

Our Ref: P0600

2 September 2024

**RE: 53 HALLADALE STREET, PETERBOROUGH
VEHICLE ACCESS ASSESSMENT**

Introduction

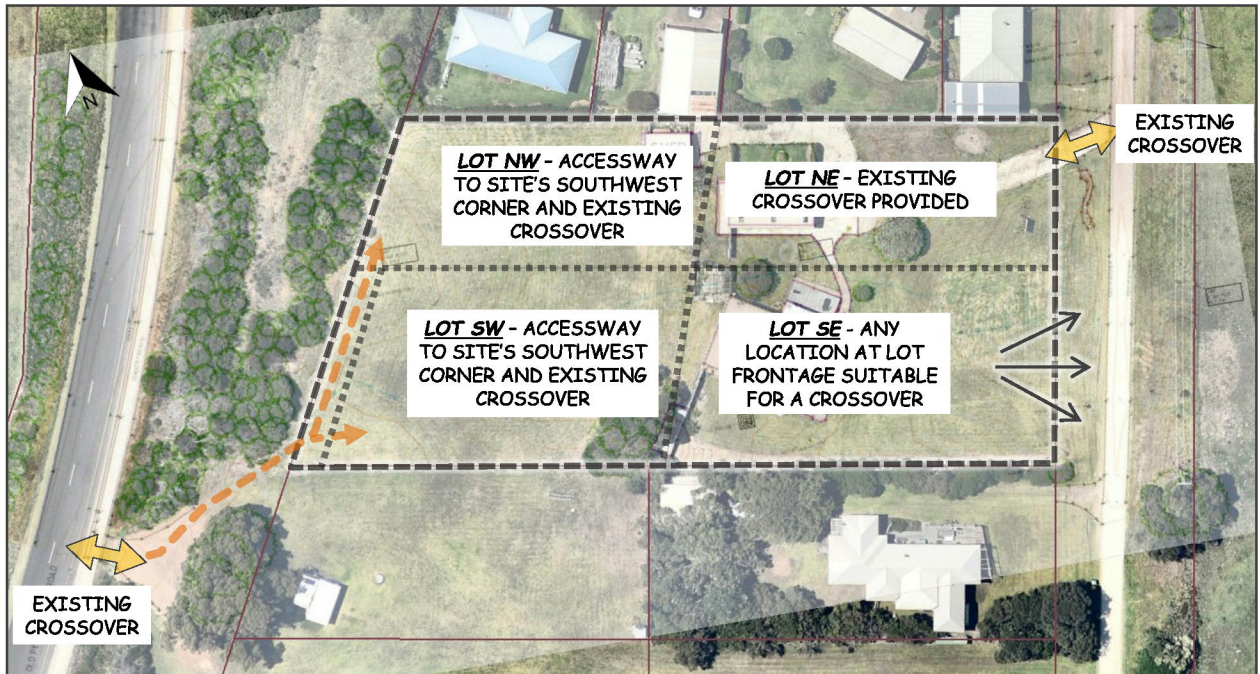
A proposal to subdivide land at 53 Halladale Street, Peterborough is being considered. The proposal will create 4 residential dwelling lots on the land, 2 fronting Halladale Street, the other 2 fronting Old Peterborough Road. An existing dwelling is located on one of the lots.

ESR Transport Planning has been engaged to assess and provide advice regarding relevant vehicular access matters.

Crossover Locations

Figure 1 has been prepared to show expectations regarding crossover¹ locations.

Figure 1 Expected Crossover Locations



¹ The term “crossover” describes vehicular access across a road reserve, between a road carriageway and property boundary.

An existing crossover can be retained to provide access to the northeast lot. The western lots have the constraint of vegetation within the road reserve along the site’s frontage, and access via an existing crossover to the south will minimise vegetation impacts. This crossover currently provides access to 2 lots immediately south of the site, and it is considered reasonable that 4 lots share a crossover in this location.

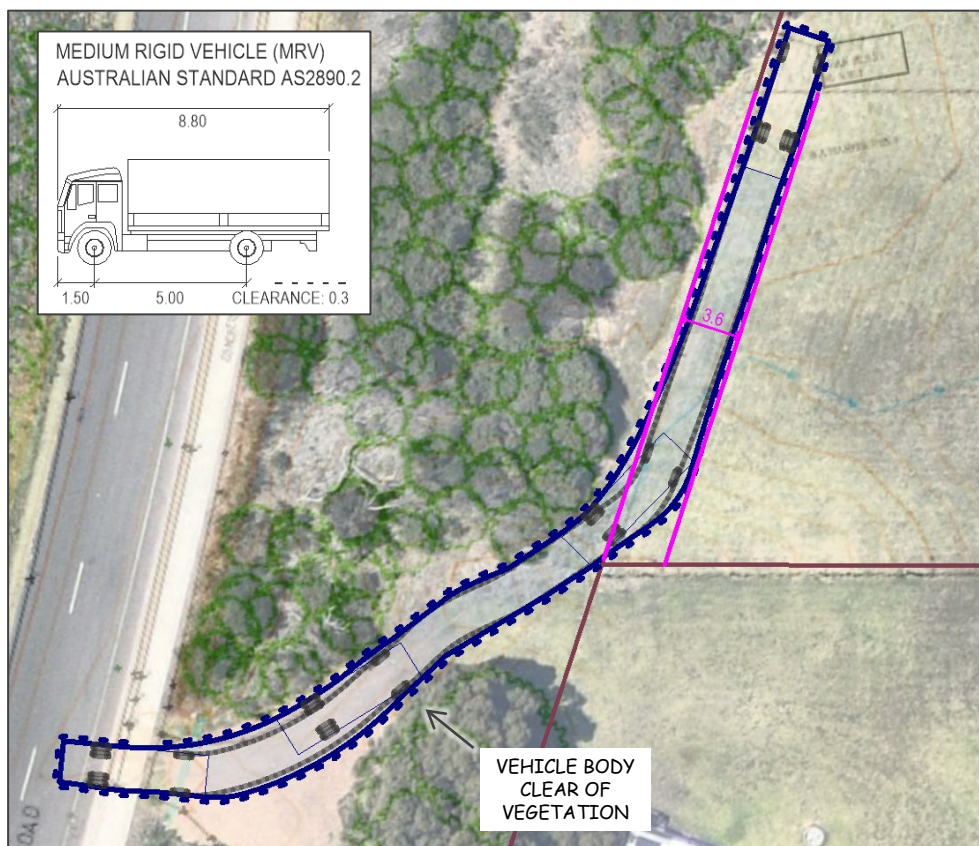
Accessway Design

The local residential neighbourhood is characterised by many roadways, crossovers, and accessways that are unsealed. Unsealed crossovers and accessways are considered suitable for the proposed subdivision.

An accessway of 3.0m minimum carriageway width would be appropriate. With an additional 0.3m clearance to any side obstructions (such as fencing), i.e. 3.6m minimum fence / lot boundary width. These dimensions are consistent with Planning Scheme Clause 52.06-9 (Car Parking Design Standards), and Australian Standard AS2890.1 (Off-Street Car Parking). Note they are minimum dimensions, additional width could be considered desirable.

Figure 2 shows a swept path analysis diagram, demonstrating that a 8.8m length medium rigid vehicle (MRV, often adopted as representative of a fire truck), will be able to access the northwest lot along a 3.6m width fenced accessway.

Figure 2 Swept Path Analysis – 8.8m MRV to Northwest Lot

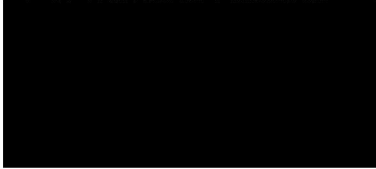


Waste Collection Vehicle Access

It will be most appropriate that waste bins associated with the created lots are placed roadside for waste collection activities.

To further discuss the above, please contact the undersigned.

Yours sincerely,
ESR Transport Planning



Director