TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

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Reference: 22.138r02v01

2 September 2022

Mr Grant Vallack
73 Humphreys Road
KINCUMBER SOUTH NSW 2251

Attention: Mr Grant Vallack

Re: 14 Prince Alfred Parade, Newport – Proposed Garage and Storage
Response to Request for Information

Dear Grant,

We refer to the subject property and proposed residential development. TRAFFIX has requested by the client to provide additional information for the Northern Beaches Council concerning the proposal as contained in Council letter dated 25 May 2022.

TRAFFIX has reviewed the relevant comment and has responded to each issue below.

Response to Council Comment

"The application is for the review of DA2021/1682 which involved the construction of an elevated garage and driveway off the exiting ROW. The traffic report and plan by Traffix, dated 1/6/2022 provide sections for the proposed driveway to the proposed garage from the kerb.

However, the concerns raised previously regarding the crossfall across the wheelpath in the transition from the existing ROW to the proposed driveway have not been addressed. The applicant's consultant must demonstrate the safety of the vehicle when entering and exiting the proposed carport. The changing grade between the existing ROW and the new driveway must be in accordance with AS 2890.1."

TRAFFIX Response:

The ground clearance assessment provided in **Attachment 1** demonstrates no scraping occurs along the existing and proposed driveways within the site. The maximum grade in some locations along the existing driveway does exceed 1:4 (25%) however, Clause 2.6.2 in AS 2890.1 (2004), which specifies the gradients for domestic driveways, allows for grades greater than the maximum in hilly residential locations where 25% may not be practicable. In addition, the maximum average crossfall across the driveway width is 9.5%, which is considered acceptable for a domestic dwelling in a hilly location. Therefore, the proposed driveway extension into the garage complies with the requirements of AS 2890.1 (2004).

Scraping for the B85 design vehicle however does occur at the existing gutter invert which is an existing issue for the development. The proposal to provide a garage with underneath storage does not intensify the use of the driveway. Therefore, the existing gutter invert does not require additional assessment as part of this development application. Only the extension of the driveway into the proposed garage is to be assessed to ensure no scraping occurs for the proposed development, which has been confirmed as compliant above.

Further to the above it should also be noted that the proposed garage addresses an existing safety issue with the existing parking area for 14 Prince Alfred Parade. Currently the parking for 14 Prince Alfred Parade is provided further down the driveway where it is more difficult to see passing vehicles accessing 14A Prince Alfred Parade. This arrangement could occasionally require vehicles to reverse along the driveway to pass. As such, the proposed garage location at the top of the driveway will significantly reduce the potential for conflicting movements with the shared section of driveway limited to the very top of the driveway. It will also eliminate the need for vehicles to reverse along the driveway to pass as visibility for oncoming vehicles in both directions will be significantly improved. Therefore, the proposed garage will significantly improve safety along the driveway reducing the potential for conflicting movements and reversing along the steep curved driveway.

Summary

The proposed development complies with the relevant standards with regards to driveway grades and is expected to improve safety of the existing development by reducing the potential for conflicting movements. Support is therefore given on transport planning grounds.

We trust the above is of assistance and please don't hesitate to contact the undersigned should you have any queries.

Yours faithfully,

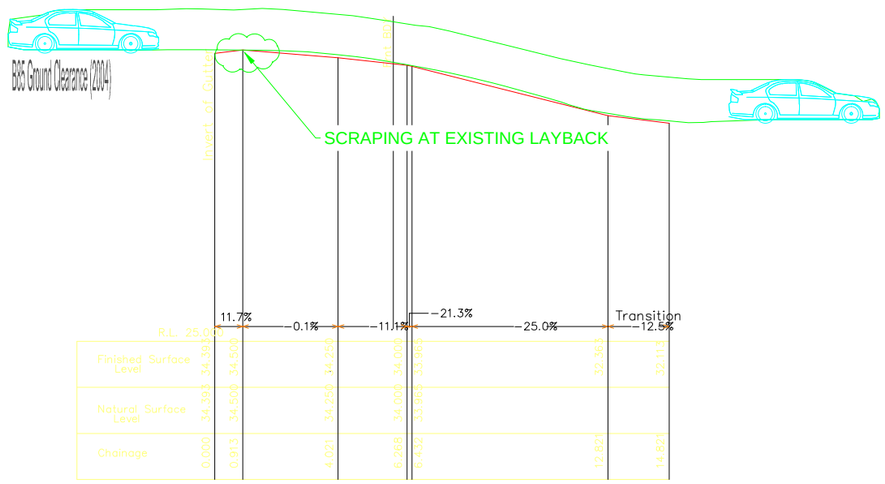
Traffix

Hayden Dimitrovski
Senior Engineer

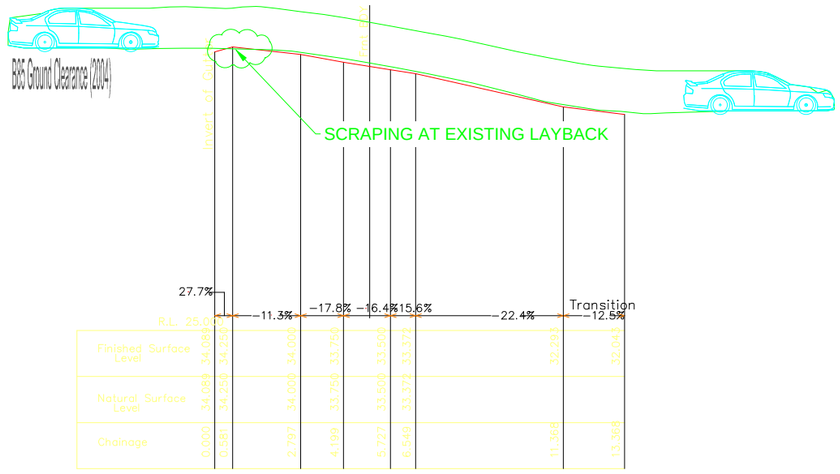
Encl- Attachment 1: Ground Clearance Assessment

ATTACHMENT 1

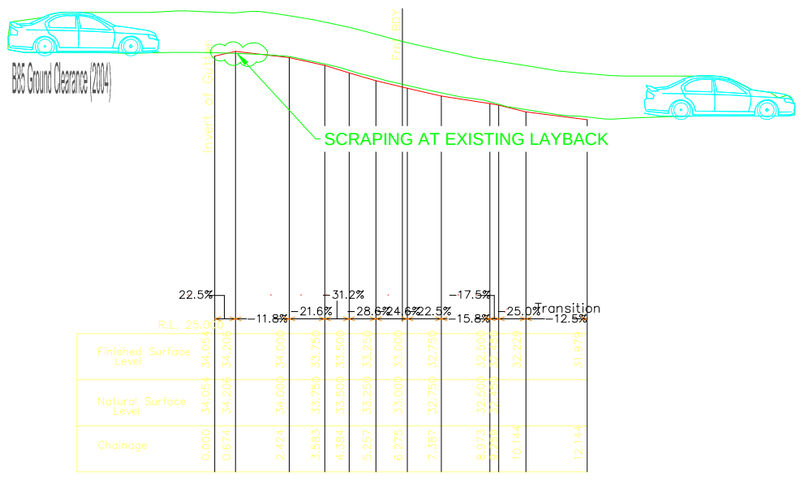
Ground Clearance Assessment



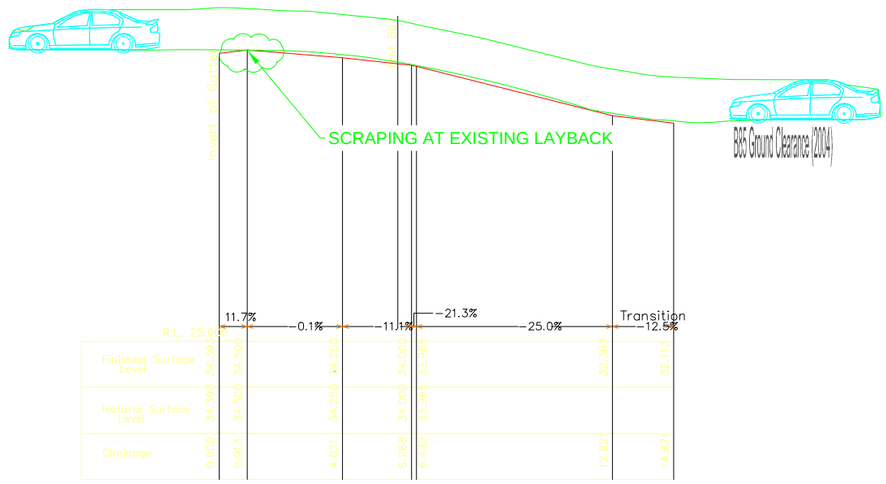
LONGSECTION ALONG SOUTHERN 85th PERCENTILE WHEELPATH



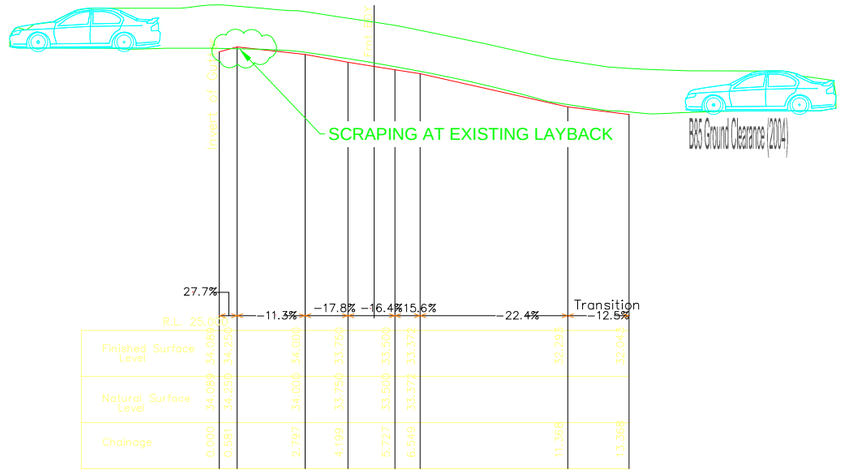
LONGSECTION ALONG CENTRE 85th PERCENTILE WHEELPATH



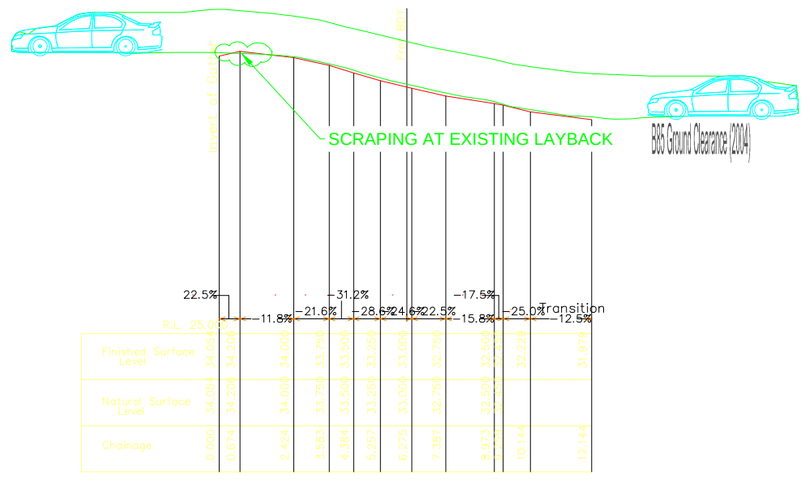
LONGSECTION ALONG NORTHERN 85th PERCENTILE WHEELPATH



LONGSECTION ALONG SOUTHERN 85th PERCENTILE WHEELPATH



LONGSECTION ALONG CENTRE 85th PERCENTILE WHEELPATH



LONGSECTION ALONG NORTHERN 85th PERCENTILE WHEELPATH

Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Ground Clearance Assessment	HD	30-05-22

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
Hodgson Consulting Engineers

Client
Grant Vallack

Scale / Plan Orientation

0 2 4 6 8m
1:200 @ A3

Project Description
14 Prince Alfred Parade Newport

Drawing Prepared By

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Drawing Title
Ground Clearance Assessment
Proposed Garage Access
B85 Design Vehicle
Left: Entry Movement Right: Exit Movement

Drawn:	Checked:	Date:
HD	-	30-05-22

22.138d01v01 TRAFFIX [220331 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
22.138	DA	TX.01	A