

Reference: #N117030

09 December 2016

64 Brighton Street
FRESHWATER NSW 2096

Attention: Mr. Chris Coroneos

Dear Chris

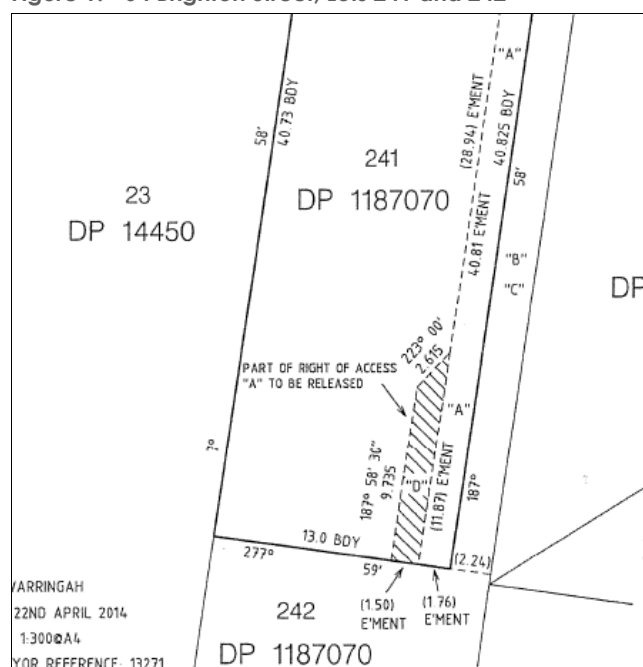
RE: 64 BRIGHTON STREET, FRESHWATER – RESIDENTIAL PROPERTY ACCESS

It is understood that there is a right of access on the property identified as Lot 241 to allow for the access requirements associated with both this property and the property to the rear, identified as Lot 242 of DP 1187070.

The right of access was originally provided as part of the subdivision to accord with Warringah Development Control Plan (WDCP) 2011 (Part C1 Subdivision). This specifically relates to the need for battle-axe allotments to provide a minimum 3m wide vehicular access. Driveways longer than 30m also require provision of a passing bay (widened 5m section of the access) or otherwise provide an increased width demonstrating appropriate access, manoeuvrability and safety.

These requirements are met with provision of a 4.5m wide driveway and the 1.76m wide right of access on Lot 241, as illustrated in Figure 1.

Figure 1: 64 Brighton Street, Lots 241 and 242



The right of access was provided to act as a passing bay and be in accordance with the requirements of WDCP, however has proven to be of no use and has not been required since OC

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was provided. In fact, should the area be used at all, it would effectively block vehicular access to/ from the hardstand area at the rear of Lot 241.

Swept paths to/ from Lot 242 are included as Attachment 1 and illustrate that access arrangements and turning bays ensure use of the right of access is not required at any time. In addition, the combined lots would generate approximately 2-3 vehicle trips in any peak hour (RMS Technical Direction, TDT 2013/04a) thus negating the need for a formal passing bay along the 40m long driveway.

In light of this, reference is also made to Australian/ New Zealand Standard: Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004). Section 3.2.2 addresses the width requirements of low volume (Category 1) access driveways and connecting roadways. It states that a combination of a long driveway (30m or longer), where sight distances from one end to the other is restricted, and the frontage road is an arterial or sub-arterial road result in the need to either provide a 5.5m wide section at the property boundary, or provide a passing bay. In this case, the driveway may be longer than 30m, however there is good sightlines and Brighton Street is a local road adding substantial reasons to support the removal of the passing bay.

It is also noted that the existing right of access introduces select conflicts. This includes problematic level differences (approximately 300mm) between each lot and the difficulties this would present should the two areas be joined, noting that the stamped plans do not require this area to actually be joined.

Without the ability to gate the hard stand parking area at the rear of lot 241 also presents safety, privacy and security issues. The right of access restriction creates a major safety issue for the occupant of Lot 241 and their two-year-old daughter. They are unable to fence off rear, presenting not only safety but also security issues.

Based on this assessment, the deletion of the right of access is considered appropriate on several traffic grounds, specifically citing low traffic volumes, good sightlines, creation of a safer environment and the frontage local street. Further, the actual likelihood of two vehicles using the driveway in opposing directions at the same time is minor, and reinforced by the tidal nature of residential properties (out during the AM, in during the PM). We therefore endorse the variation to the right of access on the basis the proposal supports the intent of WDCP.

I trust this provides the information you require. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Rhys Hazell
Associate Director

encl.

Attachment 1 – Vehicle Swept Paths

Attachment 1

Vehicle Swept Paths

ON 9/12/2016 AT 3:50:29 PM
PLOTTED BY : Heiko Obermaier



Melbourne 03 9851 9600
Sydney 02 9446 1800
Brisbane 07 3113 5000
Canberra 02 6243 9400
Adelaide 08 8334 3400
Gold Coast 07 5510 4814
Townsville 07 4722 2765
Perth 08 6169 1000

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

DESIGNED
H.OBERMAIER

APPROVED BY
R.HAZELL

DESIGN CHECK
-

DATE ISSUED
9 DECEMBER 2016

SCALE
A3
0 2.5 5
1:250

CAD FILE NO.
N117030-01-P1.dgn

64 BRIGHTON STREET, FRESHWATER

SWEPT PATH ASSESSMENT

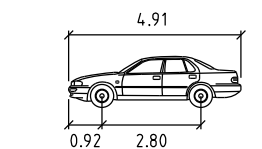
DRAWING NO. N117030-01-01

SHEET 01 OF 01

ISSUE P1



SWEPT PATH KEY	
—	VEHICLE CENTRE LINE
- -	VEHICLE TYRE PATH
—	VEHICLE BODY PATH
- -	300mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 5km/h	



B85	metres
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

