

# SIGHT DISTANCE ASSESSMENT REPORT

## Proposed 5 Lot Subdivision

Lots 117 & 118, DP 126140  
'292 ROSEMONT ROAD, BOXERS CREEK'

Date: February 2022  
Our Reference: 214480

Prepared on Behalf of: M. Taylor



## Document Control

Revision No.	Date	Description	Prepared By:	Reviewed by:
1	21/10/2021	Initial issue	B Hibbert	D Ingenhoff
2	04/02/2022	Lot adjustment	B Hibbert	D Ingenhoff

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## Site and Assessment Summary

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This assessment report has been prepared on behalf of M.Taylor in relation to the proposed 5 Lot subdivision of the property on Lot 117 & 118 DP 126140, known as 292 Rosemont road, Boxers Creek.

This report was written to demonstrate the compliance of Safe Intersection Sight Distance in accordance with AS2890.1-2004, section 3.2.4 'Sight distance at access driveway exits'. This report is to be read in conjunction with the scaled concept plans on LandTeams 214480-SD1 & SD2. Under the requirements of Goulburn Mulwaree Council, the proposed access for proposed Lots 1, 2 & 3 need to demonstrate safe sight distance on Rosemont Road, Boxers Creek.

The property demonstrates rural characteristics with a minimum Lot size of 3.8Ha situating South East of Goulburn and North East of Goulburn Airport. The subject site is currently zoned RU6 'Transition' and under the NSW Legislation, Goulburn Mulwaree Local Environmental Plan (2009). The surrounding landscape comprises of large lots with minimal infrastructure. For proposed Lots 1, 2 & 3, there is a shared 34m access which each property will prepare their driveway from. As such, the entry and exit position for lots 1, 2 and 3 will be the same.

This report will detail the data gathered and assumptions necessary for the assessment, the methodology used, and the results of the assessment.

## Summary of assessment standards and methodology

### **Site assumptions and minimum standard requirements**

AS2890.1:2004 'Parking Facilities – Section 3.2.4 is adopted as the guiding document for this Safe Intersection Sight Distance (SISD) assessment. The following table summarises the general sight observations and assumptions relating to the assessment.

<b>General Site observations and assumptions</b>	
<b>Item</b>	<b>Value</b>
Frontage Road Speed	100 Km/h
Property/access usage type	Residential
Height above ground adopted for driver eye height observation	1.15 m
Adopted eye position at each access location	Rosemont Road centre line
Height above ground adopted as object height (approaching vehicle)	1.15 m
Adopted Reaction time for assessment	2 seconds
AS2890.1:2004, Figure 3.2 Minimum SSD requirements	160m

In addition to these summarised requirements, AS2890.1:2004 does not require grade corrections. The adopted reaction time of 2 seconds is based on the minimum that AS2890.1 requires for Safe Sight Distance.

### **Assessment methodology**

The following methodology was used to assess sight distance.

- 1) Preliminary desktop investigation and select trial locations;
- 2) Gather data from each access location and assess the minimum SISD required under AS2890.1: 2004, Section 3.2.4
- 3) Complete survey of Rosemont Road to generate profiles that can be used to plot SISD sight lines in accordance with AS2890.1: 2004 requirements;
- 4) Review survey and generated profiles against the minimum requirements to verify that the SISD is achieved in accordance with the above.
- 5) Site inspection to verify SISD design.

## Field measurements and observations

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### 1.1 Proposed Lot access

#### Summary

Lot 1, 2 & 3 proposes to each have a shared access from Rosemont Road. The existing Lot is currently vacant hence no existing access has been identified. Rosemont Road has been acknowledged as a true road with minimal grade change and bends for the entirety of the property road frontage.

It should be noted that Lots 1, 2 and 3 are entering and exiting at a common point and thus an East/West analysis of Rosemont road was considered from the one access. The analysis of the Rosemont Road is shown below.

#### Approach grades

Rosemont Road extends on an East to West direction.

West bound longitudinal grade of Rosemont Road, heading away from the driveway location was measured to be +4%.

The East Bound longitudinal grade of Rosemont Road, heading away from the driveway location was measured to be -1%.

#### Plotting sight distance

Refer to Landteam plans 214480-SD1 & SD2 for scaled SISD plan and long section.

#### Site Observations and recommendations

The Sight Distance observations were based on survey, Aerial imagery and Google maps street view. Based on the methods used, the Safe Sight Distance does comply with the necessary requirements for an access driveway Under AS2890.1. However, based on landscape along the fence line adjoining the existing Lot, it is recommended that upon future development, vegetation clearing may be essential to decrease any obstruction of Safe Sight Distance.

These observations, verify the sight distance plots.

## Conclusion

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The results of the assessment demonstrate that a suitable sight distance can be achieved in accordance with AS2890.1:2004 'Parking Facilities – Section 3.2.4' at the proposed access locations.

## Supporting Plans and Information

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Refer LandTeam Drawings

214480-SD1 Iss B

214480-SD2 Iss B