

The Site Foreman (NSW)
Pty Ltd

**Proposed Development
1 Yachtview Avenue
Newport**

Driveway Traffic Study

June 2021

Henson Consulting

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Disclaimer:

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party

Henson Consulting
4 Farrar Street,
Balgowlah Heights NSW 2093
Telephone: +61 (0)408 249 743
Email: Colin.henson@bigpond.com

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1 Introduction

1.1 Background

Henson Consulting was commissioned by The Site Foreman Pty Ltd in 2021 to undertake a traffic assessment and advice for the proposed driveway at a redevelopment of a site at 1 Yachtview Avenue, Newport in the Northern Beaches area north east of Sydney city centre.

This Study report was prepared to address the issues being considered in the planning stage of the project, and to support a Development Application (DA) to the Northern Beaches Council. (Development Application No: DA2021/0395 for alterations and additions to Dwelling House at 1 Yachtview Avenue NEWPORT)

This assessment and report was prepared with reference to traffic impact assessment as required by the TfNSW Guide to Traffic Generating Developments, and other relevant Australian Standards and controls.

2 Existing Conditions

2.1 Existing Land use and Zoning

The site is located as shown in the following figures:

Figure 1: Regional location

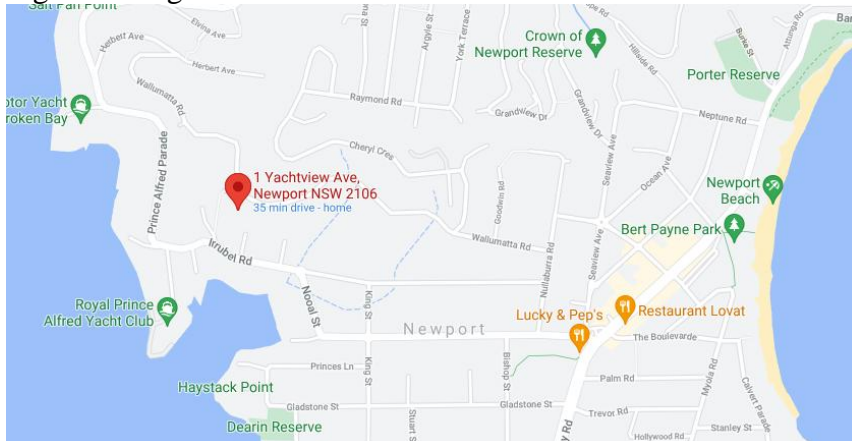


Figure 2: Site Location



Figure 3: Site Location



2.2 Parking Conditions

2.2.1 On-street car parking

Yachtview Avenue and Wallumatta Road near the subject site frontage has no designated parking restrictions and there is on-street parking along the local roads near the site. Observed occupancy of these bays was around 50% occupied in the afternoon peak hour, indicative of a moderate demand for car parking.

2.2.2 Off -street car parking

There is limited off-street car parking in the area, other than in private residences.

2.3 Prevailing Traffic Safety Issues

RMS records¹ indicate that there is no unusual concentration of crashes around the subject site.

¹ Crash stats

3 Proposed Development Details

3.1 Proposed Development

The proposed development of a single residence includes a parking garage for two cars, and frontage driveway, as described in The Site Foreman drawing series A10 Rev 5 to A32 Rev5 dated 17/06/2021.

3.1.1 Design vehicles

The design vehicle for the car park is the Australian Standards AS2890.1 Off Street Car Parking B85 vehicle (85th percentile car). The design vehicle to service waste is likely to be the Council waste service operating from the street from garbage bins pushed out to the street kerb.

Turning paths accommodate an 85th percentile car .

Minimum sight lines clear triangles for pedestrian safety are provided at the driveway.

The parking spaces within the garage are relatively flat with a grade of less than 1:20 and can be used for accessible parking for persons with limited mobility.

4 Assessment

4.1 Issues

Council expressed concerns in their letter of 24 May 2021, including the Roads and Assets Referral Response dated 28/4/2021 and Engineering Referral Response dated 15/5/2021, which have been considered in further design development and resolved as follows.

4.2 Stairway to be accommodated at grade

Achieved.

4.3 Provision of walls should be removed in favour of battered embankments

Achieved.

4.4 Long Section along driveway

Long sections are adequate, with grades generally not exceeding 1 in 8 with a small section up to 1 in 4 at the eastern edge of the driveway. . Sight distances are adequate.

4.5 Driveway crossing to be reduced in width and relocated towards the intersection of Wallumatta Rd

The driveway crossing has been reduced in length. The driveway crossing remains basically at the existing location. It was not desirable to move the crossing closer to Wallumatta Road for road safety reasons.

4.6 Information to assess vehicular access in accordance with Clause B6 of Pittwater DCP.

Figure 4: Compliance with Pittwater 21 DCP

DCP Requirement	Response
The design of all Access Driveways shall be in accordance with the current edition of following Australian Standards: Australian Standard AS/NZS 2890.1-2004: Parking Facilities - Part 1: Off-Street Car Parking. Australian Standard AS/NZS 2890.2-2002: Parking Facilities – Part 2: Off-Street Commercial Vehicle Facilities except as qualified in this control.	Complies
Access Driveways shall be designed and located to provide adequate sight distance to maximise pedestrian and vehicular safety as follows: minimum clear distance along the road frontage edge of kerb of 50 metres for 40 and 50 kph speed limit roads measured from a point on the centreline of the driveway 2.5 metres from the face of kerb; and minimum clear distance along the frontage footway of 5 metres, measured from a point on the centreline of the driveway 2.5 metres from the edge of footway area closest to property boundary. For corner allotments, the closest point of the Access Driveway shall be located at the maximum practical distance from the intersection of adjoining roads, being no closer than 6m from the tangent point at the kerb.	Complies
The location of the Access Driveway is to maximise the retention of trees and native vegetation in the public road reserve.	Complies
Access Driveway Width for Distance Building Line to Boundary of nil : at boundary - Width of car parking area or garage opening and Width at Kerb - Width of car parking or garage opening plus 0.5m	Complies
Access Driveway profiles shall conform to the profiles as illustrated in Appendix 10 - Driveway Profiles.	Complies
Access Driveway Profile and Gradient: A new driveway or an existing structurally sound driveway with gradients up to 1:3 (V:H) may be permitted to remain on merit subject to demonstration through a Traffic Assessment Report and relevant certification that the Access Driveway including surface finish is safe for its intended use and that a pedestrian footpath either can be accommodated in the road reserve or is not required.	Complies
Alternative Design on steeply sloping sites: Where it can be demonstrated to Council's satisfaction that this control is not applicable in the case of steeply sloping sites and steeply sloping public road reserve verges, the design of the Access Driveway may be in accordance with the current edition of the following Australian standard, based on turning paths for a B85 vehicle and subject to provision for a 1.5metre footpath width, kerb and gutter and stormwater drainage being directed away from the Access Driveway: Australian Standard AS/NZS 2890.1 "Parking Facilities Part 1" Off-Street Car Parking.	Complies

5 Conclusions

The key conclusions of this Transport Study are:

- The site is suited to the proposed use from a transport perspective.
- This study has reviewed the above scheme and certify that the traffic and parking and driveway design on the above drawings complies with Australian Standards AS 2890.1:2004 Off-street car parking, and Northern Beaches Council /Pittwater 21 Development Control Plan DCP 2014, including B6.1 Access Driveways and Appendix 10 Plan DP-04 : Driveway Profile - Extra Low.
- Access points for pedestrians, cyclists, and vehicles are suitable and in accordance with road hierarchy considerations. The proposed operation can be appropriately managed and have no significant impact on amenity.
- There will be no adverse effects on the safety of any road users including public transport, emergency vehicles, pedestrians and cyclists.