

EDGECLIFF CENTRAL PTY LTD

SUPPLEMENTARY TRAFFIC
INFORMATION FOR PLANNING
PROPOSAL FOR PROPOSED MIXED
USE DEVELOPMENT,
136 – 148 NEW SOUTH HEAD
ROAD, EDGECLIFF

MAY 2021

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APPENDIX - PREVIOUS REPORT

I. INTRODUCTION

I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Edgecliff Central Pty Ltd to provide supplementary traffic information for the planning proposal for a mixed use development at 136 – 148 New South Head Road at Edgecliff. We have previously prepared a document¹ regarding transport aspects, which is appended to this report.

I.2 The pre-application consultation response from the council, dated 12 April 2021, includes the following:

Council's Traffic and Transport Engineering staff note that the traffic analysis for any planning proposal request of this scale on the site would need to consider:

- *The intersection performance between New South Head Road and Darling Point Road with measures to address the existing traffic issues at this location.*
- *The cumulative traffic impacts of the future development proposals in the ECC.*
- *Justification of the shortfall in car parking spaces and the adverse impacts on the on-street parking in the surrounding area. It is noted that no car parking spaces are currently identified to be allocated to the proposed multi-purpose community facility. Any future proposal would need to provide adequate parking for any such community facility.*
- *The proposed driveway on Darling Point Road is located adjacent to a public bus stop. Relocation of the bus stop may be considered to minimise potential congestion on Darling Point Road.*

¹ Transport Aspects of Planning Proposal for Proposed Mixed Use Residential Development, 136 – 148 New South Head Road, Edgecliff, December 2020.

- *Necessity to upgrade the public domain along New South Head Road and Darling Point Road.*
- *Opportunities to improve the pedestrian and cycling infrastructure.*

As New South Head Road is a Classified Road, early consultation with the Roads and Maritime Services (RMS) is recommended.

*A traffic impact statement identifying the **maximum** potential additional vehicle movements and traffic management strategy must be provided. The maximum potential car park and traffic movements must be based on calculations in accordance with Chapter E1 Parking and Access in Wollahra DCP 2015. This statement must address the implications of the likely development uplift arising from the requested new planning controls on existing traffic, parking and transport conditions surrounding the site and within any proposed parking areas. The statement must be produced by a suitably qualified and experienced traffic engineer in accordance with Chapter E1 Parking and Access in Woollahra DCP 2015.*

1.3 Council has recently undertaken a review of the planning controls for the Edgecliff commercial centre. The *Review of the Edgecliff Commercial Centre Planning Controls*² identifies potential increased development in the centre, including some 400 – 500 dwellings plus some 6,750m² of other uses. These would be delivered through site amalgamations and increased densities.

1.4 The review includes a series of planning and urban design studies which the council has resolved to publicly exhibit. Two of the studies are transport assessments^{3,4}.

² Report to the council, 29 March 2021.

³ “Edgecliff Commercial Centre Transport Study Final Report.” Prepared for Woollahra Municipal Council by SCT Consulting Pty Ltd, 7 August 2019.

1.5 The SCT study was undertaken subsequent to the GTA study, to identify measures to accommodate the increase in development in the centre. The measures recommended in the SCT study include:

- banning the right turn from Darling Point Road to New South Head Road and diverting traffic to Mona Street (either time limited or permanent ban);
- introducing dual right turn lanes on Mona Road and removing the western pedestrian crossing on New South Head Road;
- widening New South Head Road using land on the southern side, to increase the length of the right turn bay into New McLean Street;
- providing a signalized crossing for pedestrians on the left slip lane from New South Head Road to New Beach Road;
- relocating on-street parking on Darling Point Road from the western side to the eastern side;
- realigning the pedestrian crossing across New McLean Street;
- introducing a signalized crossing for pedestrians crossing the bus access east of Ocean Street;
- improving the configuration of Glenmore Road for pedestrian safety;

⁴ “Edgecliff Commercial Centre Study Transport Assessment.” Prepared for Woollahra Municipal Council by GTA Consultants (NSW) Pty Ltd, 9 November 2017.

- encouraging mixed use development to reduce the need for external travel;
- reducing parking requirements for studios and one bedroom apartments, and exempting new residential flat buildings from resident parking schemes;
- limiting parking in the commercial core to no more than currently;
- requiring travel plans for new developments;
- requiring parking to be allocated to share vehicles in new developments;
- investigating the use of car share schemes for developments not eligible for resident parking schemes; and
- preparing a pedestrian wayfinding strategy for the centre.

1.6 The subject site is not identified in the strategy for increased development. However, it has characteristics which provide the opportunity to accommodate additional development.

1.7 For the purposes of the traffic assessment, we have considered the following two development options for the site:

- 8,690m² commercial; and
- mixed use comprising 2,640m² commercial, 172m² retail and 51 residential apartments.

1.8 Public domain improvements are being addressed by other study team members. The supplementary traffic information is presented in the following chapter.

2. SUPPLEMENTARY TRAFFIC INFORMATION

2.1 The supplementary traffic information is set down through the following sections:

- New South Head Road/Darling Point Road intersection;
- parking provision;
- access arrangements and bus stop;
- pedestrians and cyclists;
- role of TfNSW; and
- summary.

New South Head Road/Darling Point Road Intersection

2.2 Traffic generation of the proposed development would have its greatest effects during weekday morning and afternoon peak hours when it combines with other traffic on the surrounding road network.

2.3 In order to gauge traffic conditions, counts were undertaken during weekday morning and afternoon peak hours at the intersection of New South Head Road with Darling Point Road and New McLean Street (25 July 2019). The results of the surveys are shown in Figures 1 and 2, and summarised in Table 2.1.

2.4 New South Head Road carried some 4,945 to 5,660 vehicles per hour two-way during the surveyed morning and afternoon peak periods. Darling Point Road and New McLean Street carried lower flows of some 380 to 715 vehicles per hour two-way.

Road	Location	AM peak hour	PM peak hour
New South Head Road	East of Darling Point Road	5,035	5,650
	West of Darling Point Road	4,945	5,660
Darling Point Road	North of New South Head Road	380	395
New McLean Street	South of New South Head Road	410	715

2.5 The capacity of the road network is largely determined by the capacity of its intersections to cater for peak period traffic flows. The intersection of New South Head Road with Darling Point Road and New McLean Street has been analysed using the SIDRA program for the traffic flows shown in Figures 1 and 2.

2.6 SIDRA simulates the operations of intersections to provide a number of performance measures. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):

- For traffic signals, the average delay per vehicle in seconds is calculated as $\text{delay}/(\text{all vehicles})$, for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Satisfactory but operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode.
>70	=	"F"	Unsatisfactory and requires additional capacity

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:

0 to 14	=	“A”	Good
15 to 28	=	“B”	Acceptable delays and spare capacity
29 to 42	=	“C”	Satisfactory but accident study required
43 to 56	=	“D”	Near capacity and accident study required
57 to 70	=	“E”	At capacity and requires other control mode
>70	=	“F”	Unsatisfactory and requires other control mode

2.7 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.

2.8 The analysis found that the signalised intersection of New South Head Road with Darling Point Road and New McLean Street is operating with average delays of less than 50 seconds per vehicle during weekday morning and afternoon peak periods. This represents level of service D, a satisfactory level of service for a busy intersection during peak periods.

- 2.9 Surveys undertaken by TfNSW indicate that commercial development in centres generates some 0.4 and 0.25 vehicles per hour per parking space during weekday morning and afternoon peak hours respectively. Residential development generates 0.19 and 0.15 vehicles per hour per apartment two-way during weekday morning and afternoon peak hours respectively.
- 2.10 Based on two vehicles per hour per 100m² for the retail use, the two development options would have the following traffic generations:
- commercial: 40 and 25 vehicles per hour two-way during weekday morning and afternoon peak hours respectively; and
 - mixed use: 25 and 20 vehicles per hour two-way during weekday morning and afternoon peak hours respectively.
- 2.11 These are modest traffic generations and do not make allowance for the existing traffic generation of the site. Additional traffic generations of 40 and 25 vehicles per hour have been assessed for the development (for all commercial use). The additional development traffic flows are shown in Figures 1 and 2, and summarised in Table 2.2.

Road	Location	AM peak hour		PM peak hour	
		Existing	Plus development	Existing	Plus development
New South Head Road	East of Darling Point Road	5,035	+20	5,650	+15
	West of Darling Point Road	4,945	+15	5,660	+10
Darling Point Road	North of New South Head Road	380	+40	395	+25
New McLean Street	South of New South Head Road	410	+5	715	-

- 2.12 The intersection of New South Head Road with Darling Point Road and New McLean Street has been reanalyzed with SIDRA for the additional development traffic flows shown in Figures 1 and 2. The analysis found that the intersection would continue to operate with average delays of less than 50 seconds per vehicle during peak periods. This represents level of service D, a satisfactory level of service for a busy intersection during peak periods.
- 2.13 With regards to cumulative traffic effects, the SCT report considers a development scenario with a traffic generation of some 200 vehicles per hour during weekday morning and afternoon peak hours. By comparison, as noted above, the traffic generation of the proposed development would be some 20 to 40 vehicles per hour two-way.
- 2.14 The low traffic generation of the subject development would not alter the conclusions drawn in the SCT report or result in the need for any additional road or transport works.

Parking Provision

- 2.15 Chapter E1 of the Woollahra Development Control Plan 2015 includes the following parking requirements:
- 0.5 spaces per studio or one bedroom apartment;
 - one space per two bedroom apartment;
 - 1.5 spaces per apartment with three or more bedrooms;
 - one space per five apartments for visitors;
 - 2.5 spaces per 100m² for office and business premises;
 - 3.3 spaces per 100m² for retail premises; and
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- 7 spaces per 100m² for food and drink premises (including cafés/restaurants).

2.16 The parking rates for the residential components are maximum rates and the rates for non-residential uses are minimum rates.

2.17 There is also a parking multiplier for Edgecliff of 0.6. This effectively reduces the minimum parking requirements for the non-residential uses to 1.5, 1.98 and 4.2 spaces per 100m² for office, retail and restaurants respectively.

2.18 Based on these rates, the development would require:

- some 130 parking spaces for the commercial option; and
- maximum of some 61 residential spaces and minimum of some 43 non-residential spaces for the mixed use option.

2.19 Three levels of basement parking are proposed, providing some 97 spaces. The mixed use option therefore has the ability to provide parking in accordance with the DCP.

2.20 The location of the site in the centre of Edgecliff, immediately adjacent to the railway station and bus interchange, means that it is readily accessible by modes of travel other than private car.

2.21 It would be desirable to provide reduced rates of car parking, particularly for the non-residential uses, having regard to the location of the site adjacent to Edgecliff railway station, bus services which operate along New South Head Road and the close proximity of the site to bicycle routes and taxi facilities.

2.22 The Eastern City District Plan, in which Edgecliff is located, identifies Edgecliff as a local centre. There are a number of important features identified for local centres, which are relevant to the subject planning proposal, including:

- local centres have an important role in providing local employment;
- they should protect and expand retail and commercial floor space;
- where local centres include public transport and transport interchanges, they are an important part of the '30 minute city' – where most people live within 30 minutes of their employment, services and other facilities;
- local centres should deliver transit-oriented development and collocate facilities;
- they should protect and expand employment opportunities; and
- parking should be provided that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

2.23 Commercial parking should therefore be provided in the context of these objectives, and the location of the site immediately adjacent to excellent public transport services. The Edgecliff study also recommends reduced rates of parking for studios and one bedroom apartments and limiting parking for commercial development. By limiting parking provision, the proposed development will satisfy the objectives of the Eastern City District Plan and the centre study as follows:

- enabling employees and residents to readily access trains and trains and buses close to the site;
 - providing limited on-site parking to encourage greater public transport use and increase the proportion of trips by public transport;
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- providing for a mix of uses in a local centre, close to other services and facilities, to reduce the need for external travel; and
- being readily connected to the Sydney CBD, as well as other major commercial centres, by public transport.

2.24 With regards to the allocation of parking, this would be undertaken at the development application stage, including appropriate parking allocation to the community facility.

Access Arrangements and Bus Stop

2.25 Vehicular access to the development would be provided from Darling Point Road, in approximately the location of the existing driveway to the site. New South Head Road is a classified road under the Roads Act 1993. Clause 101(2) of the Infrastructure SEPP 2007 is as follows:

- (2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*
- (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
 - (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land*
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- 2.26 The court has found that if practical access can be provided from a non-classified road, then the ISEPP does not permit access from the classified road. Therefore, if practical access can be provided from Darling Point Road, clause 101(2) of the ISEPP would not permit access from New South Head Road.
- 2.27 We note that there is an existing driveway in the proposed access location, and that the scale of development and its associated parking provision would result in relatively low site traffic generation.
- 2.28 We also note that the Darling Point Road carriageway is wider in the vicinity of the site. This generally provides for vehicles to pass another vehicle turning right into the site from Darling Point Road.
- 2.29 It would also be possible to introduce 'keep clear' restrictions on Darling Point Road at the driveway, if considered necessary or appropriate by the authorities. As noted above, there would be low volumes of traffic undertaking this turn.
- 2.30 At the time of a development application, the driveway, parking area and loading bay will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS 2890.1:2004 and AS 2890.2:2018.
- 2.31 With regards to the bus stops in Darling Point Road, we note that for the majority of the time, the bus stops are not occupied and will have little effect on the operation of the site access.
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- 2.32 We also note that the existing bus stop on the eastern side of the road is closer to the driveway to an adjacent site to the north. It would not have unusual issues for the operation of a site access point on Darling Point Road, which is further south. Relocation of the bus stops is therefore not considered to be necessary.

Pedestrians and Cyclists

- 2.33 There are good pedestrian links between the site and the railway station via the existing signalized pedestrian crossing of New South Head Road.
- 2.34 New South Head Road, New McLean Street and Darling Point Road all form part of council's designated bicycle routes through the area.
- 2.35 The proposed development will therefore be readily accessible by people walking and cycling.
- 2.36 Appropriate bicycle parking will be provided in the development, for residents/employees and visitors. The final bicycle parking provision will be determined at the development application stage.

Role of TfNSW

- 2.37 As noted in paragraph 2.24, New South Head Road is a classified road under the Roads Act 1993. Works in a classified road require the concurrence of TfNSW under section 138 of the *Roads Act 1993*.
- 2.38 As also noted in paragraph 2.24, clause 101(2) of the Infrastructure SEPP 2007 is as follows:
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- (2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*
- (c) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
 - (d) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
 - (iv) *the design of the vehicular access to the land, or*
 - (v) *the emission of smoke or dust from the development, or*
 - (vi) *the nature, volume or frequency of vehicles using the classified road to gain access to the land*

2.39 The court has found that if practical access can be provided from a non-classified road, then the ISEPP does not permit access from the classified road. Therefore, if practical access can be provided from Daring Point Road, clause 101(2) of the ISEPP would not permit access from New South Head Road.

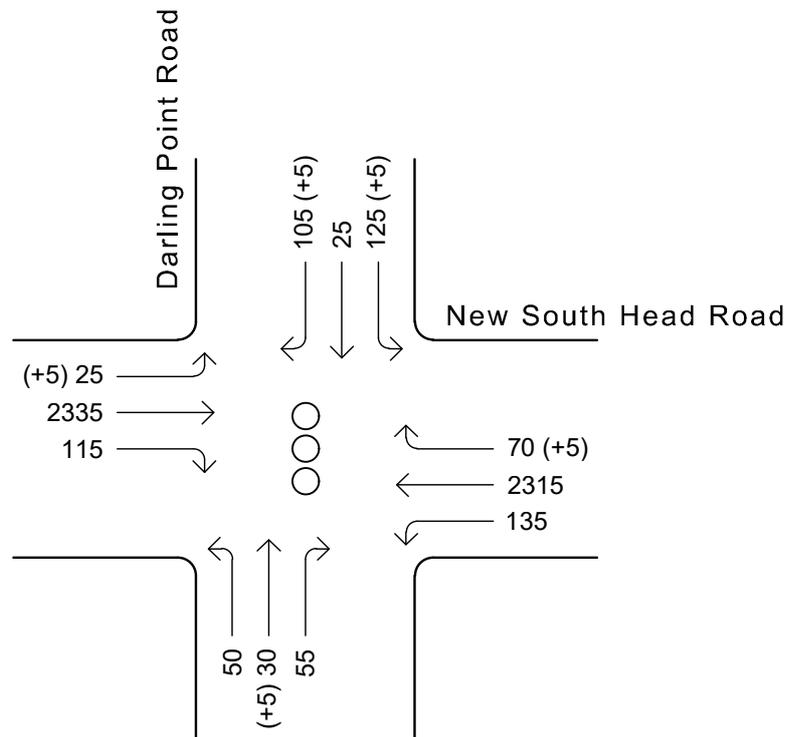
2.40 As no access to the site is proposed from New South Head Road, the concurrence of TfNSW with regards to access is not triggered under Section 138 of the *Roads Act 1993*.

Summary

2.41 In summary, the main points relating to the supplementary traffic information for the planning proposal are as follows:

- i) the council is exhibiting its *Review of the Edgecliff Commercial Centre Planning Controls*;
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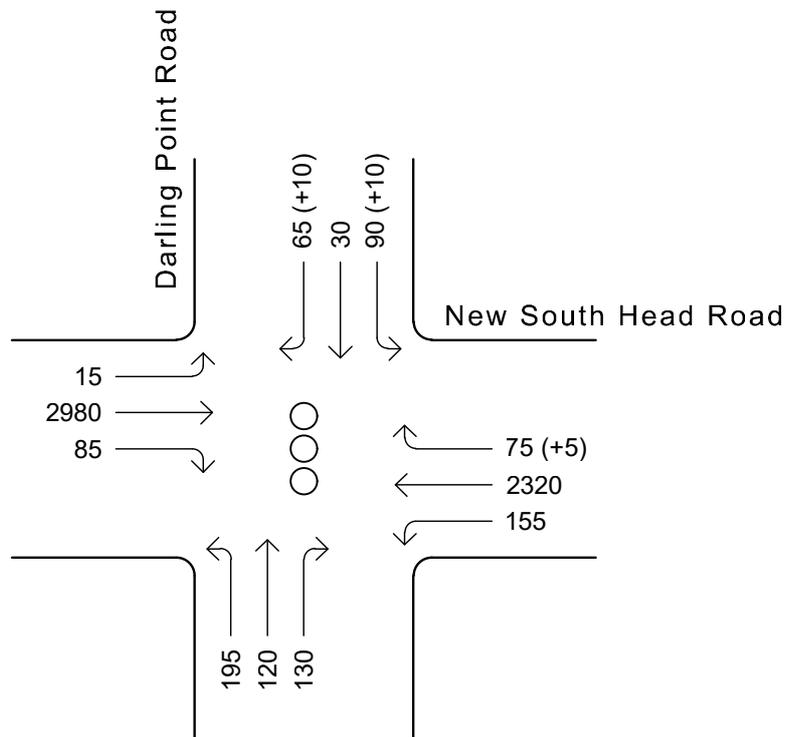
- ii) the SCT transport study, which forms part of the review, recommends a series of road works and policy measures to accommodate additional development in the Edgecliff commercial centre;
- iii) the subject site is not identified in the strategy. However, it has characteristics which provide the opportunity to accommodate mixed use and commercial development;
- iv) the low traffic generation of the subject development would not alter the conclusions drawn in the SCT report or result in the need for any additional road or transport works;
- v) appropriate parking will be provided, having regard to the location of the site in the Edgecliff centre and adjacent to excellent public transport services;
- vi) access arrangements are appropriate; and
- vii) appropriate provision for pedestrians and cyclists will be included.



LEGEND

- 100 - Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- ⊗ - Traffic Signals

**Weekday morning peak
hour traffic flows plus
development traffic
Figure 1**



LEGEND

- 100 - Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- ⊗ - Traffic Signals

**Weekday afternoon peak
hour traffic flows plus
development traffic
Figure 2**

APPENDIX

PREVIOUS REPORT

EDGECLIFF CENTRAL PTY LTD

TRANSPORT ASPECTS OF
PLANNING PROPOSAL FOR
PROPOSED MIXED USE
RESIDENTIAL DEVELOPMENT,
136 – 148 NEW SOUTH HEAD
ROAD, EDGECLIFF

DECEMBER 2020

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I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Edgecliff Central Pty Ltd to review the transport aspects of a planning proposal for a mixed use residential development at 136 – 148 New South Head Road at Edgecliff. The site is on the northern side of New South Head Road, east of Darling Point Road, as shown in Figure 1.
- I.2 The site is occupied by a number of commercial and residential buildings. Vehicular access is provided from Darling Point Road to the building at 136 New South Head Road, to a small area of at-grade parking. No on-site parking is provided for the other three buildings which front New South Head Road.
- I.3 The planning proposal would provide for a mixed use development including some 4,000m² commercial plus some 70 residential apartments.
- I.4 The transport aspects of the planning proposal are reviewed in the following chapter.

2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are reviewed through the following sections:

- site location and road network;
- potential scale of development;
- policy context;
- public transport, walking and cycling;
- parking provision;
- access, servicing and internal layout;
- traffic generation; and
- summary.

Site Location and Road Network

2.2 The site is on the northern side of New South Head Road, east of its intersection with Darling Point Road and New McLean Street, at Edgecliff, as shown in Figure I. It is occupied by a number of commercial and residential buildings. Vehicular access is provided from Darling Point Road to the building at 136 New South Head Road, to a small area of at-grade parking. No on-site parking is provided for the other three buildings which front New South Head Road.

2.3 Edgecliff railway station is opposite the site, on the southern side of New South Head Road.

- 2.4 New South Head Road forms part of a route connecting the city with the Eastern Suburbs. Through Edgecliff it provides a six lane divided carriageway with three traffic lanes in in each direction. Major intersections are signalised with additional lanes for turning traffic. Clearways operate in both directions, seven days per week. Transit lanes operate on weekday peak periods in the direction of peak traffic flow. There is a signalised pedestrian crossing, adjacent to the site, connecting to the railway station. There are bus stops on both sides of the road. New South Head Road forms part of a bicycle route between Double Bay to the east and Rushcutters Bay and Kings Cross to the west. There is a taxi rank on the southern side of the road, opposite the site.
- 2.5 Also adjacent to the site, New South Head Road has a signalized intersection with Darling Point Road and New McLean Street. New McLean Street provides access to commercial and residential development and is a dead end further east. It forms part of a bicycle connection to Woollahra and Paddington. Darling Point Road connects to Darling Point to the north. It provides for two-way traffic, with parking permitted on both sides, clear of intersections and where the carriageway provides sufficient width. There is a bus stop on Darling Point Road, close to the site.

Potential Scale of Development

- 2.6 The planning proposal would provide for a mixed use development including some 4,000m² commercial plus some 70 residential apartments.
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Policy Context

- 2.7 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include the Greater Sydney Region Plan (A Metropolis of Three Cities), Future Transport Strategy 2056 and the State Infrastructure Strategy. These policies are discussed below.
- 2.8 The Greater Sydney Region Plan (A Metropolis of Three Cities) provides a framework for planning for Sydney's growth to 2056. It identifies three cities in the Sydney metropolis: the Eastern Harbour City, the Central River City and the Western Parkland City.
- 2.9 The Future Transport Strategy 2056 provides a framework for planning for and delivering transport infrastructure for the state over the next 40 years. The NSW State Infrastructure Strategy 2018–2038 sets out the government's infrastructure vision for NSW the state over the next 20 years.
- 2.10 A series of district plans set out the planning priorities and actions for each district in the greater Sydney region. The Eastern City District Plan, in which Edgecliff is located, identifies Edgecliff as a local centre.
- 2.11 There are a number of important features identified for local centres, which are relevant to the subject planning proposal, including:
- local centres have an important role in providing local employment;
 - where local centres include public transport and transport interchanges, they are an important part of the '30 minute city' – where most people live within 30 minutes of their employment, services and other facilities;
 - they should protect and expand retail and commercial floor space;
-
-

- local centres should deliver transit-oriented development and collocate facilities;
- they should protect and expand employment opportunities; and
- parking should be provided that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

Public Transport, Walking and Cycling

- 2.12 As previously noted, the site is across the road from Edgecliff railway station. Edgecliff is on the T4 Eastern Suburbs and Illawarra Line.
- 2.13 Services through Edgecliff operate on a five to 10 minute headway in each direction. During weekday peak periods, services are more frequent.
- 2.14 Local bus services are provided by Sydney Buses. As previously noted, there are bus stops on New South Head Road (adjacent to the railway station) and Darling Point Road, close to the site.
- 2.15 Services include:
- route 200: Bondi Junction to Chatswood via the city;
 - route 323: Dover Heights to the city via Rose Bay;
 - route 324: Watsons Bay to the city via Vaucluse Heights and Vaucluse;
 - route 325: Watsons Bay to the city via Vaucluse;
 - route 326: Bondi Junction to the city via Bellevue Hill, Double Bay, Edgecliff, Rushcutters Bay and Kings Cross;
 - route 327: Bondi Junction to the city via Bellevue Hill, Double Bay, Edgecliff, Darling Point, Rushcutters Bay and Kings Cross;
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- route 328: Bondi Junction to Darling Point via Edgecliff;
- route L24: Watsons Bay to City Wynyard (Limited Stops); and
- route N91: Bondi Junction to Macquarie Park via the city.

2.16 As previously noted, good pedestrian links are provided between the site and the railway station via the signalized pedestrian crossing of New South Head Road.

2.17 New South Head Road, New McLean Street and Darling Point Road all form part of council's designated bicycle routes through the area.

2.18 There is a taxi rank on the southern side of New South Head Road, opposite the site.

2.19 The site therefore has excellent access to public transport services. The proposed development will therefore be readily accessible by public transport, walking and cycling.

2.20 The proposed development would increase employment and residential densities close to existing public transport services.

2.21 The proposed development will therefore satisfy the objectives of the Greater Sydney Region Plan and Eastern City District Plan as follows:

- enabling employees and residents to readily access trains and trains and buses close to the site;
 - providing limited on-site parking to encourage greater public transport use and increase the proportion of trips by public transport;
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-

- providing for residential development in a local centre, close to other services and facilities, to reduce the need for external travel; and
- being readily connected to the Sydney CBD, as well as other major commercial centres, by public transport.

Parking Provision

2.22 Chapter E1 of the Woollahra Development Control Plan 2015 includes the following parking requirements:

- 0.5 spaces per studio or one bedroom apartment;
- one space per two bedroom apartment;
- 1.5 spaces per apartment with three or more bedrooms;
- one space per five apartments for visitors;
- 2.5 spaces per 100m² for office and business premises;
- 3.3 spaces per 100m² for retail premises; and
- 7 spaces per 100m² for food and drink premises (including cafés/restaurants).

2.23 The parking rates for the residential components are maximum rates and the rates for non-residential uses are minimum rates.

2.24 There is also a parking multiplier for Edgecliff of 0.6. This effectively reduces the minimum parking requirements for the non-residential uses to 1.5, 1.98 and 4.2 spaces per 100m² for office, retail and restaurants respectively.

- 2.25 The location of the site in the centre of Edgecliff, adjacent to the railway station and bus interchange, means that it is readily accessible by modes of travel other than private car.
- 2.26 It may be desirable to provide reduced rates of car parking, particularly for the non-residential uses, having regard to the location of the site adjacent to Edgecliff railway station, bus services which operate along New South Head Road and the close proximity of the site to bicycle routes and taxi facilities.
- 2.27 The final parking provision will be determined at the development application stage.

Access, Servicing and Internal Layout

- 2.28 Vehicular access to the development would be provided from Darling Point Road, in approximately the location of the existing driveway to the site. New South Head Road is a classified road under the Roads Act 1993. Clause 101(2) of the Infrastructure SEPP 2007 is as follows:

- (2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*
- (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
 - (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
-
-

(iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land*

- 2.29 The court has found that if practical access can be provided from a non-classified road, then the ISEPP does not permit access from the classified road. Therefore, if practical access can be provided from Darling Point Road, clause 101(2) of the ISEPP would not permit access from New South Head Road.
- 2.30 We note that there is an existing driveway in the proposed access location, and that the scale of development and its associated parking provision would result in relatively low site traffic generation.
- 2.31 We also note that the Darling Point Road carriageway is wider in the vicinity of the site. This generally provides for vehicles to pass another vehicle turning right into the site from Darling Point Road.
- 2.32 It would also be possible to introduce 'keep clear' restrictions on Darling Point Road at the driveway, if considered necessary or appropriate by the authorities. As noted above, there would be low volumes of traffic undertaking this turn.
- 2.33 At the time of a development application, the driveway, parking area and loading bay will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS 2890.1:2004 and AS 2890.2:2018.
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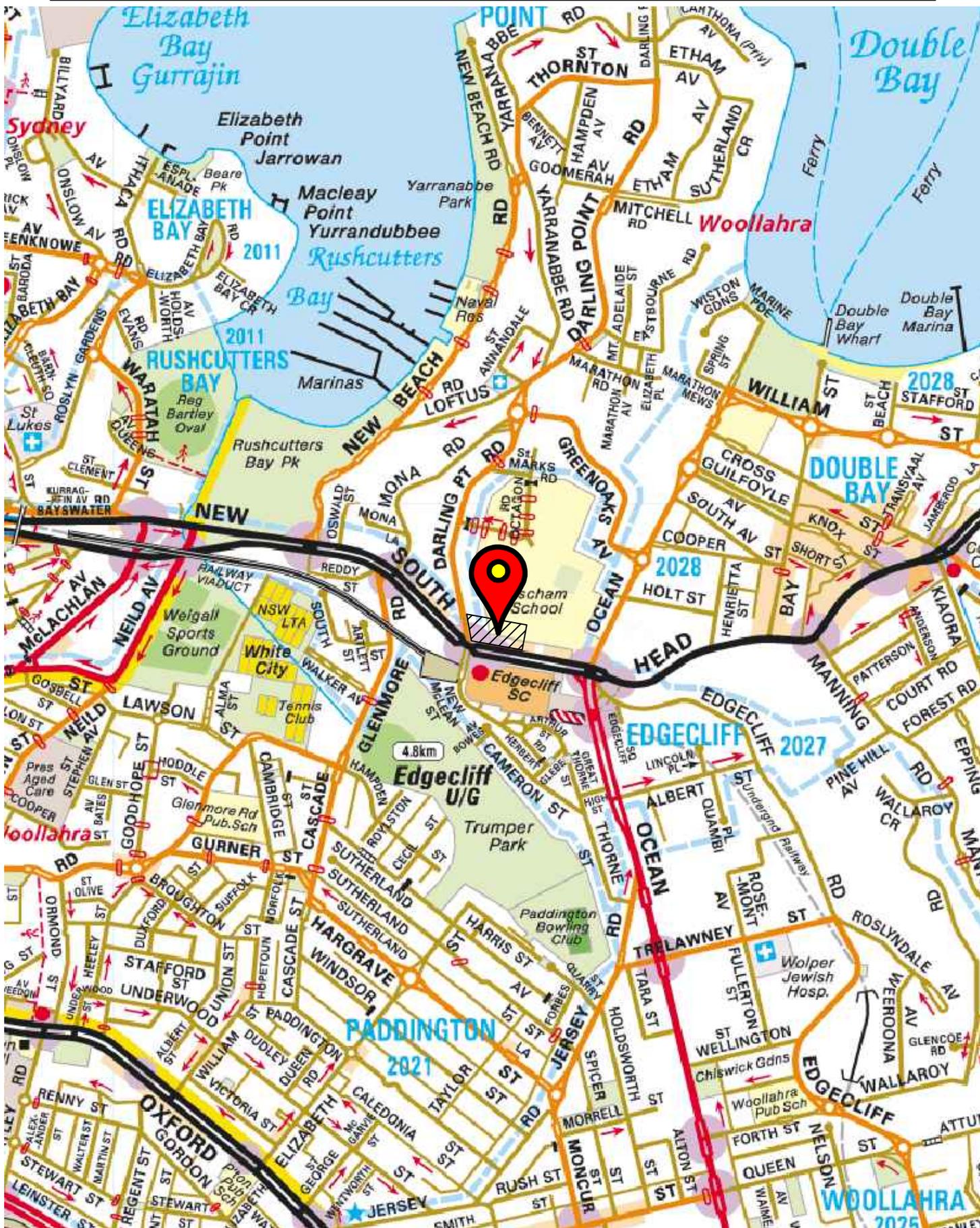
Traffic Generation

- 2.34 Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network.
- 2.35 Commercial parking in the development would be limited, at some 20 to 30 parking spaces. The remaining parking would be provided for the residential component.
- 2.36 Traffic generation of the development would therefore be low, at some 20 to 30 vehicles per hour two-way at peak times.
- 2.37 The effects of this traffic on the surrounding road network would be assessed at the planning proposal stage. However, it is a low generation, equivalent to an average of only one vehicle every two to three minutes at peak times. Such a low traffic generation would not have noticeable effects on the operation of the surrounding road network.
- 2.38 We understand that the council is currently undertaking a study for the Edgecliff Commercial Corridor. The planning proposal would form an input to that study.

Summary

- 2.39 In summary, the main points relating to the transport aspects of the planning proposal are as follows:
- i) some 4,000m² commercial plus some 70 residential apartments;

- ii) the planning proposal is consistent with the planning for Edgecliff as a local centre;
- iii) the site has excellent access to public transport services, including rail, bus and taxi;
- iv) the development would increase employment and residential densities close to existing public transport services and is consistent with government objectives to reduce private car travel and encourage public transport use;
- v) appropriate on-site parking will be provided;
- vi) access will be provided from Darling Point Road;
- vii) access, internal circulation and layout will be provided in accordance with Australian Standards;
- viii) traffic generation of the proposed development would be low, equivalent to an average of only one vehicle every two to three minutes at peak times; and
- ix) such a low traffic generation would not have noticeable effects on the operation of the surrounding road network.



Click: <https://goo.gl/maps/Yg83AauMTBs8qBQ9>

Location Plan

Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/11658/jj

Transport Planning
Traffic Studies
Parking Studies

25 August, 2021

Anka Property Group
PO Box 727
EDGECLIFF NSW 2027

Attention: Dennis Meyer
Email: dennism@ankaproperty.com

Dear Sir,

**RE: PLANNING PROPOSAL FOR
136-158 NEW SOUTH HEAD ROAD, EDGECLIFF**

1. As requested, we are writing regarding the following matter raised by the council in relation to the planning proposal for the above site:

5.3 Draft Woollahra Integrated Transport Strategy

The Draft Woollahra ITS 2021 sets out a vision for a more accessible LGA where active, sustainable and efficient modes of transport are the most convenient choice for most trips. Council recognises the importance of having a transport strategy that reduces dependence on private vehicles by developing a system of viable, public and active transport alternatives.

The strategy sets out the key objectives, background analysis, challenges, opportunities, policies and actions with regard to four themes:

- *Access, Mobility and Liveable Places: Supporting people in Woollahra to get around, regardless of age or mobility.*
- *Public Transport: Working with the State Government to make public transport a more competitive alternative to car use.*
- *Active Transport: Making walking and cycling the most convenient option for most trips.*
- *Roads and Parking: Managing the road network to support all users and reducing traffic congestion, noise and speeding.*

Council staff note that the site is located in the ECC, which is a transport node for train, bus, vehicular, cycling and pedestrian movement.

A request for a planning proposal must address the relevant objectives in the Draft Woollahra ITS 2021. The Draft Woollahra ITS 2021 is on public exhibition from 1 April 2021 to 21 May 2021 and a copy of the strategy is available on Council's 'Your Say Woollahra' online platform.

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbrk@cbrk.com.au

2. We have previously prepared reports^{1,2} which were submitted in support of the planning proposal. As noted in those reports, there are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include the Greater Sydney Region Plan (A Metropolis of Three Cities), Future Transport Strategy 2056 and the State Infrastructure Strategy. The draft Woollahra ITS has been prepared in the context of these strategic policies.
3. The Greater Sydney Region Plan (A Metropolis of Three Cities) provides a framework for planning for Sydney's growth to 2056. It identifies three cities in the Sydney metropolis: the Eastern Harbour City, the Central River City and the Western Parkland City.
4. The Future Transport Strategy 2056 provides a framework for planning for and delivering transport infrastructure for the state over the next 40 years. The NSW State Infrastructure Strategy 2018–2038 sets out the government's infrastructure vision for NSW the state over the next 20 years.
5. A series of district plans set out the planning priorities and actions for each district in the greater Sydney region. The Eastern City District Plan, in which Edgecliff is located, identifies Edgecliff as a local centre.
6. There are a number of important features identified for local centres, which are relevant to the subject planning proposal, including:
 - local centres have an important role in providing local employment;
 - where local centres include public transport and transport interchanges, they are an important part of the '30 minute city' – where most people live within 30 minutes of their employment, services and other facilities;
 - they should protect and expand retail and commercial floor space;
 - local centres should deliver transit-oriented development and collocate facilities;
 - they should protect and expand employment opportunities; and
 - parking should be provided that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.
7. The themes identified in the draft ITS therefore complement the objectives of the strategic state policies for Edgecliff.

¹ Transport Aspects of Planning Proposal for Proposed Mixed Use Residential Development, 136-148 New South Head Road, Edgecliff, December 2020.

² Supplementary Traffic Information for Planning Proposal for Proposed Mixed Use Development, 136-148 New South Head Road, Edgecliff, May 2021.

8. The site is across the road from Edgecliff Railway Station. There are also regular bus services which operate from stops adjacent to the railway station and along Darling Point Road, close to the site. There is a taxi rank on the southern side of New South Head Road, opposite the site.
9. There are good pedestrian links between the site and the railway station via the signalized pedestrian crossing of New South Head Road. New South Head Road, New McLean Street and Darling Point Road all form part of council's designated bicycle network.
10. The site therefore has excellent access to public transport services. The proposed development will be readily accessible by public transport, walking and cycling. It will also increase employment and residential densities close to existing public transport services, and close to services and facilities in Edgecliff.
11. The planning proposal is therefore consistent with the themes in the draft ITS as follows:
 - providing increased residential and commercial densities close to excellent existing public transport services, supporting people in Woollahra to get around, regardless of age or mobility;
 - providing for more employment and housing close to public transport, making public transport a more competitive alternative to car use;
 - being located close to existing bicycle routes and pedestrian links (which in turn connect to other public transport nodes), making walking and cycling a convenient option for many trips; and
 - providing for more employment and housing in the centre of Edgecliff, close to other services and facilities, thereby reducing travel demands and reducing traffic congestion, noise and speeding.
12. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis
Director