

Terraffic Pty Ltd

Traffic and Parking Consultants

ABN 83 078 415 871

16th June 2021

Ref: 20061

The General Manager
Northern Beaches Council
PO Box 82
Manly NSW 1655

Dear Sir/Madam,

**DA2020/1743: 45 LANTANA AVENUE, WHEELER HEIGHTS
VEHICULAR ACCESS**

I refer to Council's Traffic Engineering Referral Response dated 19th May 2021 for the abovementioned development.

As noted in the Traffic and Parking Assessment Report dated 10th December 2020, vehicular access to the subject development will be via the approved access arrangements serving 43 Lantana Avenue. The approval comprises a 5.5m wide roadway that includes a 1.0m wide delineated pedestrian pathway. The 5.5m carriageway width complies with the Australian Standards for two-way traffic flow. Indented pedestrian refuges have also been provided along the ROW to enable 2 vehicles to pass when a pedestrian is also on the ROW.

The combined traffic generation of 43 and 45 Lantana Avenue will be in the order of only 6 vehicle trips per hour during peak periods. This equates to almost 1 vehicle movement every 10 minutes with traffic generally departing in the morning and returning in the evening. As can be appreciated, the 5.5m wide ROW can comfortably accommodate that level of traffic and any potential passing that may occur.

In order to facilitate passing when entering and exiting the basement, a standard traffic signal system be installed at the top and bottom of the ramp. The green light will be continuously displayed on the ground level to reduce queuing on the ROW. The green light will turn to red once a vehicle activates the signal in the basement. Once the vehicle departs the site, the green light will reappear on the ground level and the waiting car can enter the basement.

The following swept paths are reproduced in the following pages:

1. A B99 vehicle waiting on ground level and the swept path of the B85 vehicle exiting the basement. The plan also shows the location of the traffic signal and the required signage and linemarking on the ROW
2. A B85 vehicle holding in the linemarked WAITING BAY and the B99 vehicle entering the basement. The green light in the basement will be triggered by either an induction loop or motion detector. Alternatively, the suppliers of the traffic signals may opt to control the signals by drivers pressing the remote control to open the security door when departing.

The basement layout has also been revised by relocating the OSD tank and providing a clear line of sight in the basement to oncoming traffic.

Should you require any further information, please do not hesitate to contact Michael Logan on 0411 129 346 during business hours.

Yours faithfully

A handwritten signature in black ink, appearing to read 'M Logan', with a long horizontal stroke extending to the right.

Michael Logan *MTraff (Monash University)*
Director
Terraffic Pty Ltd

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METRES

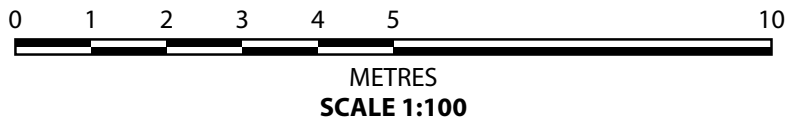
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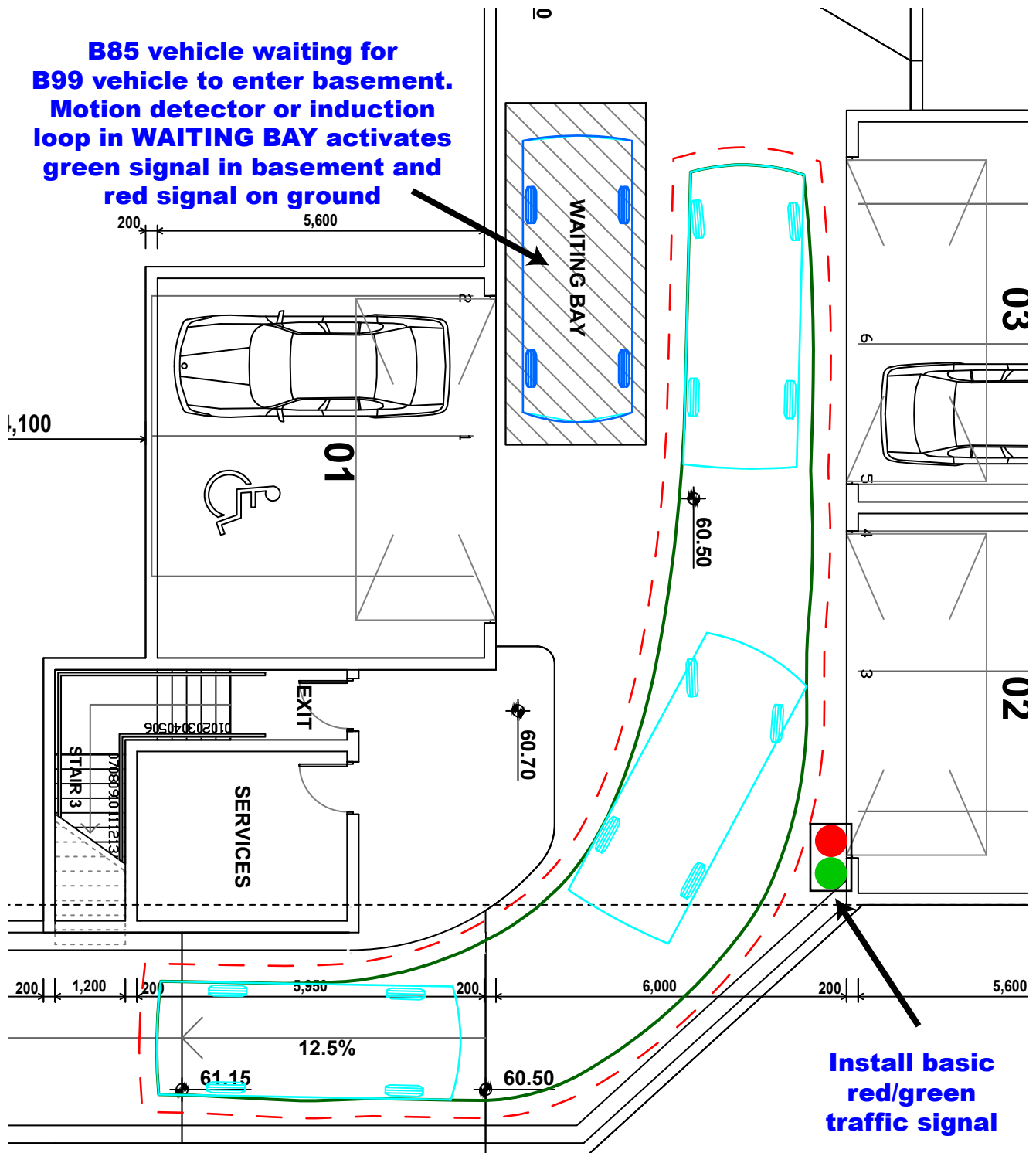
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Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Exiting Basement

Path prepared using
Autodesk Vehicle Tracking



**B85 vehicle waiting for
B99 vehicle to enter basement.
Motion detector or induction
loop in WAITING BAY activates
green signal in basement and
red signal on ground**



**Install basic
red/green
traffic signal**



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**Manoeuvring Path of Australian
Standard AS/NZS2890.1:2004
B99 Vehicle Entering Basement**