

Terraffic Pty Ltd

Traffic and Parking Consultants

ABN 83 078 415 871

31st February 2019

Ref 17076

Sean Gartner
Gartner Trovato Architects
Suite 13, L1 Pittwater Place
10 Park Street
Mona Vale NSW 2103

Dear Sean,

7 TRENTWOOD PARK, AVALON PROPOSED RESIDENTIAL SUBDIVISION

This assessment has been prepared to accompany a Development Application (DA) to Northern Beaches Council for a proposed residential subdivision at 7 Trentwood Park, Avalon.

Approved Subdivision

On the 10th November 2017, the Land and Environment Court of NSW approved DA No.N0530/15 for the subdivision of one lot into three lots, demolition of an existing detached garage and construction of a new single lane access road that will serve the two new lots on the subject site.

As can be seen on the approved Site Plan reproduced in Annexure A, the existing dwelling will retain its current vehicular access directly off Trentwood Park. The approved access road will only provide access to the two approved lots at the rear of the site. It has a pavement width of 3.0m with a 5.5m wide passing bay located at the bend approximately 45m from the base of the roadway.

Proposed Subdivision

A plan of the proposed subdivision is reproduced in Annexure B and shows the approved access road serving a new residential dwelling on proposed Lot 4. The approved access road will therefore serve a total of 3 dwellings with the house on Lot 1 continuing to gain access directly to Trentwood Park.

An additional passing bay has been provided at the Lot 2 access and will provide an opportunity for opposing vehicles accessing Lot 3 and Lot 4 to pass comfortably. The distance between the passing bays is approximately 30m with sight lines available to drivers approaching from different directions.

The access road splits to Lot 3 and Lot 4 approximately 25m north of the new passing bay at the Lot 2 driveway. A clear line of sight will be available to drivers waiting at the Lot 2 passing bay and the access roads serving Lot 3 and Lot 4.

Australian Standard Compliance

The Australian Standard AS/NZS2890.1:2004 defines a “Domestic Property” as a property comprising three or less domestic units. A “Domestic Driveway” is also defined as a vehicular path serving a domestic property. As the approved access road only serves 3 dwellings, it can be classified as a “Domestic Driveway”.

Clause 2.6.1 of the Standard specifies that *“The minimum width of a domestic driveway shall be 3.0m”*. In addition, Clause 2.6.2 notes that *“The maximum gradient of domestic driveways shall be 1 in 4 (25%)”*. The approved access road satisfies both criteria in the Standard.

Clause 3.2.2 of AS/NZS2890.1:2004 notes the following:

“As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, ie a minimum width of 5.5m. On long driveways, passing opportunities should be provided at least every 30m.”

The proposed passing bay at the Lot 2 driveway is approximately 30m from the approved passing bay and therefore satisfies this requirement of the Standard. Furthermore, the sight lines between the passing bays are unobstructed with drivers giving way to each other based on who has committed to the roadway.

Traffic Generation

An indication of the traffic generation potential of the proposed development is provided by reference to the Roads and Maritime Services (RMS) Guide to Traffic Generating Developments – Technical Direction TDT 2013-04a (August 2013). The traffic generation rates specified in the updated Guidelines are based on extensive surveys of a wide range of land uses throughout Sydney and regional NSW and nominate the following traffic generation rates for low density residential dwellings:

AM Peak (1 hour) vehicle trips per unit	0.95
PM Peak (1 hour) vehicle trips per unit	0.99

Application of these rates reveal that the proposed dwelling will increase traffic on the access road by only 1 vehicle movement during peak periods. It will be readily appreciated that this level of additional traffic is very minor which will not have any noticeable or unacceptable effect on the road network serving the site in terms of road network capacity or traffic-related environmental effect.

Furthermore, the access road serving the development site will comfortably accommodate this additional vehicle movement.

In the circumstances, it can be concluded that the proposed development has no unacceptable access or traffic implications.

Should you require any further information, please do not hesitate to contact Michael Logan on 0411 129 346 during business hours.

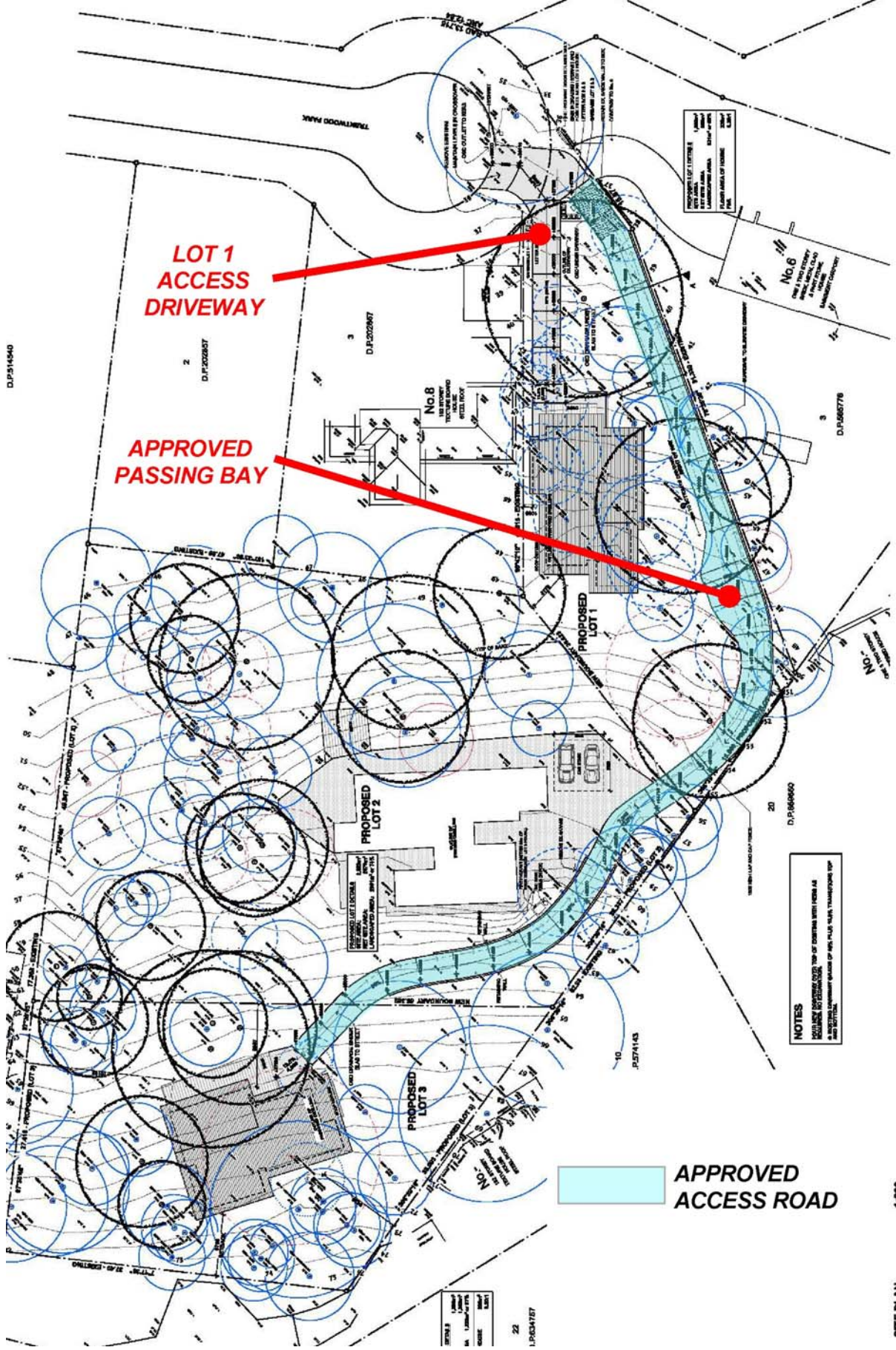
Yours faithfully

A handwritten signature in black ink, appearing to read 'M Logan', with a long horizontal stroke extending to the right.

Michael Logan *M Traffic (Monash University)*
Director
Terraffic Pty Ltd

ANNEXURE A

APPROVED ACCESS ARRANGEMENTS



D.P.14540

**LOT 1
ACCESS
DRIVEWAY**

**APPROVED
PASSING BAY**

PROPOSED LOT	AREA	AREA	AREA
No. 6	1.00	1.00	1.00
No. 8	1.00	1.00	1.00

NOTES
 1. ALL DIMENSIONS ARE TO CENTRE UNLESS OTHERWISE SPECIFIED.
 2. ALL DIMENSIONS ARE TO BE TAKEN FROM THE CENTRE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
 3. ALL DIMENSIONS ARE TO BE TAKEN FROM THE CENTRE OF THE ROAD UNLESS OTHERWISE SPECIFIED.

**APPROVED
ACCESS ROAD**

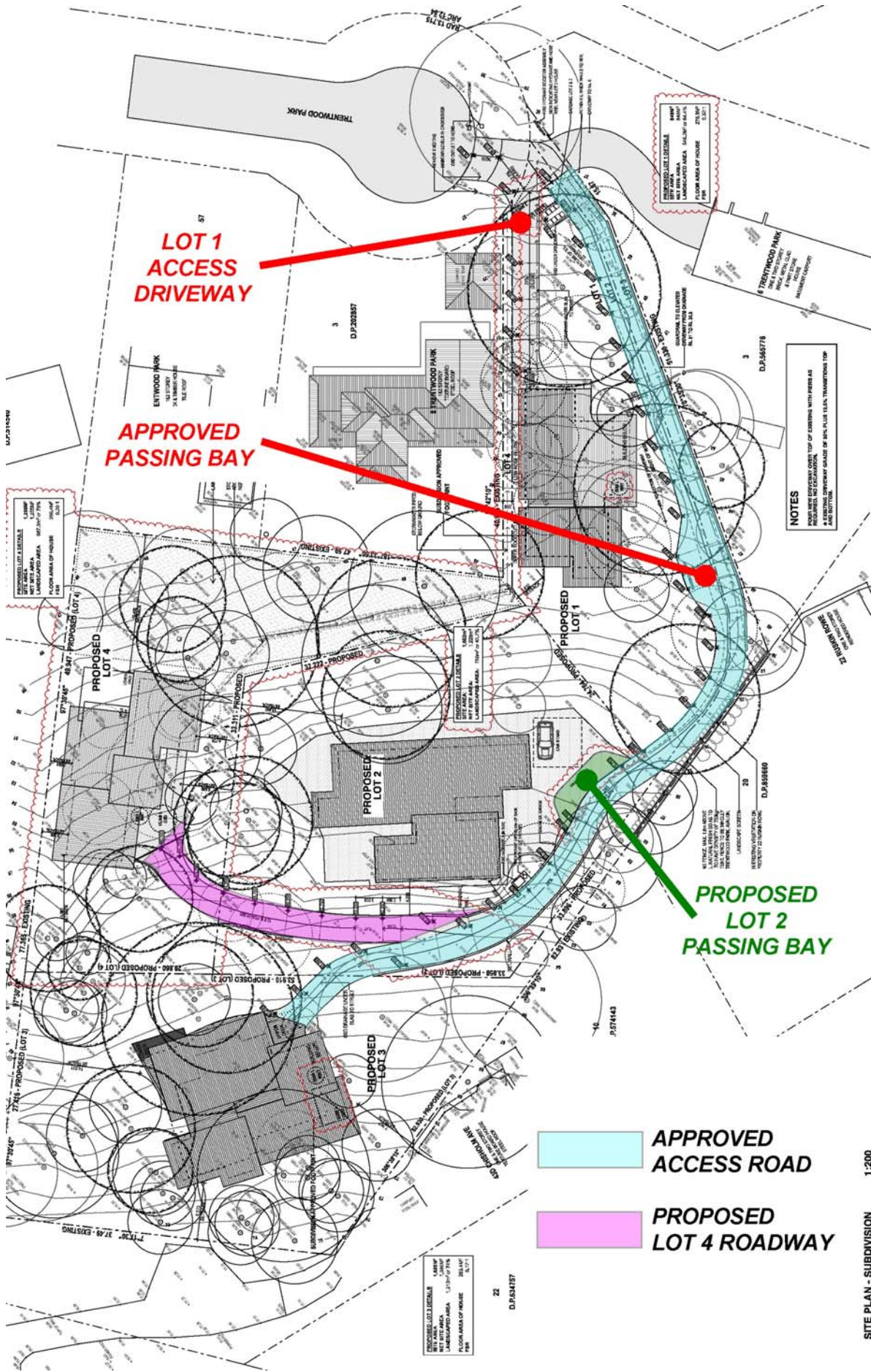
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2			

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SITE PLAN

ANNEXURE B

PROPOSED ACCESS ARRANGEMENTS



**LOT 1
ACCESS
DRIVEWAY**

**APPROVED
PASSING BAY**

**PROPOSED
LOT 2
PASSING BAY**

- APPROVED
ACCESS ROAD**
- PROPOSED
LOT 4 ROADWAY**

NOTES
 1. ALL EASEMENTS TO BE SHOWN WITH PERMITS AS REQUIRED BY LOCAL AGENCIES.
 2. A SETTING SURVEY GRADE OF 20% PLUS TRANSITIONS TOP AND BOTTOM.

PROPOSED LOT 1 SERIALS
 LOT AREA
 LANDSCAPED AREA
 FLOOR AREA OF HOUSE

22
 D.P.65477

PROPOSED LOT 2 SERIALS
 LOT AREA
 LANDSCAPED AREA
 FLOOR AREA OF HOUSE

23
 D.P.65869

3
 D.P.56576

3
 D.P.202857

DUCSON

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