

20 June 2022

P2392 PP 125 New England Highway assessment

Perception Planning

**Attn: Kirralee Ratko**

Dear Kirralee,

### **Review of proposed dual-occupancy for residential use at 125 New England Highway, Lochinvar, NSW**

Further to your email, we have now completed our site visit at 125 New England Highway, Lochinvar and provide the following advice with regards to the proposed dual-occupancy for this location.

The site has frontage to the New England Highway only and currently there is a new dwelling being constructed towards the northern end of the lot. Access is currently available via a simple driveway cross over direct to the New England Highway.

The New England Highway in this location provides a straight alignment and a single lane of travel in both directions. It operates under the posted speed limit of 60 km/h with a school zone adjacent to the site frontage reducing the speed to 40 km/h during normal school drop off and pick up times. The road pavement width in this location is 21 metres, with the travel lanes providing a width of 3.5 metres in both directions. On the site frontage to the highway there is a 6.5 metres wide marked lane to both sides that allows for parking and caters for vehicles manoeuvring in and out of the various lots fronting the road in this location.

There are no footpaths on the New England Highway in this location with pedestrians able to use the grass verge to both sides as required. There are street lights provided to both sides of the road.

Observations on site show that there is some parking demand along both sides of the road, associated with the local residents as well as the Lochinvar Hotel on the opposite side of the New England Highway from the site and the Twisted Sisters café located on the same side of the highway to the site to the east.

The proposal allows for dual occupancy, providing for two separate dwellings. Based on standard rates provided by the RTA Guide to Traffic Generating Development, these could generate 2 trips in the morning and afternoon peak periods and up to 5 inbound and 5 outbound trips per day. It is considered that these shall have a negligible impact upon the operation of the New England Highway.

The access to the site shall allow for a single driveway to serve both of the dwellings. Under AS2890 the desirable sight distance requirement is 83 metres. Under Austroads Guides, for an intersection the sight distance requirement is 114 metres minimum. Sight distances have been assessed on site and exceed 150 metres in both directions, being in excess of the requirements from AS2890 and Austroads Guidelines.



The driveway is considered to operate in a safe manner and the additional demands associated with the dual-occupancy shall not impact upon road safety in this location. The width of the road pavement and the marked lane on the northern side of the New England Highway allows a driver to prop on the road if required, when waiting for a suitable gap to turn right into driveway, and the eastbound through traffic to move left to pass the stationary vehicles to continue along the New England Highway. The width of the marked lane is 6.5 metres, which allows for a vehicle to be parked adjacent to the kerb and for another vehicle to pass in a safe manner. This is consistent with the current operation and observations on site. Given the increase of a single vehicle per hour potentially wishing to turn right into the site, this shall have a negligible impact on traffic flows along the New England Highway and will not create any safety concerns.



*Photo 1 – View looking west opposite the subject site showing through lane and adjacent parking lane, permitting a vehicle to pass if necessary a vehicle stationary on the New England Highway waiting to enter the subject site.*



*Photo 2 – View to right for a driver exiting the subject site*





*Photo 3 = View to left for a driver exiting the subject site*

From the site work it is concluded that the proposed dual-occupancy should be approved on traffic grounds.

Yours sincerely,

**Sean Morgan**  
*Director*