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Job Number: 20NL103. Ts1

Date: 06th October 2021

Traffic Statement

PROJECT: Proposed Senior Housing Development
LOCATION: 54 Bardo Road, Newport, NSW

In regards to condition 32 of Development Consent re Construction of pedestrian refuge island

According to the survey plan (appendix A) Bardo road width between kerbs is 8.1m while the minimum requirements to provide a pedestrian refuge according to TfNSW is 10.4m as per technical direction TDT 2001/01 (appendix B). consequently, pedestrian refuge island can't be provided in Bardo Road.

A kerb ramp will be constructed at the king Street intersection in lieu of the pedestrian refuge to provide an access pathway for residents.

Hence, this statement is to be submitted to council for their approval to remove and or edit this condition based on our explanation above.

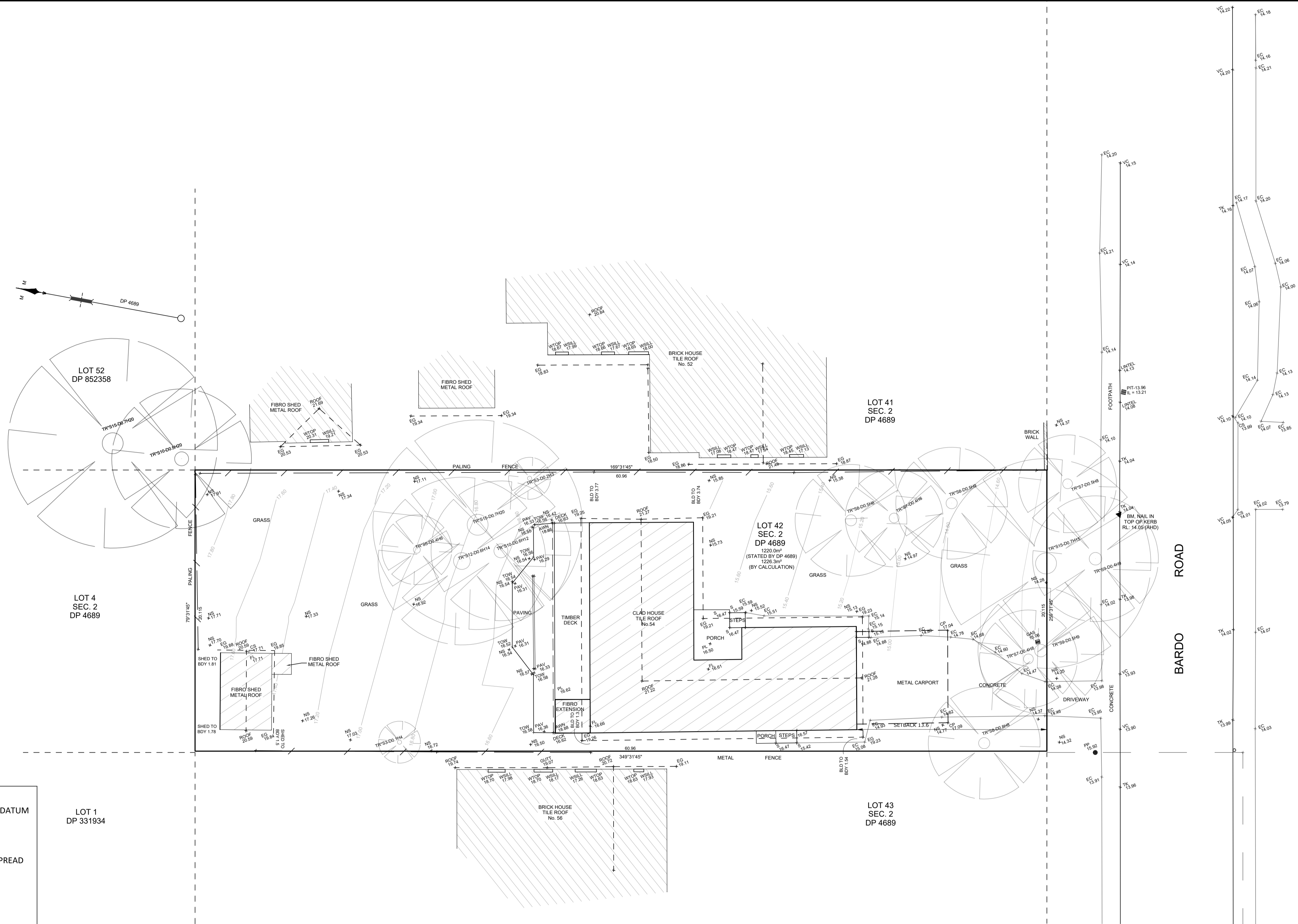
Yours faithfully,
LOKA CONSULTING ENGINEERS PTY LTD

A handwritten signature in blue ink, appearing to read 'Nermein Loka'.

Nermein Loka
BSC, ME, MIE (AUST), CPEng, NPER, RPEQ
Senior Civil Engineer
Accredited Certifier
Director

APPENDIX A

Survey Plan



LEGEND:

AHD	AUSTRALIAN HEIGHT DATUM
AWN	AWNING
BM	BENCH MARK
CONC	CONCRETE
CS	CONCRETE SURFACE
D/H/S	DIAMETER/HEIGHT/SPREAD
D	DOOR
EC	EDGE OF CONCRETE
EG	EAVE & GUTTER
FL	FLOOR LEVEL
GDN	GARDEN
HYD	HYDRANT
IL	INVERT LEVEL
LH	LAMP HOLE
NS	NATURAL SURFACE
PAV	PAVERS
PP	POWER POLE
PL	PORCH LEVEL
RL	REDUCED LEVEL
S	STEPS
SL	SURFACE LEVEL
SILL	WINDOW SILL
SV	STOP VALE
TEL	TELSTRA PIT
TK	TOP OF KERB
TOW	TOP OF WALL
VC	VEHICLE CROSSING
W	WINDOW
WM	WATER METER
WTOP	TOP OF WINDOW

LOT 1
DP 331934

LOT 43
SEC. 2
DP 4689

NOTES:

A) SERVICES SHOWN HAVE BEEN DERIVED FROM VISUAL EVIDENCE APPARENT AT THE TIME OF SURVEY. SERVICES MAY EXIST WHICH ARE NOT SHOWN. THE RELEVANT SERVICE AUTHORITY SHOULD BE CONTACTED TO VERIFY THE EXISTENCE AND POSITION OF SERVICES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION OR EXCAVATION.

B) DIAMETER, HEIGHT & SPREAD OF TREES ARE APPROXIMATE ONLY.

C) LEVELS SHOWN ARE OF AUSTRALIAN HEIGHT DATUM.
ORIGIN OF LEVELS : SSM 24858, RL 12.888 (AHD), CLASS LC.

D) USE STATED DIMENSIONS. DO NOT SCALE.

E) THESE NOTES FORM PART OF THIS PLAN AND CANNOT BE REMOVED.

F) NO COVENANTS AND/OR RESTRICTIONS HAVE BEEN INVESTIGATED BY C & A SURVEYORS PTY LTD.

G) DISTANCES SHOWN ARE IN METERS.

H) BEARINGS ARE ON MAGNETIC NORTH AS PER DP 4689

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**DETAIL & IDENTIFICATION SURVEY OF
LOT 42 SECTION 2 IN DP 4689, LOCATED AT
No. 54, BARDO ROAD, NEWPORT.**

INSTRUCTING PARTY: CHEYNE JAMES

Revision No	Description	Date
01	DRAWN FOR ISSUE	24/04/2020
02	DRAWN FOR ISSUE	2/07/2020
03	ADD INFO	4/8/2020
04	ADD INFO	6/8/2020

DATUM: AHD

SURVEY DATE: 21/04/2020

DATE DRAWN: 24/04/2020

REFERENCE: 13949-20 DET/ID

SURVEYED BY: HH

DRAWN BY: HA

SCALE: 1:150@A1

SHEET: 1 OF 1

APPENDIX B

Pedestrian Refuges

Technical direction

For traffic and transport practitioners

POLICY – GUIDELINES - ADVICE



Transport
Roads & Traffic
Authority

Published

JUNE 2011

Supersedes/Amends

TDT 2011/01

TDT 2011/

01a

PEDESTRIAN REFUGES

(Supplement for narrowing or widening of roads at Pedestrian Refuges)

BACKGROUND

The provision of safe and effective pedestrian facilities is an integral component of the RTA's commitment to facilitating and encouraging people to walk as a healthy alternative to using cars, especially for short trips.

This *Technical Direction* deals with pedestrian refuge design that incorporates options for road widening or road narrowing (kerb extension) at refuge islands as appropriate and can be applied consistently to a variety of road cross sections across NSW. Separate pedestrian refuge designs have been prepared for two lane two-way and four lane two-way roads.

Details of pedestrian refuges not requiring road widening or road narrowing can be found in Australian Standard AS1742 and the relevant RTA Supplement.

OBJECTIVES

The objectives of this *Technical Direction* are:

- To provide clear guidance for the design of pedestrian refuges with road widening or road narrowing (kerb extension) throughout NSW; and
- To improve consistency in the design and appearance of pedestrian refuges throughout NSW

SCOPE

This *Technical Direction* applies to the design and construction of all new Pedestrian Refuges throughout NSW requiring road widening or road narrowing (kerb extension).

Distribution List:

Director, Infrastructure Services; Director, Commercial Services; Director, NSW Centre for Road Safety; Traffic Management and Road Safety staff; and Traffic Signal design staff.

For further enquiries

www.rta.nsw.gov.au | E technical_directions_publication@rta.nsw.gov.au

Amendment: Usage of TD clarified. Minor corrections made to Figures 2 & 4
Approved: R W O'Keefe Mgr Traffic Policies, Guidelines & Legislation / June 2011
RTA/Pub. 11.190

UNCONTROLLED WHEN PRINTED

1 (7 pages)

PRACTICE

All new pedestrian refuges should be designed and constructed in accordance with the following practice as stated

- Pedestrian Refuges with no road widening or road narrowing use RTA supplement for *Australia Standards 1742 – Manual for Uniform Traffic Control Devices* (Part 10), RTA supplement for *Austrroads Guide to Traffic Management* (Part 6) and RTA supplement for *Austrroads Guide to Road Design* (Part 4)
- Pedestrian Refuges with road widening or road narrowing (kerb extension). Figure 1, 2 3 & 4 illustrate options to accommodate the pedestrian refuge as appropriate and Figure 5 illustrates the Island Detail.
- It is recommended that kerb extensions be used to narrow the road at the pedestrian refuge island, whenever possible. The use of kerb extensions reduces the length of crossing for pedestrians, generating increased crossing opportunities and facilitates a reduction in the length of *No Stopping zone* required.
- Kerb ramps are to be constructed in accordance with the RTA's model drawing, MD.R173.B01.A.1 – Kerb Ramps.
- The length of No Stopping zone required to maintain adequate sight distance and swept path through the refuge island may be reduced if kerb extensions are incorporated in conjunction with the pedestrian refuge, see No Stopping Signs Table in Figure 1, 2, 3 & 4.
- To maintain consistency throughout NSW, all sign posting and line marking at pedestrian refuges with road widening or road narrowing (kerb extension) must be installed strictly in accordance with this *Technical Direction*.

ACTION

This *Technical Direction* is to be adopted and applied as the standard design for pedestrian refuges with road widening or narrowing (kerb extension) across NSW.

UPDATES

To ensure that this *Technical Direction* and any related guidelines remain current and relevant, minor updates may be made from time to time. Any updates may be obtained from the RTA website using the Traffic & Transport Policies & Guidelines Register which can be found at:

www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html

Printed copies of this *Technical Direction* are uncontrolled, therefore the Register should always be checked prior to using this *Technical Direction* or any related guidelines.

Approved by:

Authorised by:

SIGNED

Craig J Moran
General Manager
Traffic Management

SIGNED

John Statton
A/Director
Network Services

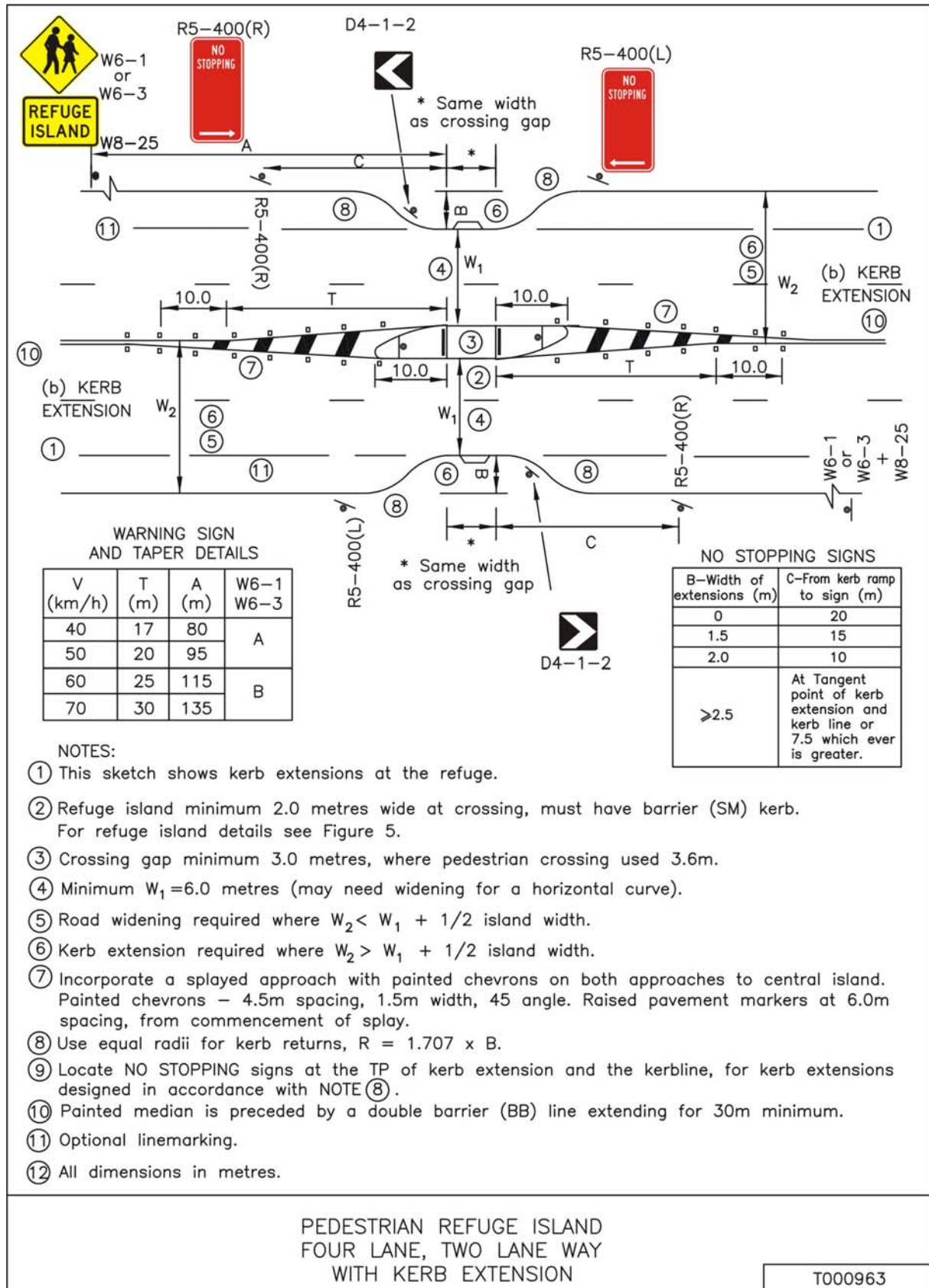


Figure 1

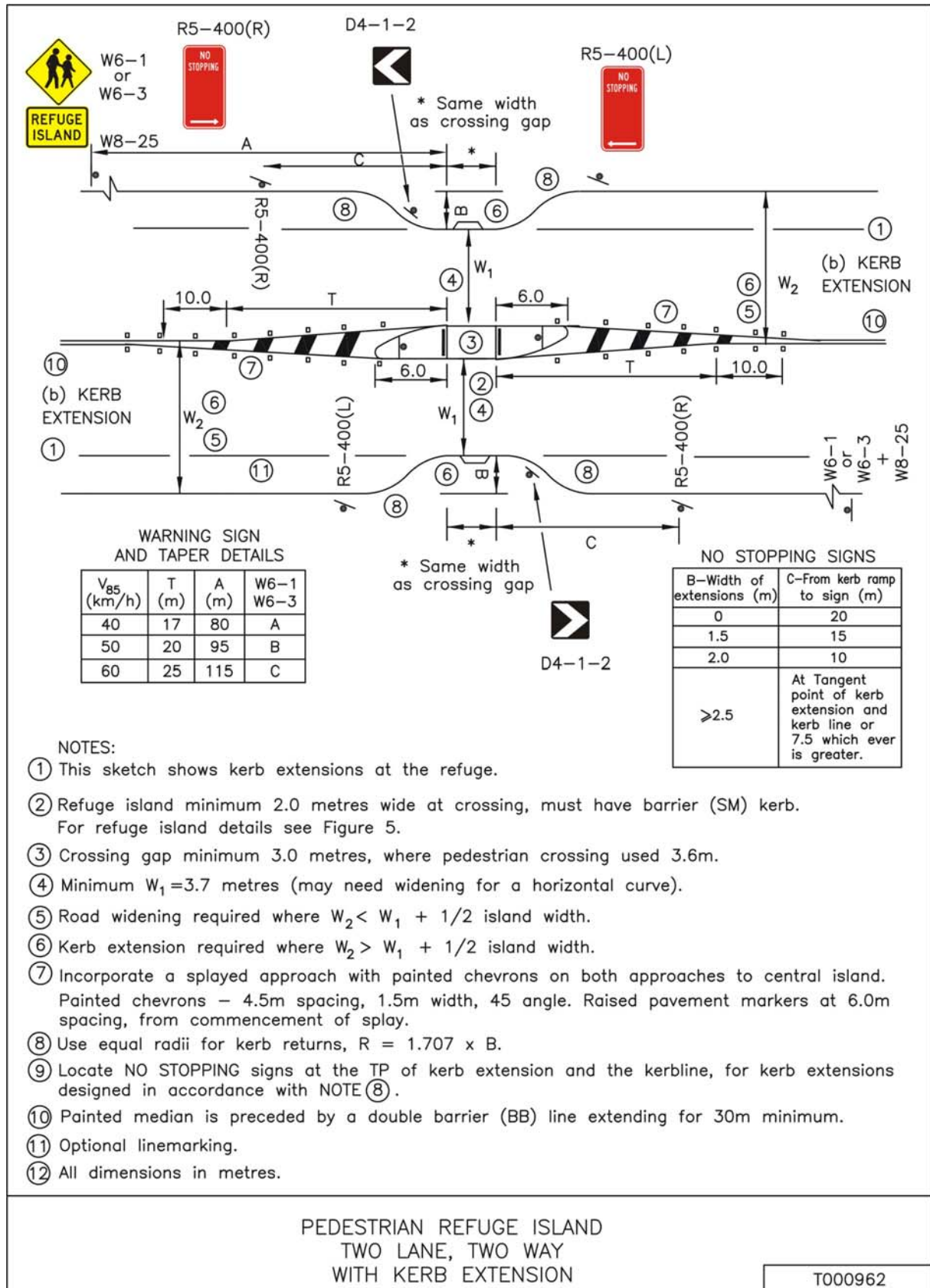


Figure 2

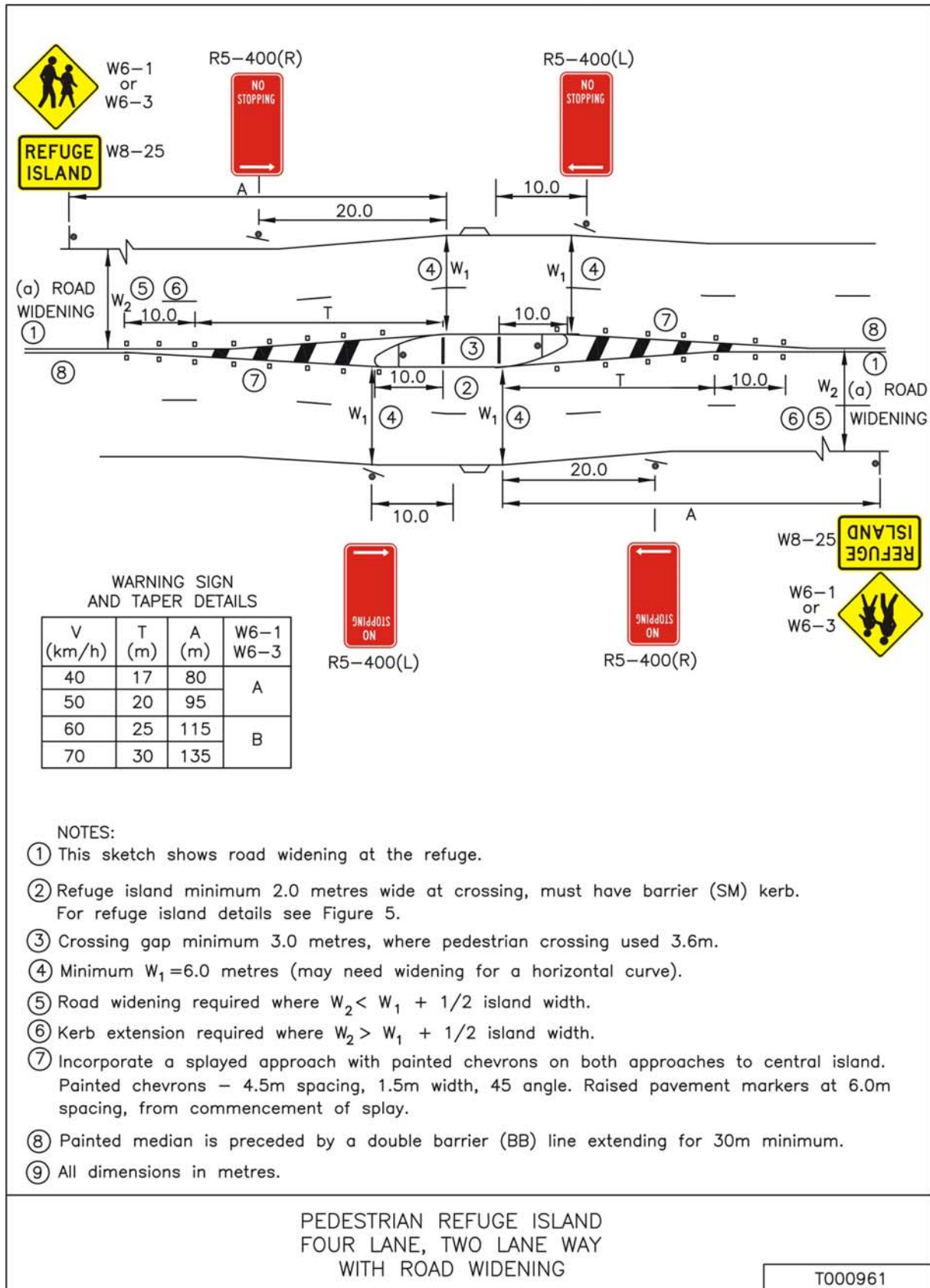


Figure 3

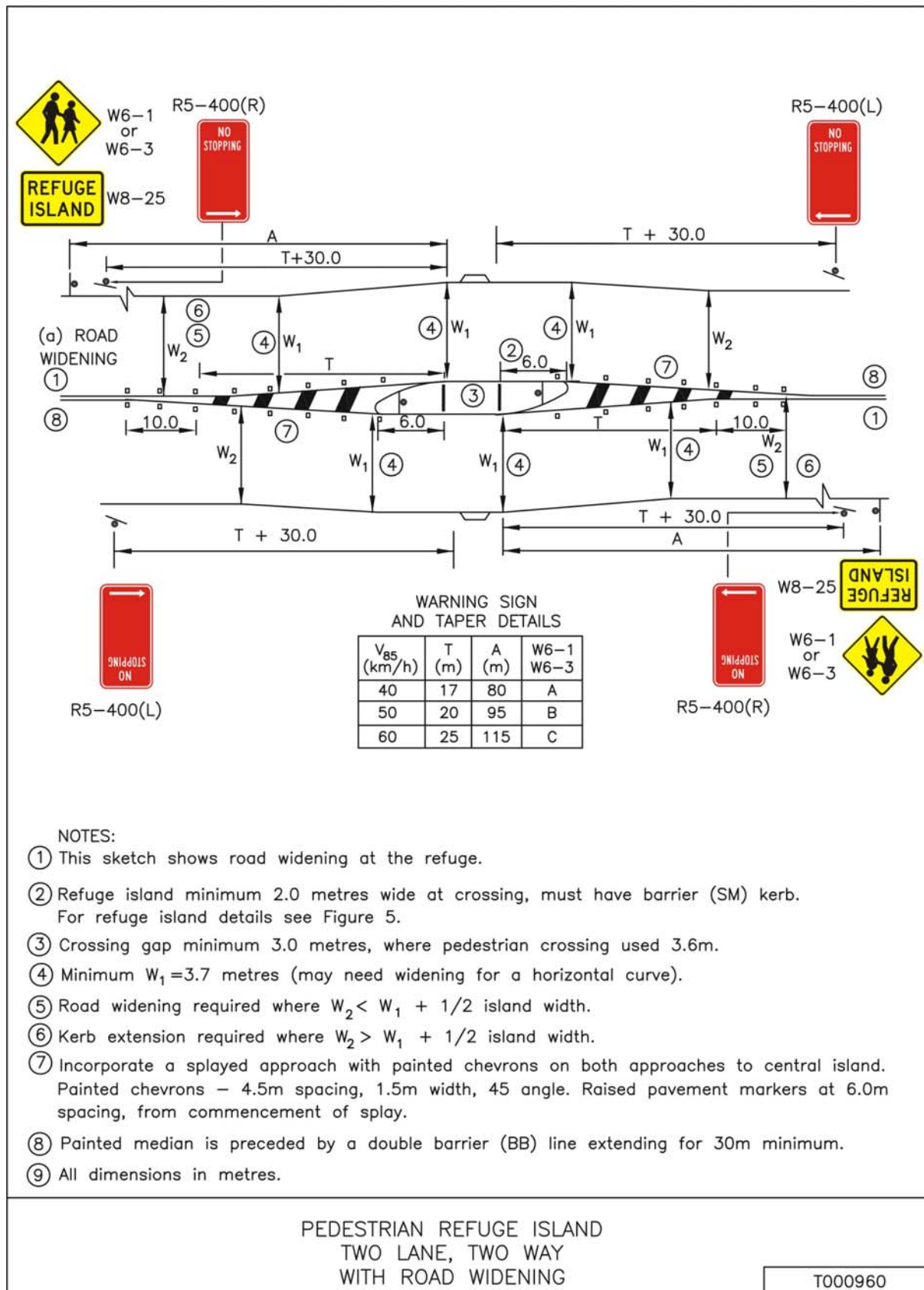


Figure 4

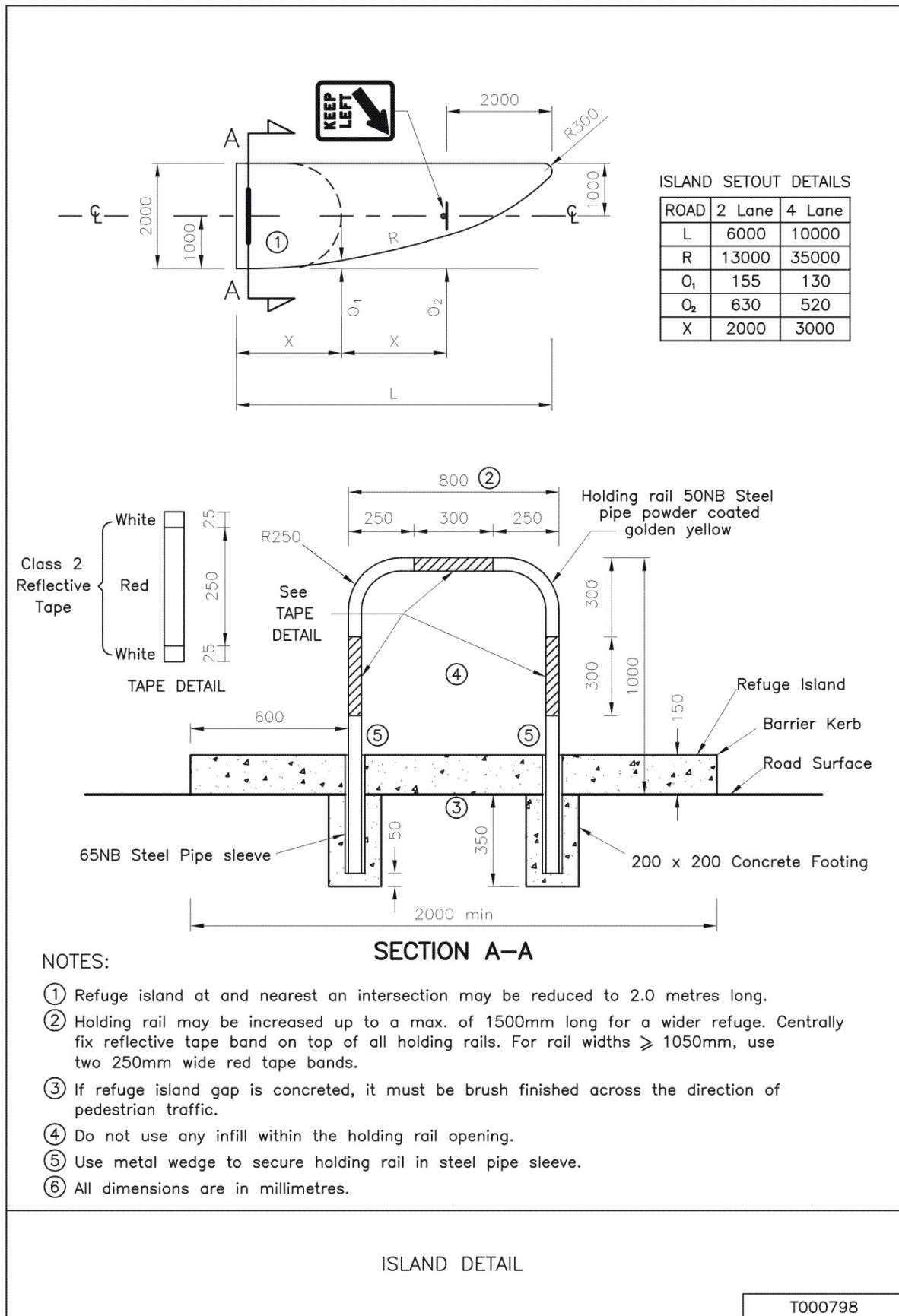


Figure 5