

ITEM 46. TRAFFIC TREATMENT – BRIGHTWELL LANE ERSKINEVILLE

TRIM RECORD NO: 2016/496968

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) The allocation of parking on the northern and southern sides of Brightwell Lane, Erskineville between Goddard Street and Eve Street as “No Stopping”;
- (B) One-way eastbound restriction in Brightwell Lane, Erskineville between Goddard and Eve Streets;
- (C) The reallocation of parking on the eastern side of Goddard Street, Erskineville between Brightwell Lane and 10 metres north of Brightwell Lane as “No Stopping”;
- (D) The reallocation of parking on the eastern side of Goddard Street, Erskineville between 10 metres north of Brightwell Lane and 33.3 metres north of Brightwell Lane as “2P 8am-8pm”;
- (E) The reallocation of parking on the eastern side of Goddard Street, Erskineville between Brightwell Lane and 10 metres south of Brightwell Lane as “No Stopping”;
- (F) The reallocation of parking on the eastern side of Goddard Street, Erskineville between 10 metres south of Brightwell Lane and 25.3 metres south of Brightwell Lane as “2P 8am-8pm”;
- (G) The installation of a flush threshold treatment in Brightwell Lane, Erskineville just east of the intersection with Goddard Street; and
- (H) The installation of a continuous footpath treatment in Brightwell Lane, Erskineville just west of the intersection with Eve Street.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Redfern LAC		
Representative for the Member for Heffron		

DECISION

BACKGROUND

Development Consent Condition 85(a) for 3-9 Eve Street, Erskineville requires the developer to submit the plans for the future parking and traffic arrangements for Brightwell Lane, Erskineville.

COMMENTS

Brightwell Lane is a newly constructed lane and part of the Masterplan for the redevelopment of the Ashmore Precinct. The lane is proposed to be three metres wide kerb-to-kerb, restricted to one-way eastbound traffic flow (from Goddard Street to Eve Street) and will primarily provide rear lane vehicular access to adjacent properties.

Parking Changes

Given the limited carriageway width in Brightwell Lane, on-street parking will be restricted using yellow “No Stopping” line-marking.

In accordance with Roads and Maritime Services (RMS) Technical Direction for Stopping and Parking Restrictions at Intersections (TDT 2002/12c), statutory “No Stopping” restrictions are proposed on approach and departure to Brightwell Lane in both Goddard and Eve Streets.

Parking along Goddard Street is currently a mix of “2P 8:30am-6pm Mon-Fri” and “No Parking 8:30am-6pm Mon-Fri”. The proposed “2P 8am-8pm” restriction is consistent with the City’s Neighbourhood Parking Policy for new streets in urban renewal areas and the surrounding streets.

Continuous Footpath Treatment

The RMS Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres.

Brightwell Lane is currently under construction and as a result no traffic travels along the lane. Traffic Assessments for the development sites on the northern and southern sides of Brightwell Lane estimate a total of 30 vehicles will travel along the lane in the peak hour. As this maximum peak is below the RMS warrant for continuous footpath treatments, the proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footpath treatment is in line with the RMS warrant and as such compliant with the Technical Direction – Brightwell Lane at Eve Street is seven metres wide.

The new continuous footpath treatment **will not** affect on-street parking or traffic flows in the local area.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment reinforces the road rules.

One-Way

Brightwell Lane is three metres wide and unable to accommodate two-way traffic flow. It is proposed to restrict traffic flow on Brightwell Lane to one-way eastbound.

CONSULTATION

Consultation for the proposed traffic and parking changes associated with Brightwell Lane was undertaken as part of the Development Application for 3-9 Eve Street, Erskineville.

FINANCIAL

All costs associated with the proposed works will be borne by the Developer.

ATTACHMENTS

Traffic Treatment – Brightwell Lane Erskineville

Eoin Cunningham, Senior Traffic Engineer

- LEGEND**
- SITE BOUNDARY (LATERAL)
 - SITE BOUNDARY (BASIS)
 - EXISTING SITE BOUNDARY
 - ROAD CONTROL STRIP
 - PROPOSED ROAD
 - PROPOSED FOOTPATH
 - STREET SIGNAGE

SIGNAGE TABLE

STREET	CHAINAGE	SIGN TYPE
NEW STREET	5m	R2-4
NEW STREET	5m	R2-4
NEW STREET	75m	R2-2
COODARD STREET	NA	EX-105-4000(R)
COODARD STREET	NA	EX-R2-2(L) & EX-R4-1(R)
COODARD STREET	NA	EX-R4-1(L)
COODARD STREET	NA	R2-1(L)
EVE STREET	NA	EX-R4-400(L)
EVE STREET	NA	EX-R4-400(R)
EVE STREET	NA	EX-R2-2(L) & EX-R4-1(R)

REV	DESCRIPTION	DRAWN	APPRO	DATE
12	ISSUED FOR APPROVAL	AM	AM	20/09/16
11	ISSUED FOR APPROVAL	CPD	AM	22/09/16
10	ISSUED FOR APPROVAL	CPD	AM	20/09/16
9	ISSUED FOR APPROVAL	CPD	AM	21/09/16
8	ISSUED FOR APPROVAL	CPD	AM	21/09/16
7	ISSUED FOR APPROVAL	CPD	AM	21/09/16
6	ISSUED FOR APPROVAL	CPD	AM	21/09/16
5	ISSUED FOR APPROVAL	CPD	AM	20/04/16
4	ISSUED FOR APPROVAL	CPD	AM	04/04/16

ARCHITECT:

CLIENT
LATERAL ESTATE



3-9 EVE STREET
ERSKINEVILLE

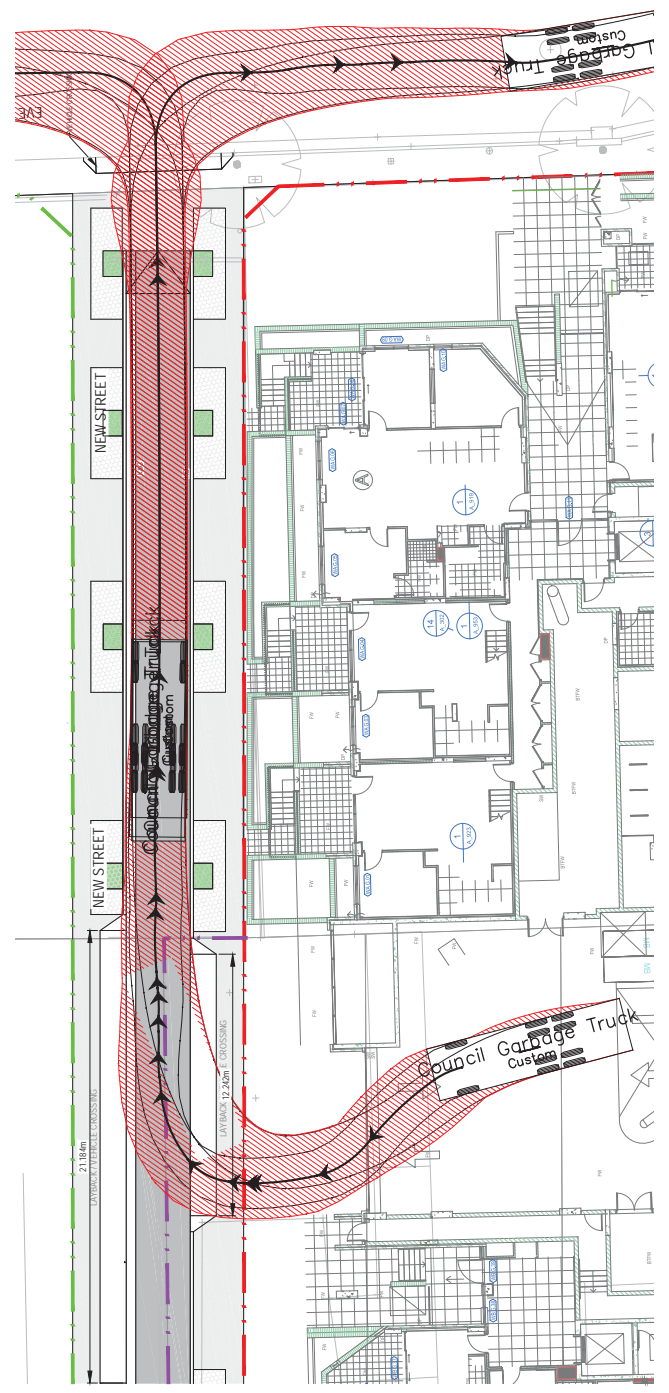
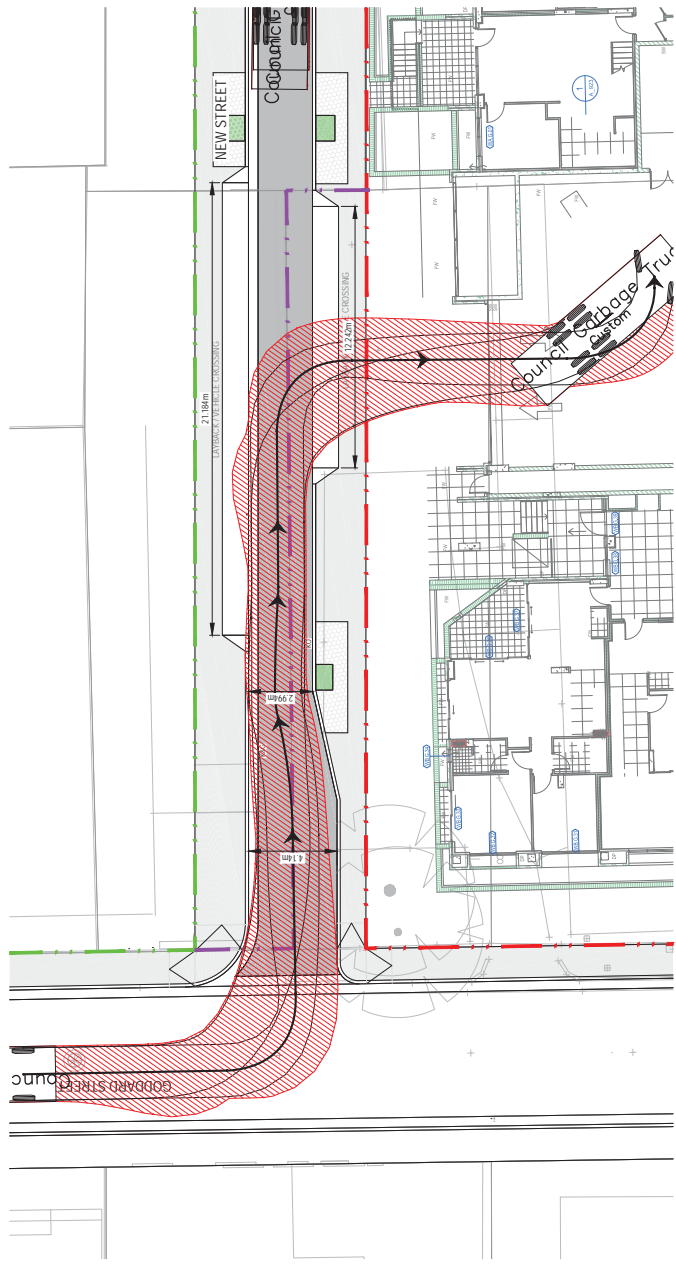
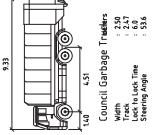
TITLE
SIGNAGE & LINEMARKING PLAN

APPROVAL
NOT FOR CONSTRUCTION

REVISION	BY	DATE
1	CPD	11/11
2	AM	11/11
3	AM	11/11

PROJECT NO.	28890-SYD
DRAWING NO.	C-261
REVISION	12





REV	DESCRIPTION	DATE
01	ISSUED FOR APPROVAL	31/03/24
02	ISSUED FOR APPROVAL	27/03/24
03	ISSUED FOR APPROVAL	27/03/24
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100	ISSUED FOR APPROVAL	27/03/24

CLIENT: LATERAL ESTATE



WOOD KERRIE ENGINEERS
3-9 EVE STREET
ERSKINEVILLE

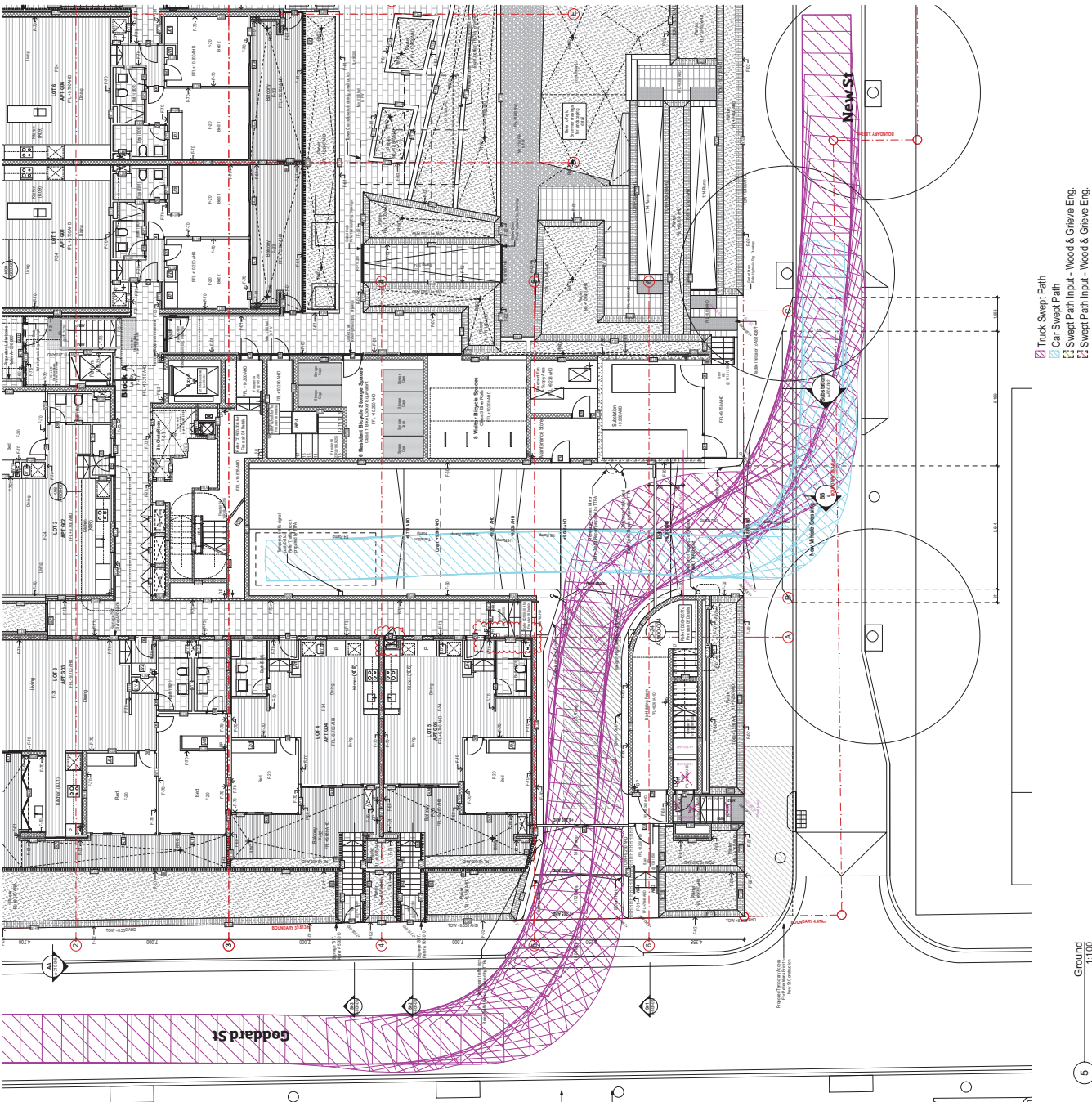
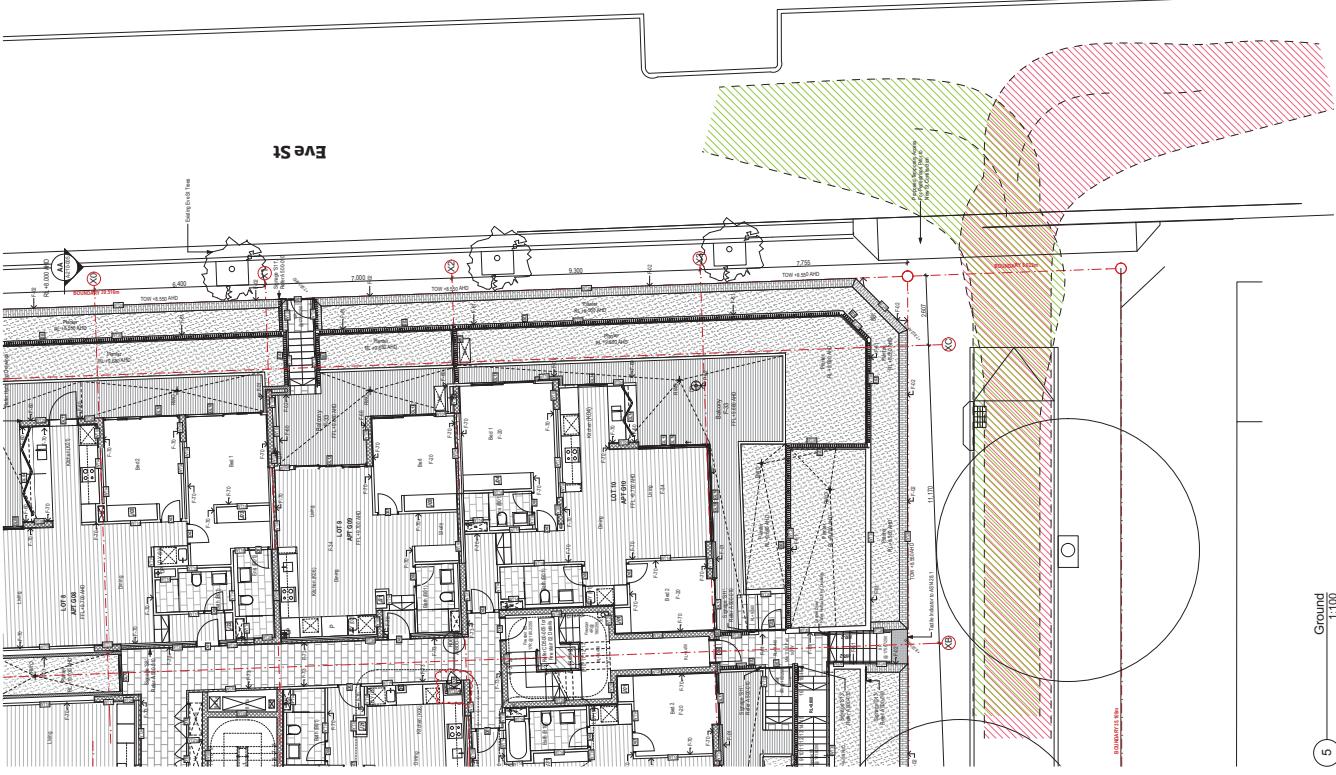
TITLE: VEHICLE SWEEP PATHS PLAN

APPROVAL
NOT FOR CONSTRUCTION

DESIGNED BY	VERIFIED BY	DATE
DRAWN BY	APPROVED BY	DATE
SCALE	AS SHOWN	CONSTRUCTION

PROJECT NO. 28860-SYD-04
DRAWING NO. C-255
REVISION NO. 04

WOOD KERRIE ENGINEERS
100/100 SYDNEY ROAD
SYDNEY NSW 2000
TEL: (02) 9550 7700
WWW.WOODKERRIE.COM.AU



PROJECT TITLE
A. Road Swept Paths

SCALE
AS SHOWN

DATE
14/05/2024

REVISION
A-500-012

FOR CONSTRUCTION

PROJECT
200th Macdonald Street, Eves Street, 6
Goddard Street, Erskineville

CLIENT
Fox Johnson

DATE
14/05/2024

REVISION
A-500-012

FOR CONSTRUCTION

NOT FOR CONSTRUCTION

ALL LEVELS TO AFIN ALAN HIGH WATER

IT IS THE CLIENT'S RESPONSIBILITY TO
OBTAIN ALL NECESSARY PERMITS
AND APPROVALS FROM THE
RELEVANT AUTHORITIES.

ALL DIMENSIONS ARE TO UNFINISHED
SURFACE UNLESS OTHERWISE NOTED

FOX JOHNSON
200th Macdonald Street, Eves Street, 6
Goddard Street, Erskineville
NSW 1512
AUSTRALIA

LEGEND

Symbol	Description
Blue Hatched	Truck Swept Path
Red Hatched	Car Swept Path
Green Hatched	Swept Path Input - Wood & Cleave Eng.
Yellow Hatched	Swept Path Input - Wood & Cleave Eng.

REVISIONS

No.	Description	Date
1	ISSUE FOR PERMITTING	14/05/2024
2	ISSUE FOR CONSTRUCTION	14/05/2024

NOTES

- REFER TO ARCHITECTURAL DRAWINGS FOR ALL DIMENSIONS AND REQUIREMENTS.
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