



TRAFFIC SAFETY ASSESSMENT

**Strata Subdivision
at
23 Marine Parade, Byron Bay
Lot 4, DP 244699**

For: Town Planning Studio
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Summary

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CONTENTS

1. Introduction 4

1.1 Development Summary..... 4

1.2 Scope 4

2. Existing Road Description..... 5

2.1 Marine Parade 5

2.2 Existing Access 5

3. Development Proposal 5

3.1 Proposed Access..... 5

4. Traffic Load..... 6

4.1 Site Traffic Generation 6

5. Access Driveway Compliance..... 7

5.1 AS2890 Compliance..... 7

5.1.1 Access Driveway Position..... 7

5.1.2 Access Width..... 7

5.1.3 Access Sight Distance 8

5.1.4 Parking Requirements 8

6. Conclusion..... 9

1. Introduction

1.1 Development Summary

Greg Alderson and Associates have been engaged by Town Planning Studio to prepare a Traffic Safety Assessment (TSA) for the proposed strata subdivision at Lot 4 DP 244699, 23 Marine Parade, Byron Bay.

The proposed development comprises the subdivision of the lot into two strata lots and associated additional single dwelling.

A locality plan of the proposed development can be seen below in Figure 1.



Figure 1 – Site Locality (SIX Maps)

1.2 Scope

This report is scoped as a Traffic Safety Assessment (TSA) in accordance with chapter B4 of the 2014 Byron Shire DCP. As such, it addresses the following:

- Assessment of the access driveway position
- Assessment of vehicle access sight distances and sight lines to pedestrians
- Assessment of parking demand and supply of the development

The above will be assessed with reference to the requirements of the following policies and guidelines:

- Chapter B4 of the 2014 Byron Shire DCP
- RTA Guide to Traffic Generating Developments (GTGD)
- Austroads Guide to Road Design (AGRD)

2. Existing Road Description

2.1 Marine Parade

Marine Parade is a local street with an operating speed of 50km/hr. There is a portion of the road that is a shared zone with an operating speed of 10km/hr which the property has frontage to.

The road consists of a 6m seal with full formalised kerb and channel and associated underground pipe system.

2.2 Existing Access

The site contains two existing access driveways servicing an existing single dwelling on the south of the property (proposed to remain) and a detached garage on the north of the property. It is proposed to demolish the existing garage and replace it with a new dwelling.

3. Development Proposal

3.1 Proposed Access

The existing dwelling is to maintain its existing access from Pandanus Lane whilst the proposed new dwelling is to utilize the existing access from Marine Parade. See snapshot from concept driveway plans below.



4. Traffic Load

4.1 Site Traffic Generation

Existing Use

The potential development related traffic generation from the development has been determined using the traffic generation rates provided in RTA GTGD.

There is one existing dwelling on site. In accordance with RTA GTGD, the single dwelling generates 9.0 daily vehicle trips and 0.85 peak hour vehicle trips.

Development

The traffic generation for the proposed additional dwelling is 9.0 daily vehicle trips and 0.85 peak hour vehicle trips as per RTA GTGD.

Site Traffic

Given the daily vehicle trips generated by the existing dwelling is 9.0 and generated by the proposed development is 9.0, the total daily vehicle trips generated will be 18.0.

For the peak hour vehicle trips, the existing dwelling generates 0.85 and the proposed dwelling generates 0.85. Therefore, the total peak hour vehicle trips generated by the site is 1.7.

The development is therefore classed as a low impact development as the peak hour vehicle trips generated is less than 5, requiring a traffic safety assessment only in accordance with Chapter B4 of the Byron Shire Council DCP.

5. Access Driveway Compliance

5.1 AS2890 Compliance

5.1.1 Access Driveway Position

The proposed access locations can be found in the proposed site layout drawings in Appendix A.

All proposed access points are outside of the prohibited 6m zone either side of the tangent point of an intersection, as shown in Figure below. Therefore, the proposed access locations comply with the requirements of Section 3.2.3 of AS2890.1.

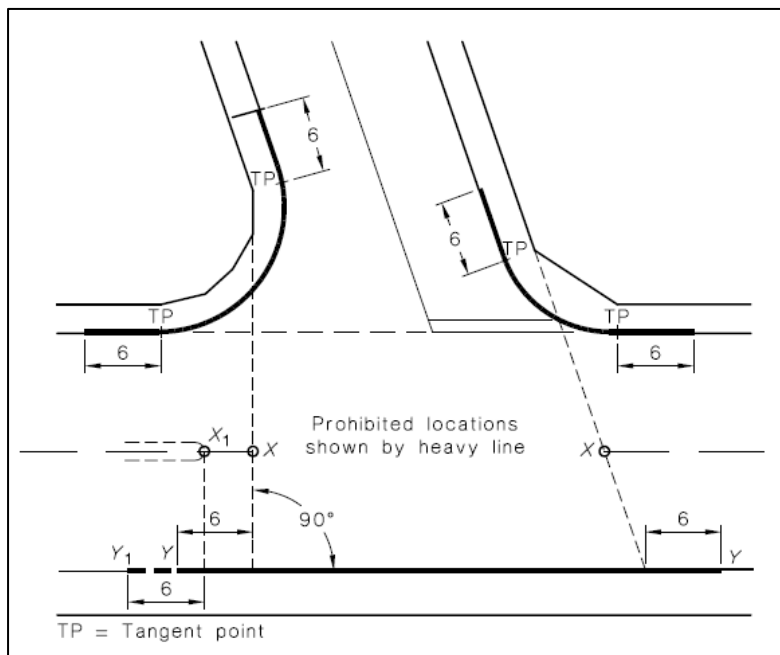


Figure 3 – Prohibited locations of access driveways (AS2890.1 Figure 3.1)

5.1.2 Access Width

The development's access width requirements from AS2890.1 are summarised as follows:

- The access driveway has a User Class of 1A (AS2890.1 Table 1.1).
- The number of proposed parking spaces is less than 25 spaces. Thus, the development is classified as a Category 1 facility (AS2890.1 Table 3.1).
- The entry and exit for the access can be combined and is to have a width between 3–5.5m (AS2890.1 Table 3.2).

5.1.3 Access Sight Distance

Although the access way falls on a 10km/hr shared zone, a conservative practical maximum speed of 40km/hr has been assumed for this assessment. Therefore, the sight distance required along the Marine Parade frontage from the access point is shown in Figure 3.2 from AS2890.1. Available sight distances for the development have been assessed on site with respect to their compliance with this standard.

The proposed accesses were inspected and sight distance measured in accordance with AS2890. The available and required SSD from the existing access has been summarised in Table 1 below.

Table 1 – SSD Summary for existing access using AS2890.1

Direction	Required (m) (AS2890.1 Fig 3.1)	Available (m)
Proposed Access		
Eastbound	30	>50
Westbound	30	>50

As seen above, the sight distance from the proposed access driveways complies with the required minimum SSD all direction.

5.1.4 Parking Requirements

Parking number requirements are presented in the Byron Council Development Control Plan 2014, Chapter B4.

Each dwelling is required to have 2 car spaces provided.

6. Conclusion

This TSA has been prepared in accordance with the requirements of Chapter B4 of the *Byron Shire Council Development Control Plan, RTA Guide to Traffic Generating Developments and Australian Standard AS2890 Parking Facilities*.

The proposed development consists of subdividing an existing lot into two lots. The development will include retaining the existing dwelling on the southern side of the property and constructing a new dwelling on the northern side of the property. The southern dwelling is to continue utilising Pandanus Lane for access whilst the northern dwelling is to utilise the existing access from Marine Parade.

The proposed strata subdivision is estimated to result in 0.85 additional peak hour vehicle trips and 9 additional daily vehicle trips which will create a new total of 1.7 peak hour vehicle trips and 18 daily vehicle trips from the site. As the peak hour vehicle trips is less than 5, the site can be considered low impact.

Although the Marine Parade access way falls on a 10km/hr shared zone, a conservative practical maximum speed of 40km/hr has been assumed for this assessment. The sight distance from the proposed access driveway has been determined to be compliant with the required minimum SSD in all directions.

The parking requirements are presented in the Byron Council Development Control Plan 2014, Chapter B4 and it has been determined that each dwelling requires two parking spaces.



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