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17 January 2018

Mr Scott Walsh  
Walsh 2 Architects  
By email: [scott@walshdrafting.com.au](mailto:scott@walshdrafting.com.au)

Dear Scott,

### **Re: 60 Binalong Avenue, Allambie Heights**

This letter relates to the traffic and parking design of a DA for a boarding house development at 60 Binalong Avenue, Allambie Heights.

The proposed development is for 36 affordable accommodation rooms, including one to be occupied by a site manager, with vehicular access to a basement car park from Nargong Road. The relevant SEPP parking requirements are:

- |                             |   |                    |
|-----------------------------|---|--------------------|
| - 0.2 spaces x 35 units     | = | 7 spaces           |
| - 1 space for the manager   | = | 1 space            |
| - 0.2 motorbike spaces x 35 | = | 7 motorbike spaces |
| - 0.2 bicycle spaces x 35   | = | 7 bicycle spaces   |

The proposal includes parking for 9 cars including one space for the disabled, which exceeds the SEPP requirement by 1 space. It also provides 7 motorbike spaces and at least 7 bicycle spaces.

We have reviewed the design layout plans (No. DA 101 and DA102, Revision A) which detail the parking area and vehicular access. We confirm that the car park is fully compliant with AS2890.1 and AS2890.6 in all respects. All cars will be able to enter and leave the site in a forward direction.

We have reviewed the design of the access ramp and internal driveway and found it to be compliant with AS2890.1 in all but one respect. The non-compliance is that the internal driveway grade is not in accordance with Section 3.3 (a) which requires a grade of up to 5% within 6 metres of the property boundary. The design proposes a 2.5 metre long section that is compliant at 5%, then a 2 metre long transition at 12.5% to the main ramp grade of 25%.

In our assessment of this non-compliance we have taken into account that the reason for the maximum grade of 5% near the boundary is to manage potential conflict between exiting vehicles and pedestrians walking along the footpath.



Mitigation factors at this site include that the verge is 5.8 metres wide and street trees immediately east of the driveway force any pedestrians to use the roadside edge of the verge. This would place the point of conflict between pedestrians and exiting vehicles at least 4 metres from the property boundary. This compares to typical urban footpaths, where verges of 3.6m width or similar typically have paved footpaths within 300mm to 600mm of a property boundary.

At this site the length from the start of the 5% grade inside the property to the point of conflict is at least 6.5 metres (2.5m inside the property, 4 metres outside) which is effectively the same as what the Standard seeks to achieve.

In addition, the volume of vehicles exiting the car park is expected to be low due to it being a low traffic generating development, and pedestrian volumes in the area are also low.

In summary, our assessment of the driveway non-compliance is that it is minor and for the reasons outlined above it will not have an adverse impact on the safety of pedestrians in Nargong Road. In all other aspects, the design is fully compliant with the parking requirements of the SEPP and the parking and traffic design requirements of AS2890.1-2004 and AS2890.6-2009.

Yours faithfully

Geoff Morris  
Senior Traffic Consultant  
Transport and Urban Planning Pty Ltd