facilities in the City and Bondi Junction etc are easily accessed by the public transport services. Assessment of the development scheme concludes that the proposal will:

- ❖ provide suitable and adequate parking on-site reflecting the special circumstances
- ❖ not present any unsatisfactory traffic capacity, safety or environmental related implications