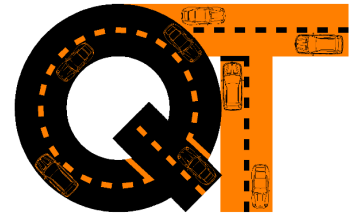




5th October, 2023

Glossop Town Planning
PO Box 831
SOUTH MELBOURNE VIC 3205

Attention: Hew Gerrard



QuantumTraffic

Quantum Traffic Pty Ltd

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Site: 7 Huntingdale Drive, Chirnside Park – Residential Development

Subject: Proposed Vehicle Access Arrangements (Simmons Court)

1. **Introduction**

Further to your instructions, please find following our assessment of the vehicle access arrangements for the proposed residential development at 7 Huntingdale Drive, Chirnside Park.

2. **Proposal**

The proposal is for a dual occupancy residential development at 7 Huntingdale Drive, Chirnside Park.

The existing dwelling is proposed to be retained, with the existing vehicle access retained via Huntingdale Drive.

A new dwelling is proposed to be constructed at the rear of the site, with vehicle access proposed via Simmons Court at the rear of the site.

A copy of the proposed development plan is provided in Appendix A.

3. **Background**

We understand that the applicant held a pre-application meeting with Yarra Ranges Council in July 2020. The following discussion occurred in relation to the potential for vehicle access to Simmons Court (extract taken from meeting notes):

"The rear of the subject site backs onto Simmons Court which forms part of the Cloverlea Estate. The applicant wishes to retain the existing dwelling at the front of the site and construct a new dwelling with access via the rear at Simmons Court."



As noted above, this possibility was explored under PA-2018/78 but Simmons Court had not been handed over to Council at the time and the meeting was abandoned.

Simmons Court is now under Council ownership and as such the merits of this premise can be considered. It is noted that historically, Council has not been opposed to the premise of lots fronting Huntingdale Drive obtaining rear access from Simmons Court, provided it does not adversely impact on traffic, drainage or character of the surrounding area.

There is a concrete hardstand area containing four on-street car parking spaces at the southern end of Simmons Court which abuts approximately two-thirds of the northern boundary of the subject site. The location of this hardstand area may limit access opportunities from the rear of the subject site onto Simmons Court. However, there appears to be sufficient space in the north western corner of the rear boundary to facilitate access onto Simmons Court.

Please ensure any new access into the southern end of Simmons Court does not adversely impact on local traffic flow."

We understand that the applicant subsequently lodged a planning application, which proposed vehicle access for the new rear dwelling via Simmons Court. Yarra Ranges Council issued an RFI letter for the proposal dated 29th August 2023, which included the following in relation to the proposed vehicle access arrangements to Simmons Court:

"The proposed access to new dwelling is from Simmons Court which is part of the Chirnside Country Club development. There are car parking spaces constructed the end of the court to meet the parking requirements for the development. The removal of these spaces to facilitate access is not supported.

The crossover arrangement for the new dwelling is not shown on the plans. Council's preference is that shared access to the development is located along the eastern boundary of the site and stems from Huntingdale Drive. This will result in the complete redesign of the proposal including the siting of the car parking for the existing dwelling to the rear of the dwelling.

A build over easement application will be required if the proposed driveway will cover the easement there will be a limitation on the thickness of the pavement."

The following letter has been prepared to respond to the above Council comments and develop the vehicle access arrangement to Simmons Court.

4. Existing Conditions

The subject site is located on the north side of Huntingdale Road, east of Chirnside Drive in Chirnside Park (Melway Reference 37 J4).

Under the existing conditions, vehicle access occurs at the eastern boundary of the site via a single width crossover. The site has frontages to Huntingdale Drive at the southern boundary and Simmons Court at the northern boundary.

A locality plan and aerial photograph are provided in Figure 1 and Figure 2 below.

Site: 7 Huntingdale Drive, Chirnside Park

Subject: Proposed Vehicle Access Arrangements (Simmons Court)

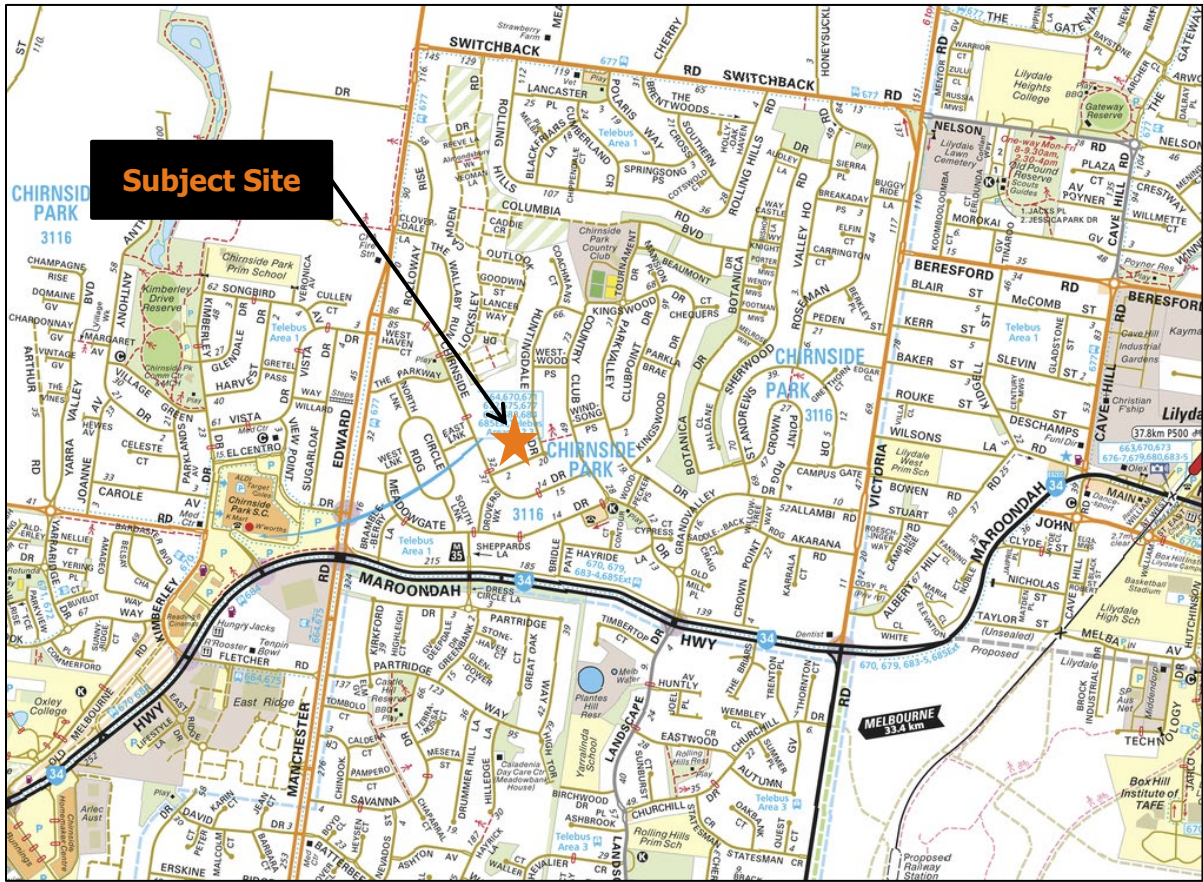


Figure 1: Location Map (Source: www.melway.com.au)

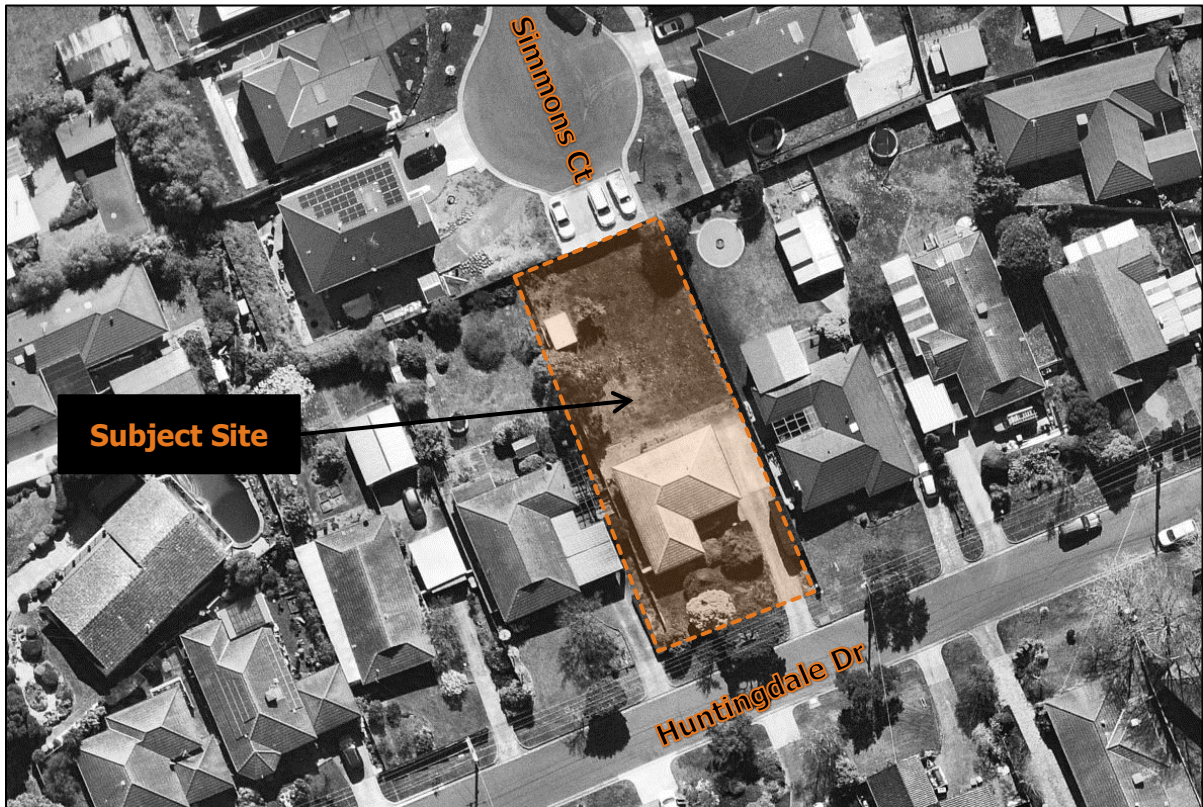


Figure 2: Aerial Photograph (Source: Nearmap)



5. Existing Conditions - Simmons Court

Simmons Court is a local road managed by Yarra Ranges Council, extending south from Outlook Drive for approximately 130m.

Simmons Court has a carriageway width of approximately 7.5m and terminates in a large court bowl. Four (4) indented 90 degree parking spaces are provided on the southern end of the court bowl.

Simmons Court provides vehicle access to 18 dwellings in a closed catchment. On this basis, Simmons Court is likely to accommodate daily traffic volumes of approximately 180 vehicles/day.

Simmons Court is subject to the default urban speed zoning of 50km/h.

A photograph of Simmons Court adjacent to the subject site (within the court bowl) is provided in Figure 3 below, whilst a photograph of the proposed vehicle access location is provided in Figure 4 below.



Figure 3: Simmons Court (Within Court Bowl) – View North



Figure 4: Simmons Court (Proposed Access Location) – View South

6. Vehicle Access Arrangements / Design

A design has been prepared for the proposed vehicle access to Simmons Court, with a concept plan provided in Appendix B.

The following key aspects of the design are as follows:

- **Accessway Width** – The accessway is proposed at a minimum width of 3m, which is consistent with the minimum width specified in Yarra Ranges Standard Drawing SD/C2. The driveway width flares at the property boundary to 4.15m wide, to assist with vehicle movements to/from the proposed garage parking spaces.
- **Grades** – Whilst no level information is available, measurements on-site indicate a level difference of approximately 600mm between the top of the kerb at the front of the indented parking spaces and the surface level at the property boundary. On this basis, the driveway has been shown with a grade of 1:10 (10%) for 6m to achieve the general level difference. This configuration is consistent with the maximum grade specified in Yarra Ranges Standard Drawing SD/C2. It is noted that no footpath is provided along the site frontage and therefore the proposed 1:10 grade is appropriate to continue to the property boundary.
- **Off-Set to Boundary & Car Parking Spaces** – The site has an approximate site frontage of 5.7m between the western property boundary and the existing indented car parking spaces. The accessway has been positioned 1m from the property boundary, which results in an off-set of approximately 1.68m from the car parking spaces.
- **Grade Between Parking Space and Accessway** - The proposed design will result the driveway being approx. 300mm higher than the top of the kerb where car doors will open for the adjacent indented car parking spaces. To ensure that there are no issues for car door opening, 300mm adjacent to the car space needs to be clear of



any objects higher than 150mm. Given the existing kerb, this means that the grasses area will need to be flat for approximately 300mm, then grade up to the driveway in the remaining approx. 1.379m (22%). The grade will be steeper in the front corner of the space, where the level difference is greater. For maintenance purposes, this area could be concreted if required, in a similar configuration to the front of the indented parking spaces.

- **Accessway Alignment** – The accessway is shown intersecting with the Simmons Court kerb at 90 degrees. The accessway is proposed to curve to align with the property boundary, with a 4m radius provided on the inside of the curve at the changes of direction.

The proposed design is located in the position of a secondary informal driveway associated with #22 Simmons Court that would appear to be unauthorised by Council. This informal accessway will need to be removed to accommodate the proposed design, noting that #22 Simmons Court has a separate formal accessway and this secondary informal driveway appears unauthorised under Council’s local laws.

7. Clause 52.06 – Design Standard 1

The proposed accessway design has been assessed against the ‘Design Standard 1 – Accessways’ requirements of Clause 52.06-9 of the Yarra Ranges Planning Scheme, as shown in Table 3 below.

Table 1: Review of the Car Parking Layout & Access (Clause 52.06-9)

Design Standard	Compliant	Comments
Design Standard 1 - Accessways		
<i>Be at least 3 metres wide.</i>	Compliant	The proposed accessway is a minimum of 3m wide, flaring to 4.15m wide at the property boundary.
<i>Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.</i>	Compliant	The accessway includes 4m radii on the inside of the curves.
<i>Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.</i>	Not Applicable	Private parking for a residential dwelling.
<i>Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8 metres.</i>	Compliant	No obstructions provided above the proposed accessway.
<i>If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.</i>	Not Applicable	The accessway provides access to a double garage (2 spaces) and hence this requirement doesn’t apply.



Design Standard	Compliant	Comments
<i>Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.</i>	Not Applicable	The proposed accessway service 2 x car parking spaces and is less than 50m long. On this basis, this requirement does not apply.
<i>Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road.</i>	Not Applicable	No footpath is provided past the subject site. On this basis this requirement does not apply.
<i>If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3., the access to the car spaces must be at least 6 metres from the road carriageway.</i>	Not Applicable	The accessway services less than 4 spaces and provide access to a local street and therefore this requirement does not apply. In any event, all on-site parking is comfortably more than 6m from the Simmons Court carriageway.
<i>If entry to the car space is from a road, the width of the accessway may include the road.</i>	Compliant	The accessway provides access to the proposed garage parking spaces.

8. Conclusion

Having undertaken an assessment of the vehicle access arrangements for the proposed residential development at 7 Huntingdale Drive, Chirnside Park, the following key conclusions are reached:

- The proposed development seeks to construct a second dwelling on the subject site, with vehicle access proposed at the rear of the site via Simmons Court.
- A width of approximately 5.7m is available between the western property boundary and the existing car parking spaces. On this basis, a 3m wide accessway is proposed with an off set of 1m to the property boundary and 1.68m to the existing car parking spaces.
- Whilst there is no level information available, site measurements indicate approximately 600mm level difference between the top of the kerb and the property boundary. On this basis, the proposed accessway includes a 1:10 (10% grade) for 6m to achieve the levels required.
- The proposed grades will result in a level difference of approximately 300mm in the area where car doors open for the existing indented car parking spaces. It is recommended that the verge area is maintained flat for 300mm from the edge of the parking spaces to maintain car door opening.
- The alignment of the accessway includes 4m radii on the inside of the curves, to comfortably accommodate passenger vehicles.

Site: 7 Huntingdale Drive, Chirnside Park

Subject: Proposed Vehicle Access Arrangements (Simmons Court)

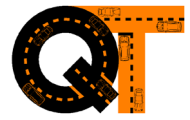


- The proposed design complies with the 'Design Standard 1' requirement of Clause 52.06 of the Yarra Ranges Planning Scheme and is generally consistent with Yarra Ranges Standard Drawing SD/C2.
- Overall, there are no traffic engineering reasons why the proposed accessway should not be approved.

If you have any questions/queries or require any further information, please do not hesitate to contact me by phone (0411 745 934) or email (brent@quantumtraffic.com.au)

A handwritten signature in black ink, appearing to read 'BH'.

Brent Hodges
SENIOR ASSOCIATE – Quantum Traffic



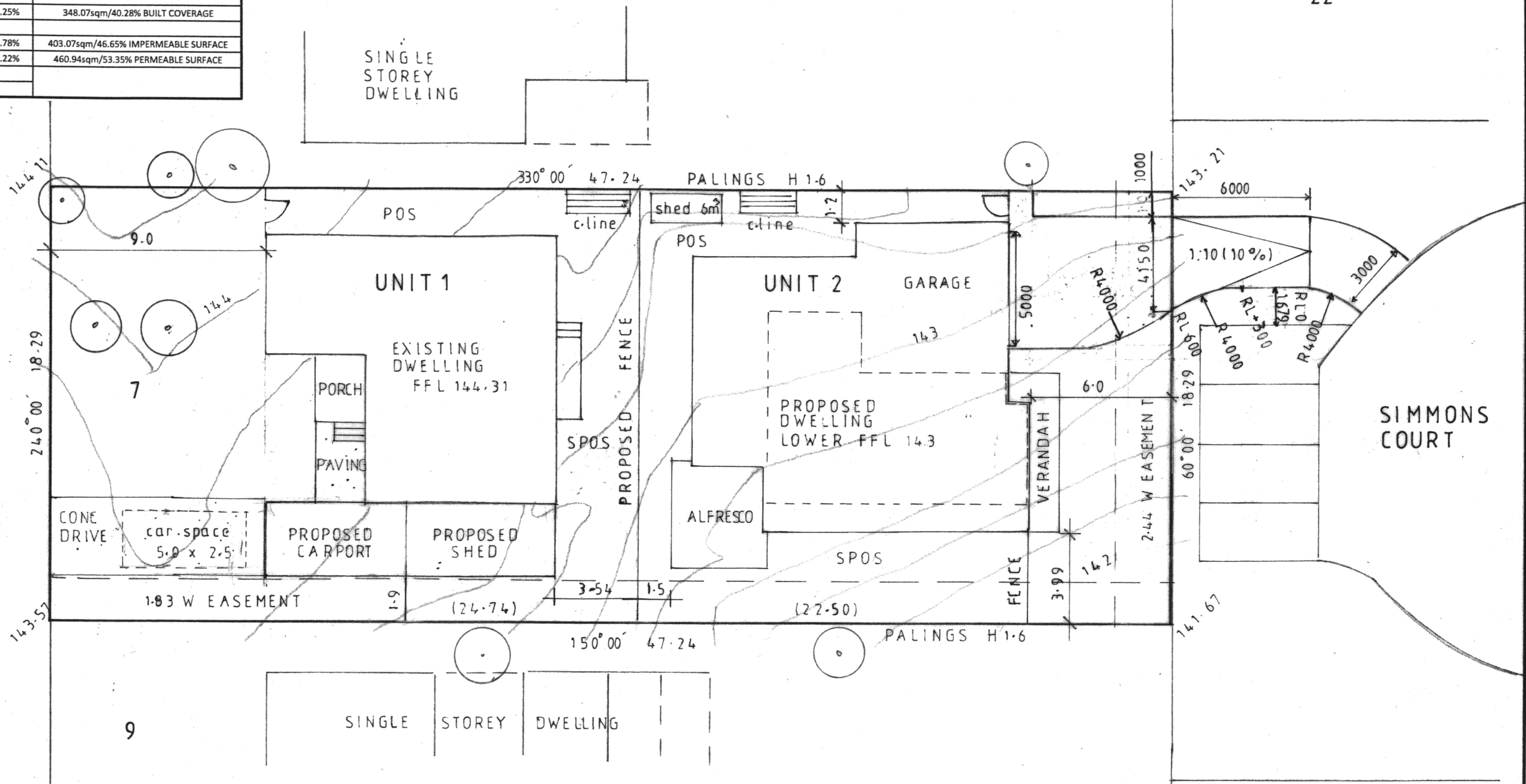
Appendix A

Development Plan



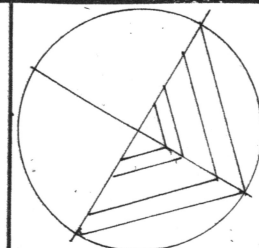
SITE ANALYSIS			
	UNIT 1	UNIT 2	TOTAL SITE
SITE AREA	452.49sqm	411.52sqm	864sqm TOTAL SITE AREA
GROUND FLOOR	115.52sqm	122.34sqm	
UPPER FLOOR		67.78sqm	
PORCH/VERANDAH	5.6sqm	9.24sqm	
ALFRESCO		15.17sqm	
GARAGE OR CARPORT	18.0sqm	40.0sqm	
SHED	18.6sqm	3.6sqm	
TOTAL BUILDING COVERAGE	157.72sqm/38.85%	190.35sqm/46.25%	348.07sqm/40.28% BUILT COVERAGE
DRIVEWAYS/PAVING	24.0sqm	31.0sqm	
IMPERMEABLE SURFACE	181.72sqm/40.16%	221.35sqm/53.78%	403.07sqm/46.65% IMPERMEABLE SURFACE
PERMEABLE SURFACE	270.77sqm/59.84%	190.17sqm/46.22%	460.94sqm/53.35% PERMEABLE SURFACE
TOTAL P.O.S.	97sqm	94sqm	
SECLUDED P.O.S.	64sqm	62sqm	

HUNTINGDALE DRIVE



SITE PLAN SCALE 1:200

PROJECT: PROPOSED DEVELOPMENT
 ADDRESS: 7 HUNTINGDALE DRIVE, CHIRNSIDE PARK
 CLIENT: ADAM SCATTERGOOD



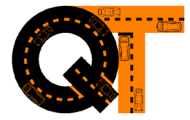
BUILDING PERSPECTIVES
 DESIGN & DRAFTING SERVICES
JACKIE WILSON
 REGISTRATION NUMBER DP - AD 18606
 PH: 0407358890 FAX: 03 9730 1559

DATE	FEBRUARY 2023
SCALE	1:200
ORIGINAL	A3
PLAN NO	23 - 03

22

SIMMONS COURT

23



Appendix B

Simmons Court Access – Concept Plan





ISSUE	DATE	DESCRIPTION
A	25/09/23	PRELIMINARY DESIGN FOR DISCUSSION

DESIGNED	BH
CHECKED	DB
DATE	25/09/2023
PROJECT REF	23-0371

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 a: 5 Murray Place
 RINGWOOD VIC 3134

GENERAL NOTES	
1.	BASE PLAN FROM AERIAL PHOTO (NEARMAP) & SITE MEASUREMENTS
2.	
3.	
4.	
5.	

7 HUNTINGDALE DRIVE, CHIRNSIDE PARK CROSSOVER TO SIMMONS COURT CONCEPT PLAN		
DRAWING NO. 23-0371-01	ISSUE A	SCALE 1:250 @ A3
0 1 2 3 4 5		