



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067
P (02) 9411 5660 F (02) 9904 6622 W ttpa.com.au E ross@ttpa.com.au

29 June 2018
Ref: 151/2018

Mr Peter McAuley
2a West Street
Balgowlah NSW 2093

E: weststmacs@optusnet.com.au

Dear Peter

Proposed Subdivision 2a West Street, Balgowlah

This Traffic Impact Statement has been prepared to accompany a Development Application to Northern Beaches Council for a proposed 2 lot subdivision at 2a West Street, Balgowlah.

SITE AND EXISTING CIRCUMSTANCES

The site is Lot 22 in DP739842 which occupies a generally rectangular area of 1,064m² which has frontage to New Street (see attached). There is an existing 2 level dwelling on the western part of the site with an access driveway on the New Street (Upper) cul-de-sac bulb and the site levels fall significantly to the north-west.

New Street (Lower) runs westerly from Woodland Street South and has the following features:

- * It is some 92m long constructed with a concrete surface on a straight alignment with kerb and gutter along its southern side only and terminates at the pedestrian steps linking the two sections (upper and lower) of New Street which are separated by a significant difference in levels. The access at Woodland Street South is constructed as an 'access driveway' with a typical layback profile giving a visual indication that it is a 'private' access driveway notwithstanding its public road status and signposting identifying it as "New Street – No Through Road" and a "Public Pathway" providing access to Nos. 37 & 37A New Street.

- * It has a minimum carriageway width of 3.0m with additional clearances on each side over particular sections; provides no formal turning/manoeuvring facility within the public road space to allow vehicles to enter and leave in forward direction.
- * It is 6.0m wide between the kerb line of Woodland Street South and the property boundary (over the width of the footway) then tapers down to 3.0m over a distance of 5.4m with a modest vertical crest located approximately 16.5m west of the property boundary.
- * It widens to 4.5m over a distance of 10.5m (with tapers at each end) positioned some 21m west of the Woodland Street South property boundary.
- * There is guardrail positioned on the northern side from its western end extending easterly for some 45m.
- * It provides vehicle and pedestrian access to Nos. 37 & 37A New Street and the pedestrian steps linking the two sections (upper and lower) of New Street; each property provides off-street parking for two vehicles with an appropriate manoeuvring area to facilitate entry and exit movements in a forward direction.

It is noted that there is a raise speed control platform in Woodland Street South adjacent to the New Street (Lower) connection which acts to constrain vehicle speeds at this location.

PROPOSED SUBDIVISION

The subdivision proposes to create 2 lots namely:

- Lot 1 of 562m² being the western part of the site containing the existing dwelling
- Lot 2 of 502m² being the eastern part of the site which will provide for a future dwelling (not part of the application)

Because of the topography vehicle access for Lot 2 would be provided by a new driveway (elevated on piers) connecting to New Street (Lower). Details of the proposal are provided on the attached plans.

ASSESSMENT

The proposed driveway will have similar characteristics to the existing section of New Street serving Nos. 37 & 37A. The significant difference in levels (approximately 13.8m) between the upper and lower sections of New Street would, for practical purposes, preclude construction of a carriageway connection between the two and therefore is unlikely to ever be contemplated.

Accordingly, it is considered appropriate to assess the proposal against relevant requirements in 'AS/NZS 2890.1:2004' and the Roads and Maritime Services document 'Guide to Traffic Generating Developments'.

The extended section of carriageway will have a width of 3.5m, maximum grade of 1:5 (20%) with transitions at either end of 1:10 (10%), cross fall of some 1:33 (3%) and be constructed with a block retaining wall along its western side and suitable vehicle barrier e.g. guard rail along its eastern side. These arrangements comply with the minimum requirements in Clauses 2.6.1 and 2.6.2 contained within 'Design of Domestic Driveways' of 'AS/NZS 2890.1:2004' which specify a minimum width of 3.0m and maximum grade of 1:4 (25%).

New Street (Lower) is presently some 92m long and the proposed extension of 17.5m would result in a total length of carriageway of approximately 110m. Clause 3.2.2 "Width requirements at low volume (Category 1) access driveways and connecting roadways" in 'AS/NZS 2890.1' specifies that where the access driveway is 30m or longer, or sight distance from end to the other is restricted and the frontage road is an arterial or sub-arterial road, both the access driveway and connecting roadway shall be a minimum 5.5m wide for at least the first 6.0m from the property boundary. Subject to consideration of traffic volumes, lesser widths, down to a minimum of 3.0m at a domestic property may be provided. Generally, 30 or vehicle movements in the peak hour would require provision for two vehicles to pass i.e. minimum width of 5.5m and on long driveways passing opportunities should be provided every 30m.

While the existing section of New Street does not strictly comply with these width requirements it is obvious that site conditions dictated that the 6.0m widening could only be provided over the width of the footway tapering back to 3.0m over a distance of 5.4m west of the property boundary at Woodland Street South. Notwithstanding, the 6.0m wide access driveway does provide a practical passing opportunity for opposing vehicles at the critical intersection with Woodland Street South. It appears that from an operational perspective at least, the existing arrangements in (lower) New Street adequately serve the two properties.

Approval for any residential development on Lot 2 would require the provision of parking in accordance with Council's requirements and should be contingent on provision of a suitable manoeuvring area or facility i.e. vehicle turntable. This would be subject to further assessment when detailed plans are lodged for construction of a dwelling on Lot 2 to ensure vehicles can enter and leave the site in forward direction.

Based on Roads and Maritime Services criteria, the existing section of New Street serving Nos. 37 & 37A is assessed as generating some 1.7 (say 2) peak hour vehicle movements (two way). This would increase to 2.55 (say 3) peak hour vehicle movements with construction of a dwelling on Lot 2. Assuming a 70% split to the peak direction, post development, (lower) New Street at Woodland Road South would be subject to 2 'exit' and 1 'entry' movements in AM peak period and 2 'entry' and 1 'exit' movements in the PM peak period. Traffic flows of the magnitude indicated would not have any adverse impact at the Woodland Street South/New Street driveway nor would the increase of 1 peak hour vehicle movement present any difficulties for existing users of the carriageway.

In respect to servicing New Street is generally unsuitable for use by large vehicles i.e. garbage and delivery trucks. It is obvious that garbage collections for properties Nos. 37 & 37A takes place from Woodland Street South with residents placing and returning bins as required. The same arrangement would apply to any dwelling on Lot 2 and is considered acceptable. Similarly, deliveries to Lot 2 would be subject to the same constraints applicable to the existing two properties which would generally be undertaken from Woodland Street South. This arrangement would also apply to Lot 2.

Nos 37 & 37A have letterboxes positioned adjacent to their property boundaries with mail being delivered directly to each dwelling. It is expected this arrangement would also apply to Lot 2 and would not create any operational difficulties.

CONCLUSION

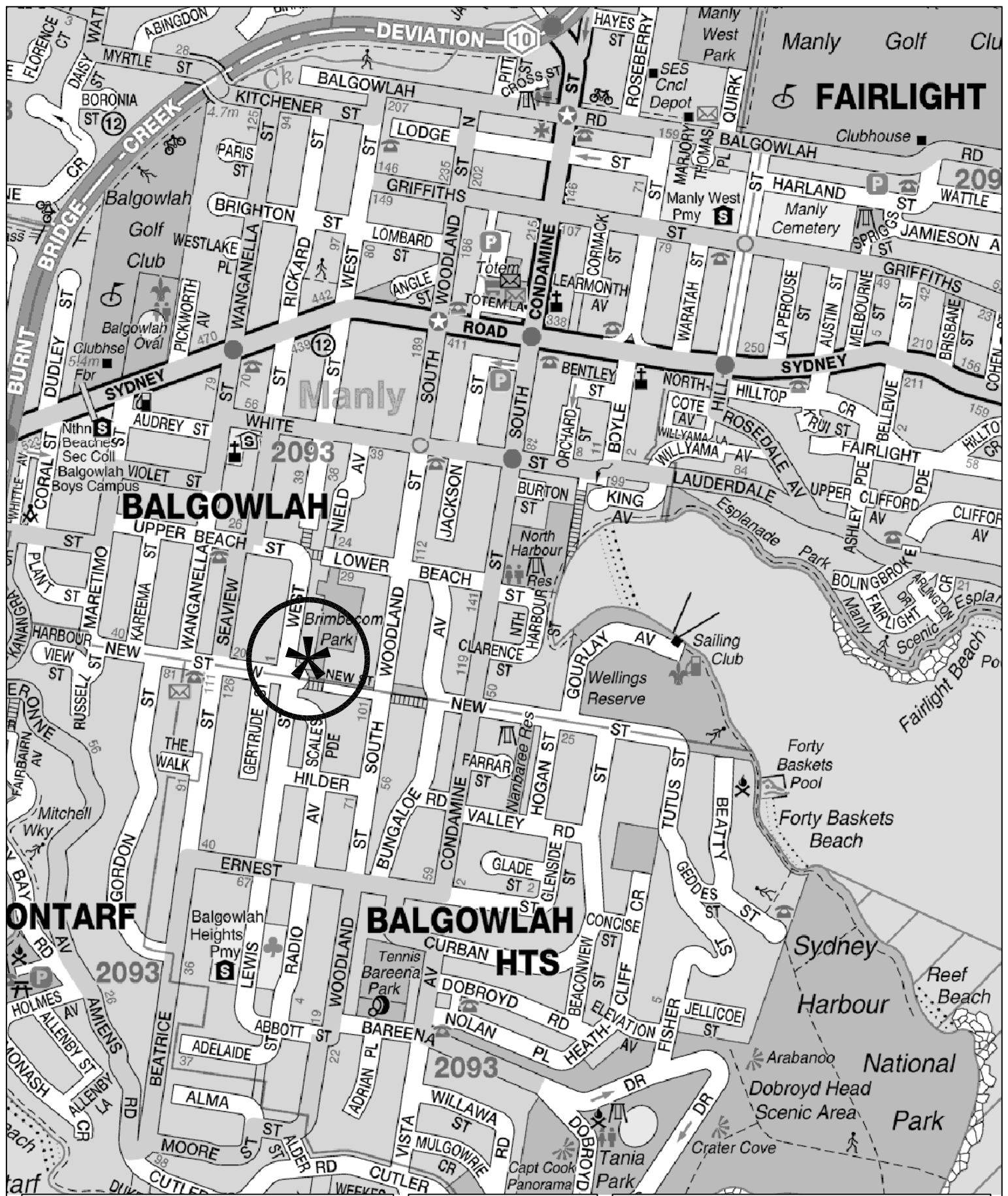
Assessment of the proposed subdivision has concluded that:

- there will be no unsatisfactory traffic implications
- suitable vehicle access can be achieved

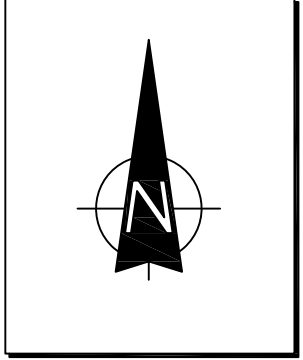
Yours faithfully



Ross Nettle
Director
Transport and Traffic Planning Associates

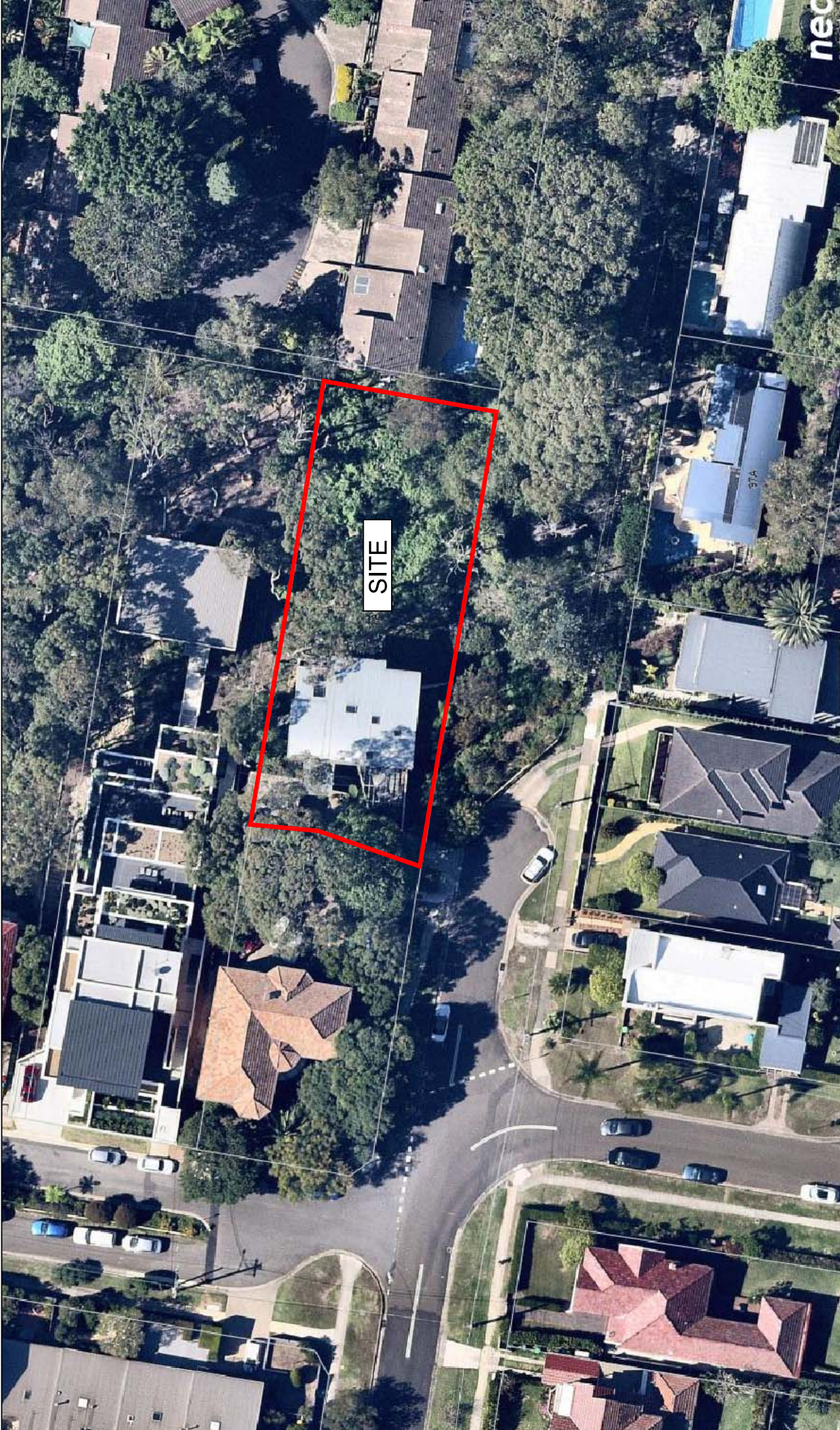


LEGEND



LOCATION

FIG 1



SITE



SITE

FIG 2

LEGEND

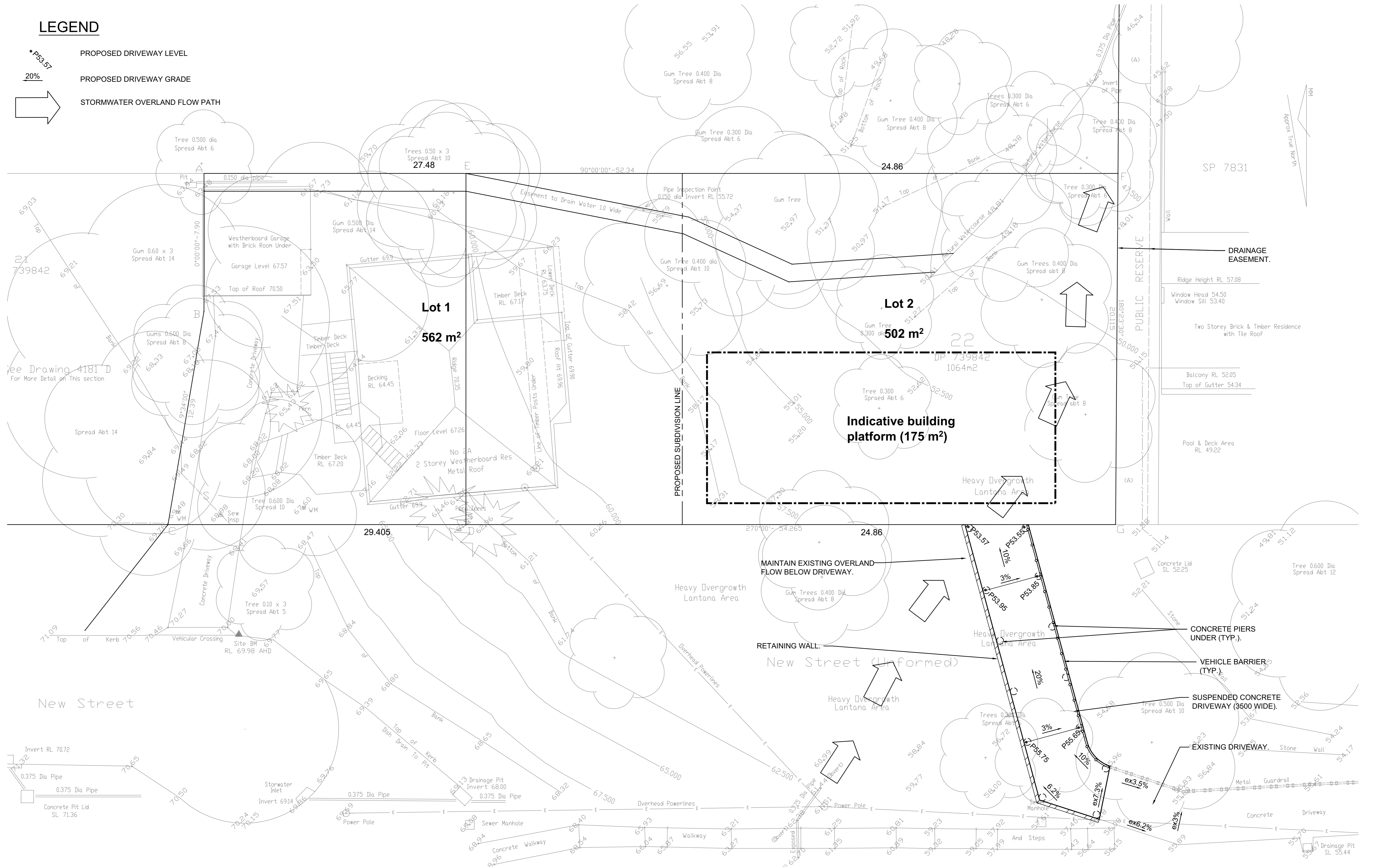


WOODFORD ST
WOODFORD ST

Woodford St

LEGEND

- P53.57 PROPOSED DRIVEWAY LEVEL
- 20% PROPOSED DRIVEWAY GRADE
- ➔ STORMWATER OVERLAND FLOW PATH



300mm A1 SHEET

200mm

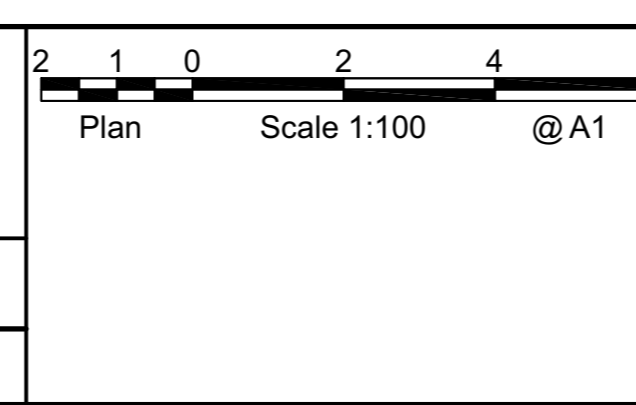
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Rev	Amendment / Reason For Issue	Date	Drawing Completed by	Designed & Checked by	Verified by	Issue Authorised (*)
B	ISSUED FOR REVIEW	19.07.07	RAS	RPH		
A	ISSUED FOR REVIEW	13.07.07	RAS	RPH		

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Branches:
St Leonards
Parramatta
Canberra
Wagga Wagga

ABN 53 831 529 091
Level 2, 60 Pacific Hwy, PO Box 151, ST LEONARDS NSW 2065
T +61 2 9439 2633 F +61 2 9438 4505 stleonards@hughestrueman.com.au

Project
**2A WEST STREET
BALGOWLAH HEIGHTS**

Client
PETER MCAULEY
Architect/Project Manager

NOT FOR CONSTRUCTION

Drawing Title
CONCEPTUAL DRIVEWAY LAYOUT

Drawing No.
07S638SKC01

Sheet
1 of 1

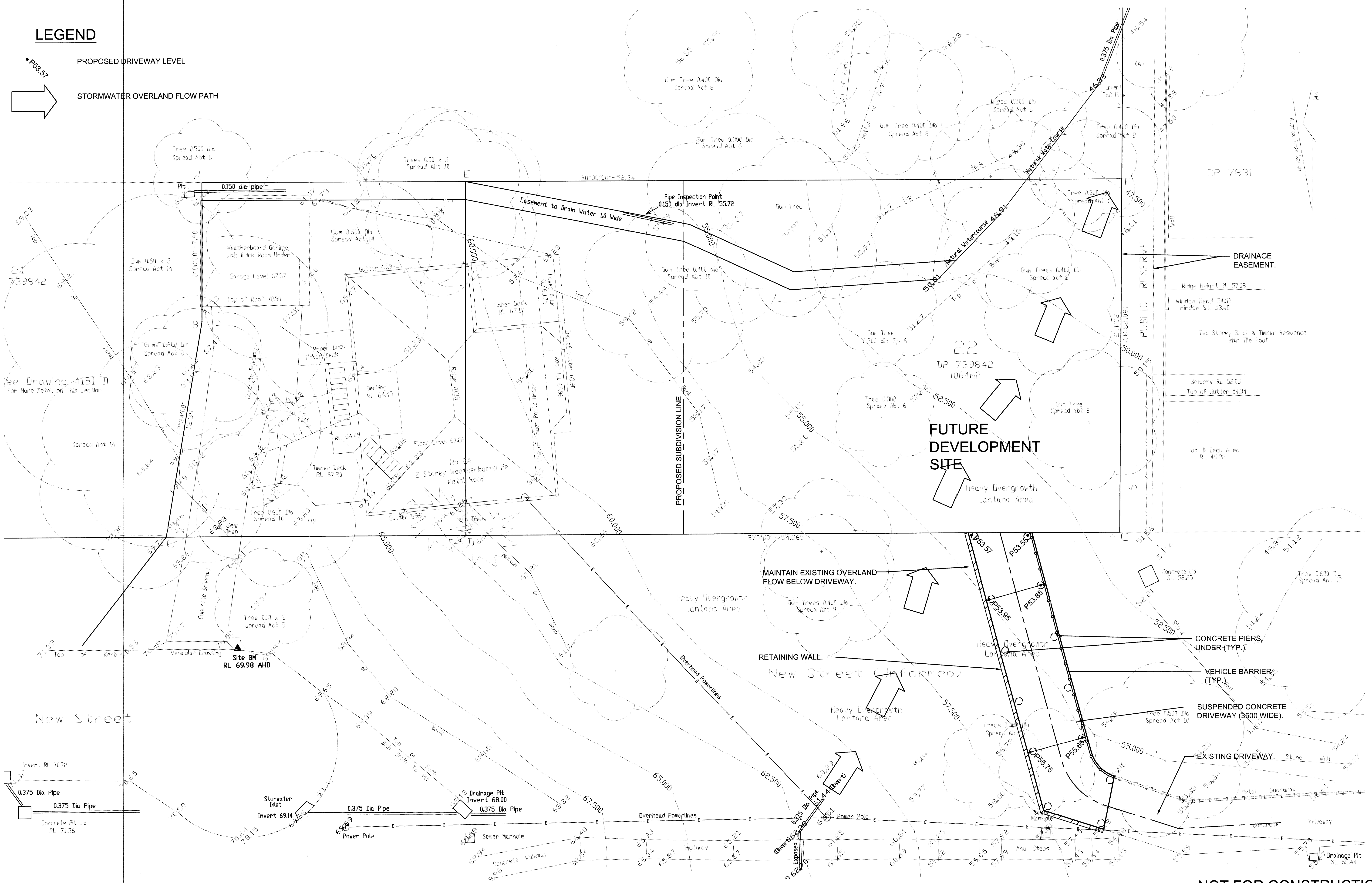
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LEGEND

- P33.57 PROPOSED DRIVEWAY LEVEL
- ➔ STORMWATER OVERLAND FLOW PATH

300mm A1 SHEET
200mm
100mm



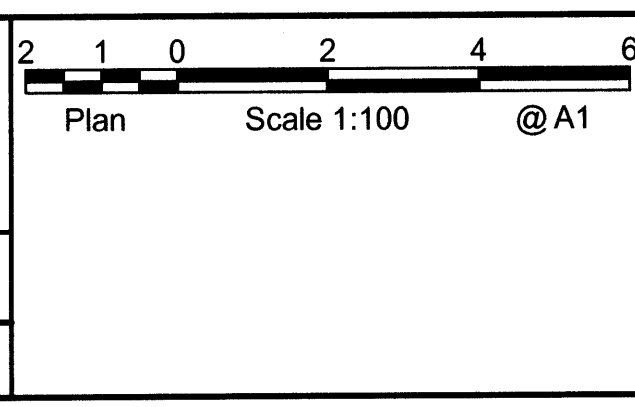
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Rev	Amendment / Reason For Issue	Date	Drawing Completed by	Designed & Checked by	Verified by	Issue Authorised (*)
C	ISSUED FOR REVIEW	22.11.07	AS	RPH	X	
B	ISSUED FOR REVIEW	19.07.07	RAS	RPH		
A	ISSUED FOR REVIEW	13.07.07	RAS	RPH		

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**2A WEST STREET
BALGOWLAH HEIGHTS**

Client:
PETER MCAULEY
Architect/Project Manager

Drawing Title	CONCEPTUAL DRIVEWAY LAYOUT	
Drawing No.	07S638SKC01	Sheet 1 of 2
Rev		C

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