

# Terraffic Pty Ltd

Traffic and Parking Consultants

ABN 83 078 415 871

12<sup>th</sup> December 2018

Ref 17083

Charles Tang  
Charles Tang Design  
25 Best Street  
Lane Cove NSW 2066

Dear Charles,

## **198-200 PRINCES HIGHWAY, KOGARAH BAY SIGHT DISTANCE ASSESSMENT**

I refer to the sight distance concerns raised by Georges River Council's Local Planning Panel for the abovementioned development site.

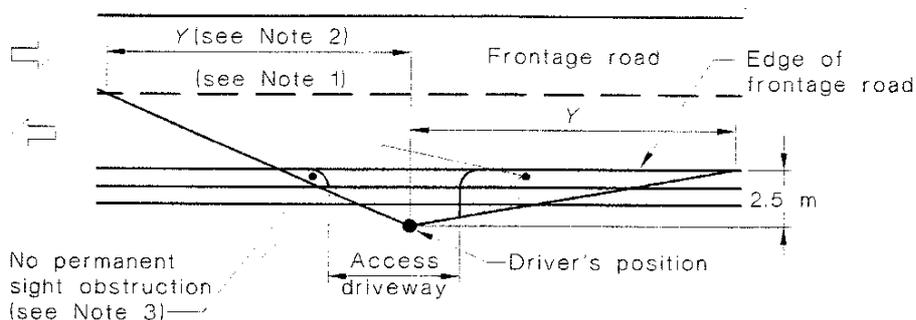
The proposed development will be served by a 2 level basement carpark containing a total of 40 off-street car parking spaces comprising 35 resident spaces and 5 visitor spaces. Vehicular access to the basement is via a 6.1m wide combined entry/exit driveway off the Princes Highway that narrows to a single lane ramp approximately 8m into the site.

Application of the RMS traffic generation rates, the development proposal yields a traffic generation potential of approximately 11vtph during peak periods as follows:

<b>Morning Peak Period</b>	11vtph (2 in / 9 out)
<b>Evening Peak Period</b>	11vtph (9 in / 2 out)

The Princes Highway is a classified State Road that is restricted to a speed limit of 70km/h along the site frontage. The median island along the centre of the Highway restricts right turn movements to/from the site making the access the safest and least disruptive left-in/left-out arrangement possible.

Figure 3.2 in the Australian Standard AS/NZS2890.1:2004 (reproduced in the following pages) specifies a minimum sight distance of 85m for vehicles approaching a property at 70km/h. Measurements taken on site reveal there is a sight line of 102m to a car approaching in the kerb side lane. This vehicle on the Highway is located just to the north of lacey Street. A photograph of the oncoming vehicle is also reproduced in the following pages.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 <sup>nd</sup> and 3 <sup>rd</sup> columns
100	139	160	
110	153	190	

NOTES:

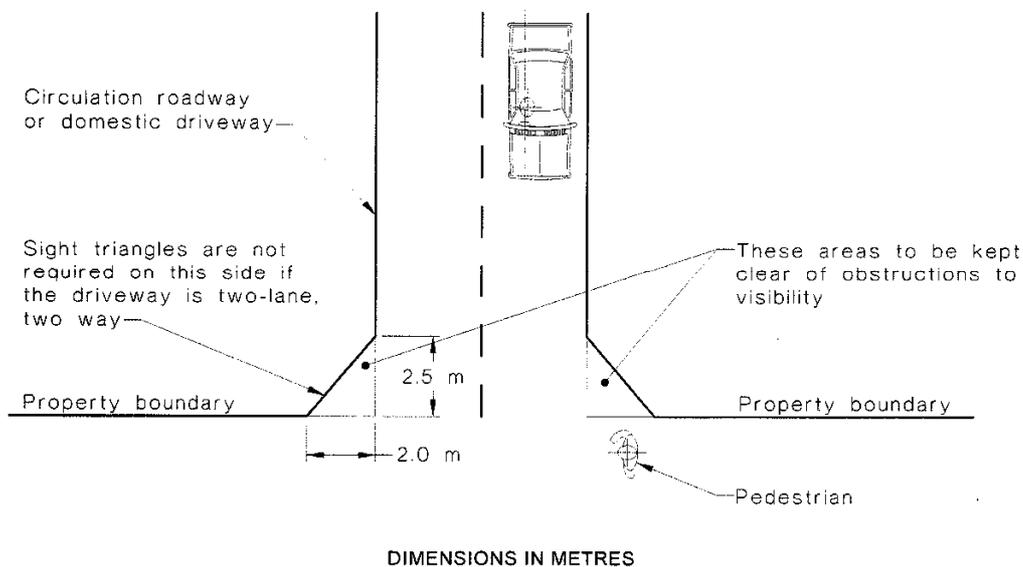
- Centre-line or centre of road (undivided road), or right hand edge of right hand through lane (divided road).
- A check to the left is not required at a divided road where the median is wide enough to shelter a vehicle leaving the driveway.
- Parking on this side of the frontage road may need to be restricted on either side of the driveway so that the sight distance required by the above table to an approaching vehicle is not obstructed.
- This is the posted or general speed limit unless the 85th percentile speed is more than 5 km/h above the limit in which case the tabulated speed nearest the 85th percentile shall be adopted.
- The values in the table apply only to left turn and right turn manoeuvres into two-way roads up to four lanes wide and one-way streets regardless of width, either for a 5 s gap, desirable at lower frontage road speeds, or minimum stopping sight distance based on 2 s reaction time.  
Crossing manoeuvres (e.g. from an access opposite the stem of a T-junction) over four lanes or more, and turning manoeuvres into a six lane two-way road would require longer gaps unless there was a median wide enough to store a vehicle and allow a two stage manoeuvre.
- These distances are based on stopping sight distances with reaction time of 1.5 s for traffic approaching along the frontage road and are applicable to a frontage road speed of up to 80 km/h only. Wherever practicable sight distance provided at domestic property accesses should meet the values given in the second or third columns of the Table.
- When checking sight distance the driver's eye height and the height of the object (approaching vehicle) are to be taken as 1.15 m above the road surface.

FIGURE 3.2 SIGHT DISTANCE REQUIREMENTS AT ACCESS DRIVEWAYS



**Available sight line to an approaching vehicle in the kerbside lane**

Figure 3.3 of the Australian Standard specifies the minimum sight line requirements for pedestrian safety. A copy of Figure 3.3 is reproduced below and shows 2.5m x 2.0m clearance triangles that are required on both sides of a single lane driveway or just the left (exit) side for a dual width driveway.



**FIGURE 3.3 MINIMUM SIGHT LINES FOR PEDESTRIAN SAFETY**

As is common practice, driveways that are located adjacent to a side boundary require the fence to be lowered to a height of 500mm for a distance of 2.5m from the property boundary to satisfy the intent of the Standard. As can be seen in the photograph below, the side fence will require replacement and can be conditioned to be 500mm high for the first 2.5m into the

site. This new fence will also enhance sight lines to pedestrians for drivers accessing the neighbouring site to the south.



**Photograph of existing side fence**

In the circumstances, the proposal satisfies the requirements of the Australian Standards and will provide a safe environment for drivers and pedestrians.

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'.

Michael Logan *MTraffic (Monash University)*  
Director  
Terraffic Pty Ltd