

# 1 Kochia Lane Closure, between Lindfield Avenue and Havilah Lane

## 1.1 Background

The Lindfield Village Green development (Section 96) was approved by Ku-ring-gai Council in 2018. The proposal details a total of 241 parking spaces accessed via a two-way driveway from Milray Street. The two-way driveway is identified as Kochia Lane, which also provides access to the existing Lindfield Centre and Havilah Lane residents.

## 1.2 Traffic Management Plan for Permanent Closure

This submission outlines the details behind the permanent closure of Kochia Lane, between Lindfield Avenue and Havilah Lane and the associated traffic management plan. The contents generally follows the previous RTA (now RMS) procedures for the RMS Traffic Management Plan approval.

### A. Description or detailed plan of proposed measures

The proposed closure of Kochia Lane is shown below.



The rerouting of traffic is shown below.



The road changes are as a result of the approved Lindfield Village Green. As part of this assessment and subsequent approval, traffic surveys were undertaken in 2017. The surveys showed a total of 22 to 61 vehicles during the peak hours to utilise this portion of Kochia Lane. This is largely due to the existing at-grade car park.

The rerouting of traffic will be to access the proposed new basement car park, accessible from Milray Street.

#### **B. Identification and assessment of impact of proposed measures**

The rerouting of traffic due to the closure of Kochia Lane between Lindfield Avenue and Havilah Lane was assessed as part of the Lindfield Village Green development and subsequent approval.

The traffic impact assessment also took into consideration background traffic growth associated with increase in development and car trips in the precinct.

The intersection performances were shown to be satisfactory such that the implications on existing and future development is considered to be negligible and not detrimentally impacted.

#### **C. Measures to ameliorate the impact of re-assigned traffic**

There are no measures required to ameliorate re-assigned traffic.

It is relevant to note that the intersection of Tryon Road and Lindfield Avenue has been identified as requiring signalisation. This will increase capacity and has been shown to adequately cater for re-routed and increased traffic conditions.

#### **D. Assessment of public transport services affected**

Kochia Lane is not a public transport corridor, nor are there any nearby bus stops that would be impacted by the closure of the laneway.

#### **E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians**

As a result of the approved Lindfield Village Green, vehicular access to Havilah Lane will be maintained via a new cross over on Milray Street. Chapman Lane will also be accessible for vehicles up to 6.4m in length.

The closure of the laneway will result in a pedestrianised zone providing a thoroughfare for pedestrians and cyclists along Kochia Lane from Lindfield Avenue to Nelson Road.

Emergency vehicles and heavy vehicles will be able to utilise the new connection of Kochia Lane at Milray Street to access Havilah Lane. Emergency vehicles and heavy vehicles can still access the shopfronts along

Lindfield Avenue if necessary whilst Chapman Lane will be restricted to small trucks for waste collection and private property access along the proposed shared zone.

**F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.**

The rerouting of traffic due to the closure of Kochia Lane between Lindfield Avenue and Havilah Lane was assessed as part of the Lindfield Village Green development and subsequent approval.

The traffic impact assessment also took into consideration background traffic growth associated with increase in development and car trips in the precinct.

The intersection performances were shown to be satisfactory such that the implications on existing and future development is considered to be negligible and not detrimentally impacted.

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas**

As the Lindfield Village Green development site, and proposed closure of Kochia Lane is located well away from adjoining Council areas, the expected traffic generation/traffic flows resulting from the proposal are not expected to result in any noticeable impacts in adjoining Council areas.

**H. Public consultation process**

The proposed closure is as a result of the approved Lindfield Village Green development. The development application was publically listed and notified by Ku-ring-gai Council, which contained the currently proposed closure of Kochia Lane.

The proposal is no different to the notified application in terms of Kochia Lane, between Lindfield Avenue and Havilah Lane and therefore it is considered that the public notification and consultation has been satisfied through the development application process.