Ref: 0818r01v03

22/11/2024

Harrington Dee Why Pty Ltd
c/-
Platform Architects
2/40 East Esplanade
Manly NSW 2095

Attention: Julia Stockwell

RE: 154 – 158 PACIFIC PARADE, DEE WHY
DEVELOPMENT APPLICATION FOR A PROPOSED MIXED-USE DEVELOPMENT
TRAFFIC IMPACT ASSESSMENT

Dear Julia,

PDC Consultants has been commissioned by Harrington Dee Why Pty Ltd to prepare a traffic impact assessment (TIA) Statement for a Development Application (DA) relating to a proposed mixed-used development at 154 – 158 Pacific Parade, Dee Why. Specifically, the DA seeks consent for the demolition of all existing structures and construction of a mixed-use building comprising:

- Nine residential apartments including:
  - Five, three-bedroom standard apartments.
  - one, two-bedroom standard apartments.
  - one, two-bedroom affordable rental housing (ARH) apartment.
  - Two, one-bedroom ARH apartments.
- 117 m^2 restaurant gross floor area (GFA).
- 111 m^2 retail GFA.
- Basement level car parking providing a total of 16 car spaces.
- A mechanical car lift for vehicle travel between basement levels.
- A 6.1-metre-wide combined entry and exit driveway onto The Strand.

A copy of the relevant architectural drawings, prepared by Platform Architects is included in **Attachment 1** for reference. The site is located within the Northern Beaches Council (Council) local government area and accordingly, the proposed development has been assessed in accordance with the Warringah Development Control Plan 2011 (WDCP) and Local Environmental Plan 2011 (WLEP). Reference has also been made to the State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

LOCATION AND SITE

The subject site is located at 154 – 158 Pacific Parade, Dee Why, being approximately 15 kilometres north-east of the Sydney CBD and 11 kilometres north-east of Roseville Railway Station. More specifically, the site is bound by Griffin Road in the east, The Strand in the west and Pacific Parade in the south.

The site is comprised of a single lot, formally identified as Lot 1 DP 34753. The site is generally triangular in configuration with an area of approximately 547m^2. The site benefits from three street frontages including Griffin Road in the east, The Strand in the west and Pacific Parade in the south.

The site currently accommodates two separate restaurants including:

- A restaurant, Beach Burrito Co. Dee Why, with 150 m^2 GFA and 172 m^2 of licensed outdoor area. It has a maximum capacity of 121 patrons.
- A restaurant, JB & Sons Dee Why, with 206 m^2 GFA. It has a maximum capacity of 90 patrons.

The existing site has a 3.0-metre-wide combined entry and exit driveway onto The Strand although, not utilised by the restaurant, Beach Burrito. The site does not provide any (i.e nil) on-site car parking and accordingly, all car parking demands generated by both restaurants are accommodated within the surrounding streets.

Figure 1 provides an appreciation of the site in a local context.

ROAD NETWORK

The road network in the vicinity of the site is shown in **Figure 2**, with the following roads considered noteworthy:

- **Griffin Road**: forms part of a classified regional road, SR 2102. Griffin Road generally runs in a north-south direction between The Strand in the north and Adams Street to the south. Near the site, it is subject to 40km/h speed zoning restrictions and accommodates one lane of traffic in each direction. Near the site, it is subject to a combination of restrictions including unrestricted and timed parking restrictions (1P) between 8:30 am – 6 pm, Monday – Friday, and 8:30 am – 12:30 pm on Saturdays. Along the site frontage, 'Bus Zone' restrictions apply along both kerbsides.
- **Pacific Parade**: a local road that runs in an east-west direction. Near the site, it is subject to 40km/h speed zoning restrictions and accommodates one lane of traffic in each direction. Unrestricted parallel parking is permitted along both kerbsides.
- **The Strand**: a two-part road with a '*local road*' section between Pacific Parade and Griffin Road and part of a classified regional road, SR 2102, between Griffin Road and Dee Why Parade. It is a one-way road and is subject to 40 km/hr speed zoning restrictions. Along the site frontage, The Strand is subject to timed parking restrictions (2P) between 8 am – 6 pm, Monday – Friday and 8 am – 12:30 pm on Saturdays, along both kerbsides.

PUBLIC TRANSPORT SERVICES

Figure 3 shows the public bus services that operate in the vicinity of the site. The site is situated within 400 metres of numerous bus stops located along Pacific Parade and Griffin Street which are serviced by four bus routes. Accordingly, it is expected that a proportion of residents, visitors and employees would utilise these bus routes for journeys to and from the site.

Figure 1: Site Plan

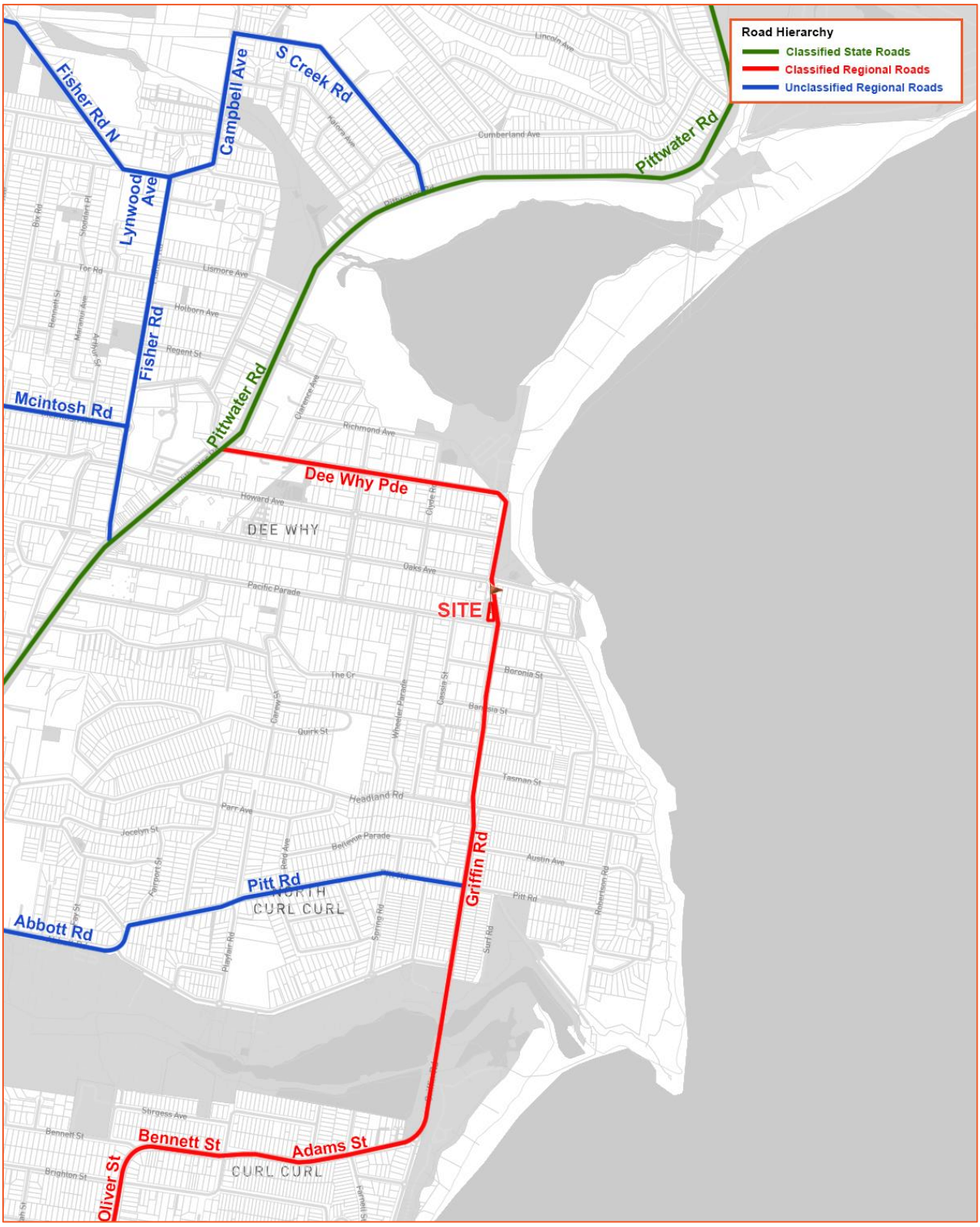


Figure 2: Location & Road Hierarchy

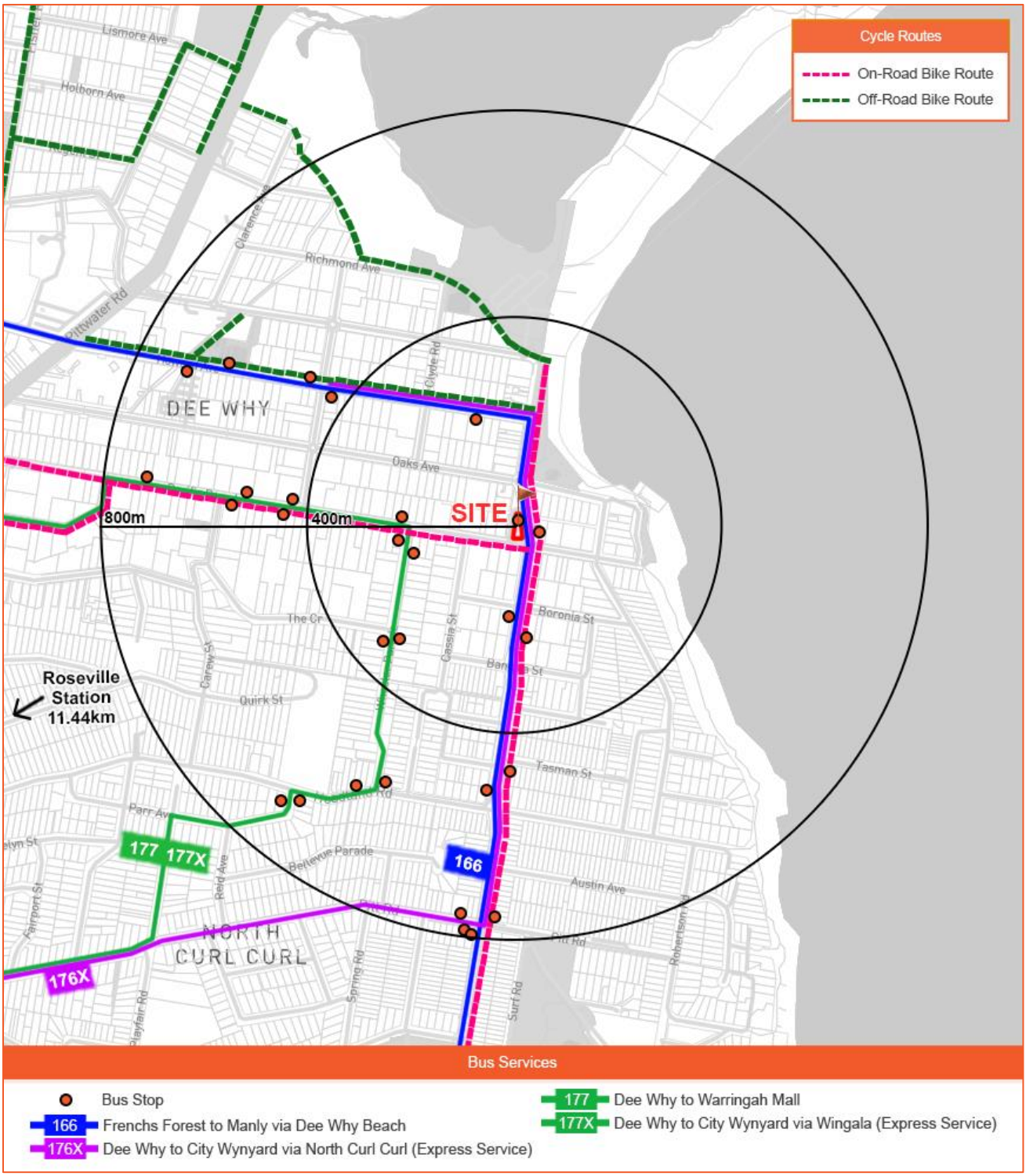


Figure 3: Public Transport Services

PARKING REQUIREMENTS

Car Parking

Residential

Reference has been made to the following policies in assessing the minimum residential car parking requirements f or the proposed development:

- The WDCP stipulates minimum car parking rates for the standard residential apartments.
- The Housing SEPP stipulates minimum car parking rates for the ARH apartments.

Table 1Error! Reference source not found. shows the car parking requirements for the residential component of the development and the proposed provision in response.

Table 1: Residential Car Parking Requirement & Provision

TYPE	NO.	MIN. SEPP / DCP PARKING RATE	MIN. DCP REQUIREMENT	PROPOSED PROVISION
2-Bedroom (Standard)	1	1.2 car spaces / dwelling	2	16
3-Bedroom (Standard)	5	1.5 car spaces / dwelling	8	
1-Bedroom (ARH)	2	0.4 car spaces / dwelling	1	
2-Bedroom (ARH)	1	0.5 car spaces / dwelling	1	
Visitor	9	0.2 car spaces / unit or part of dwelling	2	
		TOTAL:	***14***	***16***

It is evident from **Table 1**Error! Reference source not found. that the proposed development is required to provide a minimum of 14 car spaces including, 12 resident spaces and two visitor spaces under the WDCP. In response, the proposed development provides a total of 16 spaces including 14 resident spaces and two visitor spaces and therefore, complies with the minimum requirements of the WDCP. The proposed residential car parking provision is therefore considered acceptable and will ensure that all demands are accommodated on-site, with no reliance on on-street parking.

Non-Residential

It should be noted that whilst the subject DA is a redevelopment of the entire site, consideration should be given to the current car parking demands generated by the existing development (i.e. the two restaurants) and reliance on on-street parking. **Table *2*** shows the parking requirement of the existing development.

Table 2: Car Parking Requirements & Provision – Existing Development

TYPE	NO.		DCP PARKING RATE	PARKING REQUIREMENT	PARKING PROVISION
Restaurant 1: Beach Burrito Co. Dee Why	GFA:	150 m^2	Whichever is the greater of: 15 spaces per 100 m^2 GFA, or 1 space per 3 seats. The above rate may be reduced if there is, in the consent authority's opinion, suitable available parking in the vicinity during the operating hours of the proposed development.	41 (based on patron)	0
	Patrons:	121			
Restaurant 2: JB & Sons Dee Why	GFA:	206 m^2		31 (based on GFA)	
	Patrons:	90			
			TOTAL:	72	0

Table 2 shows that the existing development requires the provision of 72 car spaces under the WDCP. The existing development does not provide any (i.e. nil) spaces and accordingly, the existing development is deficient by 72 car parking spaces. This equates to an existing 'parking credit' of 72 car spaces that is considered should be taken into consideration when assessing the non-residential car parking requirements proposed development.

Table 3 shows the parking requirement of the proposed development taking into consideration the 72-space parking credit.

Table 3: Car Parking Requirements– Proposed Development

TYPE	NO.		DCP PARKING RATE	MINIMUM REQUIREMENT
Retail	111m²		1.0 car space / 16.4 m² GLFA	7
Restaurant	GFA:	117m²	Whichever is the greater of: 15 spaces per 100 m² GFA, or 1 space per 3 seats. The above rate may be reduced if there is, in the consent authority's opinion, suitable available parking in the vicinity during the operating hours of the proposed development	20 (based on patron)
	Patrons:	60		
			PARKING CREDIT (REFER TO TABLE 2):	*-72*
			TOTAL:	***-45***

From Table 3, it can be seen that the proposed development will be required to provide a minimum of 27 car spaces under the WDCP. In response, the proposed development seeks to rely on the available on-street kerbside parking within the vicinity of the site to accommodate the demand for 27 car spaces. With a current car parking demand of 72 car spaces generated by the existing development, all of which are accommodated on-street, it can be seen that the site will result in an overall reduction in car parking demand by some 45 car spaces under the proposed development. This is considered to be a benefit to the current parking conditions within the vicinity of the site, resulting in increasing the availability of on-street car parking that can be utilised by nearby residences, businesses and recreational visitors of Dee Why Beach. The proposed non-residential car parking arrangements is therefore considered acceptable.

Accessible Car Parking

Liaison with the project team access consultant was undertaken and has confirmed the proposed development is required to provide one accessible car parking space. The proposed development provides one accessible car parking space and is an acceptable level of provision.

Motorcycle Parking

The WDCP does not stipulate any motorcycle parking rate to be applied to new developments. Accordingly, the proposed development neither requires nor proposes any motorcycle parking spaces and is acceptable.

Bicycle Parking

The WDCP stipulated minimum bicycle parking requirements for residential and retail premises. The WDCP does not stipulate a bicycle parking rate for 'restaurant' uses. Nevertheless, the 'retail' bicycle parking rate has been applied to the proposed restaurant. Table 4 shows the minimum bicycle parking requirements for the proposed development based on the applicable bicycle parking rates under the WDCP and the proposed provision in response.

Table 4: Bicycle Parking Requirement & Provision

TYPE	NO.	MIN. DCP PARKING RATE	MIN. DCP REQUIREMENT	BICYCLE PARKING PROVISION
Residential	9	1.0 space / dwelling	9	10
Residential Visitor	9	1.0 space / 12 dwellings	1	
Retail Staff	111m^2	1.0 bicycle space / 200m^2 GFA	1	4
Retail Visitor	111m^2	1.0 bicycle space / 600m^2 GFA	1	
Restaurant Staff	117m^2	1.0 bicycle space / 200m^2 GFA	1	
Restaurant Visitors	117m^2	1.0 bicycle space / 600m^2 GFA	1	
		TOTAL:	***14***	***14***

It is evident from **Table 4** that the proposed development is required to provide a minimum of 14 bicycle spaces, including 10 resident spaces and four non-residential spaces (i.e. retail and restaurant) under the WDCP. In response, the proposed development provides a total of 14 bicycle spaces, 10 for residential and 4 for non-residential component and therefore, complies with the minimum requirements of the WDCP and Housing SEPP. The proposed bicycle parking provision is therefore acceptable.

Service Vehicle Parking & Waste Collection

The WDCP does not specify a rate for the provision of service vehicle parking. In any event, given the use and moderate scale of the proposed development, it is expected that it would generate a minimal demand for service vehicle parking. Furthermore, given the configuration of the site, it would not be spatially feasible to accommodate a designated service bay on-site. Accordingly, it is considered acceptable that the proposed development does not provide any on-site service vehicle parking, with any minor and infrequent demands to be accommodated within the available parallel car parking spaces provided along The Strand and Pacific Parade site frontages.

Additionally, it is considered appropriate that the waste collection of the development be undertaken on-street along The Strand. To facilitate this, a designated caretaker will be responsible for transferring bins from the bin room to the kerbside, prior to collection being undertaken by Council's waste contractors. The bins would then be promptly returned to the bin room by the caretaker, following collection. This arrangement will ensure that waste can be collected safely and efficiently and is considered acceptable for the proposed development, whilst also being consistent with several comparable developments in the area.

TRAFFIC GENERATION & IMPACTS

Existing Traffic Generation

Table 5 shows the traffic generation of the existing development during the typical 7 am – 9 am (AM) and 4 pm – 6 pm (PM) peaks having regard for the applicable specialty retail shops traffic generation rates (also applicable to restaurants) under the *Roads and Maritime Services Guide to Traffic Generating Developments 2002* (GTTGD).

Table 5: Traffic Generation of the Existing Development

TYPE	NO.	PEAK PERIOD	TRAFFIC GENERATION RATE	IN / OUT SPLIT (%)	VEHICLE TRIPS / HOUR
Restaurant 1: Beach Burrito Co. Dee Why[2]	150 m^2	AM	1.7 trips / 100 m^2 / hour[1]	80 : 20	3 trips / hour (2 in / 1 out)
		PM	5.6 m^2 trips / 100 m^2 / hour	50 : 50	8 trips / hour (4 in / 4 out)
Restaurant 2: JB & Sons Dee Why	206 m^2	AM	1.7 trips / 100 m^2 / hour[1]	80 : 20	4 trips / hour (3 in / 1 out)
		PM	5.6 m^2 trips / 100 m^2 / hour	50 : 50	12 trips / hour (6 in / 6 out)
				AM TOTAL:	***7 trips / hour (5 in / 2 out)***
				PM TOTAL:	***20 trips / hour (10 in / 10 out)***

[1]: Assumed that during the AM peak, the restaurants would generate 30% of the typical traffic during the PM peak and would primarily be associated with staff / employees arriving to the site.

[2]: It is presumed that Beach Burrito Co. Dee Why would generate higher vehicle trips particularly during the PM peak due to the licensed outdoor area. However, for this assessment, it has been excluded for a conservative assessment.

Notwithstanding, it is considered that the most relevant use of the above is to determine the net change in traffic generation resulting from the proposed development, as is discussed later in this Statement.

Traffic Generation of the Proposed Development

Table 6 shows the traffic generation of the proposed development during the typical AM and PM peaks having regard for the applicable traffic generation rates for specialty retail shops medium-density residential developments under the *GTTGD*.

Table 6: Traffic Generation of the Proposed Development

TYPE	NO.	PEAK PERIOD	TRAFFIC GENERATION RATE	IN / OUT SPLIT (%)	VEHICLE TRIPS / HOUR
Residential	9	AM	0.65 trips / dwelling / hour	80 : 20	6 trips / hour (1 in / 5 out)
		PM	0.65 trips / dwelling / hour	20 : 80	6 trips / hour (5 in / 1 out)
Restaurant	117 m^2	AM	1.7 trips / 100 m^2 / hour[1]	80 : 20	2 trips / hour (2 in / 0 out)
		PM	5.6 m^2 trips / 100 m^2 / hour	50 : 50	7 trips / hour (4 in / 3 out)
Retail	111 m^2	AM	1.7 trips / 100 m^2 / hour[1]	80 : 20	2 trips / hour (2 in / 0 out)
		PM	5.6 m^2 trips / 100 m^2 / hour	50 : 50	6 trips / hour (3 in / 3 out)
				AM TOTAL:	***10 trips / hour (5 in / 5 out)***
				PM TOTAL:	***19 trips / hour (12 in / 7 out)***

[1]: Assumed that during the AM peak, the restaurants would generate 30% of the typical traffic during the PM peak and would primarily be associated with staff / employees arriving to the site.

[2]: It is presumed that Beach Burrito Co. Dee Why would generate higher vehicle trips particularly during the PM peak due to the licensed outdoor area. However, for this assessment, it has been excluded for a conservative assessment.

The above is not a net change in traffic generation, as it does not take into consideration the generation of the existing development. In this regard, the net increase in traffic generation resulting from the proposed development is expected to be as follows:

- 3 vehicle trips / hour (0 in, 3 out), during the AM peak.
- -1 vehicle trip / hour (2 in, -3 out), during the PM peak.

Traffic Impacts

The proposed development will result in a net increase of three vehicle trips / hour during the AM peak whilst there will be a net decrease of one vehicle trip / hour during the PM peak. During the AM peak, this equates to one additional vehicle trip every 20 minutes whilst there will be one less vehicle trip / hour during the PM peak.

The increase of three vehicle trips / hour during the AM peak is considered to be minimal and there will be negligible impact on the performance of the external road network and accordingly, no external improvements will be required to facilitate the development. Additionally, the removal of one vehicle trip / hour during the PM peak will slightly improve traffic performance at key intersections near the site. The traffic impacts of the proposed development are therefore acceptable.

DESIGN ASPECTS

The design of the vehicle access and internal car parking arrangements comply with the relevant requirements of Australian Standard (AS) 2890.1-2004 (AS 2890.1) and AS 2890.3-2015 (AS 2890.3) and AS 2890.6-2022, with the following comments are considered noteworthy:

Vehicle Access

- With 16 car spaces of User Class 1A, the proposed development requires a Category 1 Driveway under Table 3.1 of AS 2890.1, being a combined entry and exit driveway width of 3.0 to 5.5 metres. In response, the development provides a combined entry and exit driveway of width 6.1 metres onto The Strand and therefore complies with the requirements of Table 3.1 of AS 2890.1.
- The proposed arrangements have also been assessed using swept path analysis, with the results included in **Attachment 2** for reference. These results confirm compliance with AS 2890.1 and that the proposed access arrangements will operate safely and efficiently.

Car Lift

- A mechanical car lift is proposed for vehicle travel between basement levels.
- The car lift will have a minimum platform width of 3.6 metres and length of 6.0 metres.
- The car lift will have a minimum head clearance of 2.2 metres.
- Swept path analysis has been undertaken using a B99 Design Vehicle of the typical circulation movements within the basement levels and entering and exiting the car lift. The results are included in **Attachment 2** and demonstrate satisfactory vehicle movements and importantly, all vehicles are able to enter and exit the site in a forward direction.

Parking Arrangements

- All car parking spaces are provided in accordance with the User Class 1 requirements of AS 2890.1, having a minimum space width of 2.4 metres and length of 5.4 metres, with a minimum aisle width of 5.8 metres.
- The accessible car parking space is provided with a minimum space width of 2.4 metres and length of 5.4 metres, with a minimum aisle width of 5.8 metres. Additionally, this space is located immediately adjacent to a 1.4-metre-wide and 5.4-metre-long shared area. The access consultant has reviewed the provisions of the shared area arrangements and deemed it to be acceptable.

- All walls and columns are located outside of the space design envelope, as required under Figure 5.2 of AS2890.1.

Head Heights

- A minimum clear head height of 2.2 metres is required above all traffic circulation and car parking areas in accordance with Clause 5.3.1 of AS 2890.1.
- A minimum head clearance of 2.5 metres is provided above the accessible space and adjacent shared area in accordance with AS 2890.6.

Other Design Aspects

- A 2.5 metre by 2.0 metre visual splay is provided on the egress side of the driveway, at the property boundary, in accordance with Figure 3.3 of AS 2890.1.
- All bicycle parking spaces are provided as Security Level B facilities, in accordance with AS 2890.3.

In summary, the internal parking arrangements have been generally designed in accordance with AS 2890.1 and AS 2890.3 and AS 2890.6. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

SUMMARY

In summary:

- PDC Consultants has been commissioned by Harrington Dee Why Pty Ltd to undertake a traffic impact assessment for a DA relating to a proposed mixed-used development at 154 – 158 Pacific Parade, Dee Why. Specifically, the DA seeks consent for the demolition of all existing structures and construction of a building comprising:
  - Nine residential apartments.
  - 117 m^2 restaurant GFA.
  - 111 m^2 retail GFA.
  - Basement level car parking providing a total of 16 car spaces.
  - A mechanical car lift for vehicle travel between basement levels.
  - A 6.1-metre-wide combined entry and exit driveway onto The Strand.
- The traffic generation assessment confirms that the proposed development will generate 10 vehicle trips / hour during AM peak and 19 vehicle trips / hour during PM peak. This is a net increase of three vehicle trips / hour during the AM peak and a net decrease of one vehicle trip / hour during the PM peak once the traffic generation of the existing development is taken into consideration.
- The increase of three vehicle trips / hour during the AM peak is considered to be minimal and there will be negligible impact on the performance of the external road network and accordingly, no external improvements will be required to facilitate the development. Additionally, the removal of one vehicle trip / hour during the PM peak will slightly improve traffic performance at key intersections near the site. The traffic impacts of the proposed development are therefore acceptable.
- The proposed development is required to provide a minimum of 14 resident car spaces under the WDCP and Housing SEPP. In response, the proposed development provides a total of 16 spaces including 14 resident spaces and two visitor spaces and therefore, complies with the minimum requirements of the WDCP. The proposed residential car parking provision is therefore considered acceptable.

- The proposed development is required to provide a minimum of 27 non-residential (i.e. retail and restaurant) car spaces under the WDCP. The existing development has an existing parking demand for 72 car spaces that is entirely accommodated on-street and accordingly, the non-residential component of the development is considered to have a 'parking credit' for 72 car spaces. The proposed development will rely on 27 on-street spaces to accommodate the car parking demand of the retail. Ultimately, the proposed development will result in an overall reduction in car parking demand by some 45 car spaces (no longer generated by the site). This is considered to be a benefit to the current parking conditions within the vicinity of the site, resulting in increasing the availability of on-street car parking that can be utilised by nearby residences, businesses and recreational visitors of Dee Why Beach. The proposed non-residential car parking arrangements is therefore considered acceptable.
- The proposed access and car parking arrangements comply with the relevant requirements of AS 2890.1, AS 2890.3 and AS 2890.6. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

The proposed development is therefore supportable on traffic planning grounds. Please contact the undersigned should you have any queries or require any further information.

Yours sincerely,

Julius Boncato
Senior Traffic Engineer, PDC Consultants

Email: jboncato@pdcconsultants.com.au

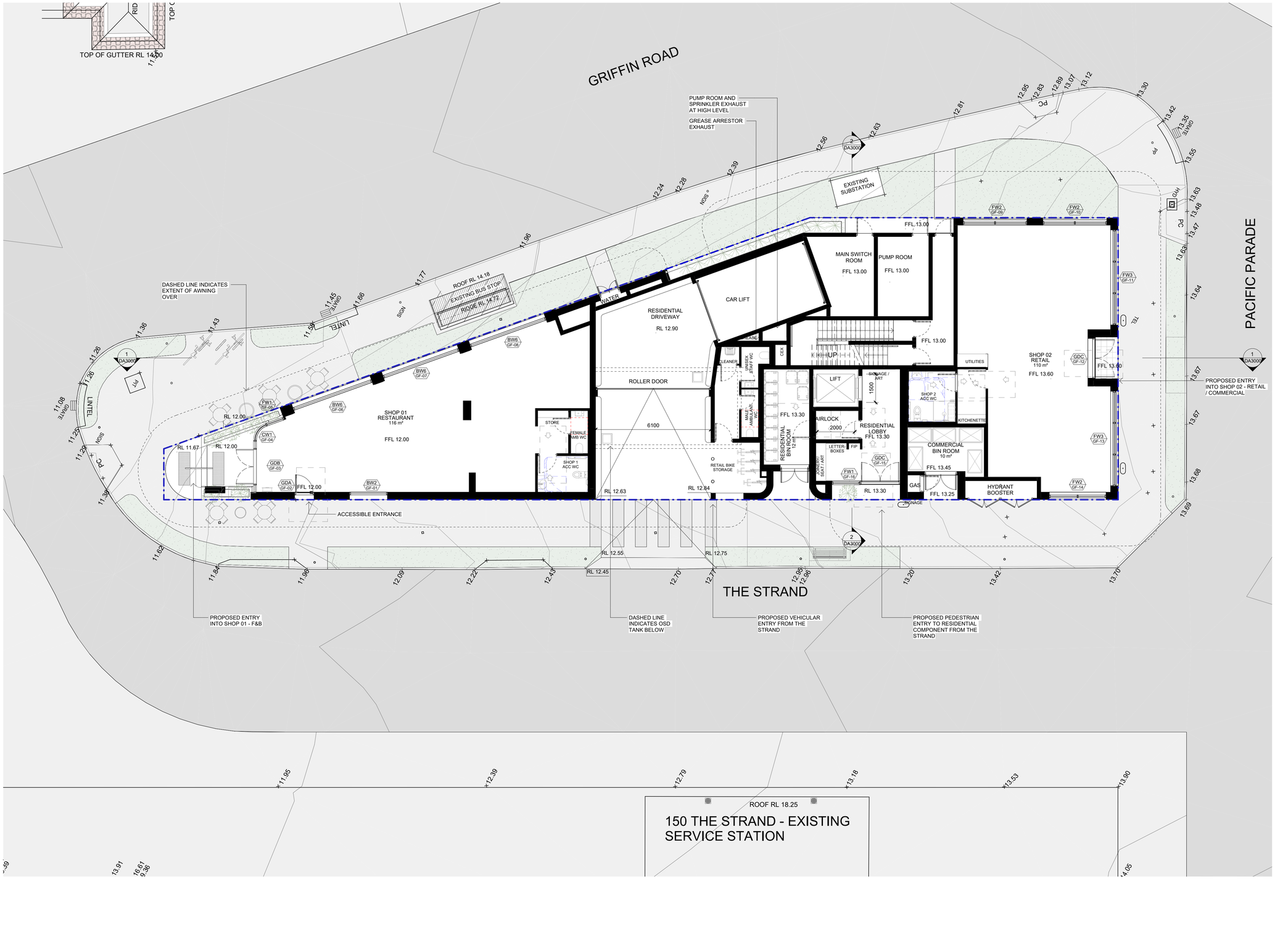
Attachments:
1) Architectural Drawings
2) Swept Path Drawings

Attachment 1

GENERAL NOTES

DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY. ENSURE THAT THE DRAWINGS USED CARRY THE LATEST REVISION NO. READ IN CONJUNCTION WITH CONSULTANTS' DRAWINGS, SPECIFICATIONS AND REPORTS - REFER CONTRACT DRAWING LIST.

- ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF WORK.
- ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- LARGER SCALE DRAWINGS AND WRITTEN DIMENSIONS TAKE PRECEDENCE.
- ENSURE ALL WORKS COMPLY WITH THE PROVISIONS OF THE CURRENT NCC.
- ALL LEVELS TO AHD.



2/40 East Esplanade
Manly, NSW 2095 Australia
Phone: 02 8385 9759

Nominated Architect:
Bridie Gough 8280
admin@platformarchitects.com.au

REV	DATE	DESCRIPTION	BY
P1	12/09/2024	FOR CO-ORDINATION	
P2	17/10/24	FOR CO-ORDINATION	
P3	22/10/24	FOR CO-ORDINATION	
DA1	20/11/24	FOR DEVELOPMENT APPLICATION	

FOR DA

PROJECT
PPD
154-158 Pacific Pde
Dee Why NSW 2099

CLIENT
HARRINGTON PROPERTY

DRAWING TITLE
GROUND FLOOR PLAN PPD

SCALE	STATUS	NUMBER	REVISION
1 : 100@A1	DA	DA1002	DA1

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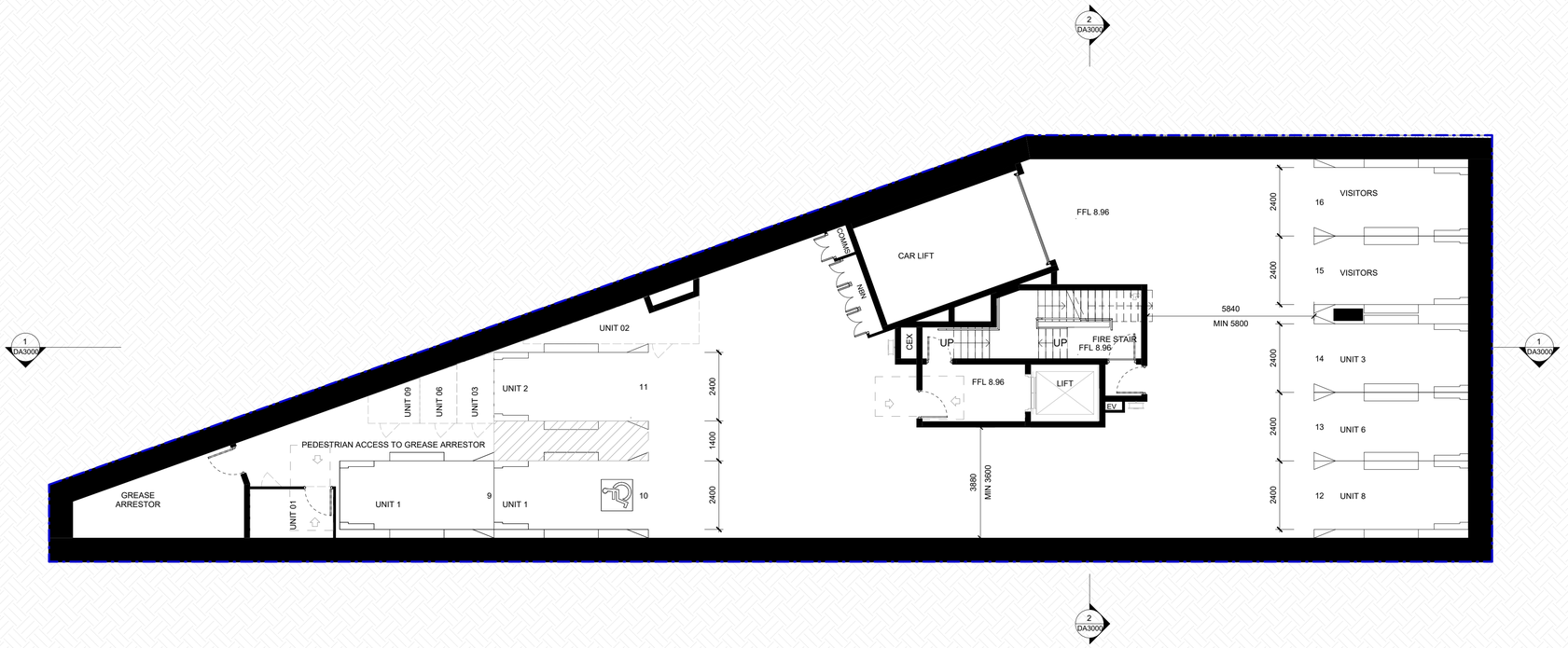

NOTE: UNIT ALLOCATION TO STORAGE CAGES AND PARKING SPACES ARE INDICATIVE ONLY

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DA1	20/11/24	FOR DEVELOPMENT APPLICATION	

FOR DA

PROJECT
PPD
154-158 Pacific Pde
Dee Why NSW 2099

CLIENT
HARRINGTON PROPERTY

DRAWING TITLE
BASEMENT 1 FLOOR PLAN PPD

SCALE	STATUS	NUMBER	REVISION
1 : 100@A1	DA	DA1001	DA1

GENERAL NOTES

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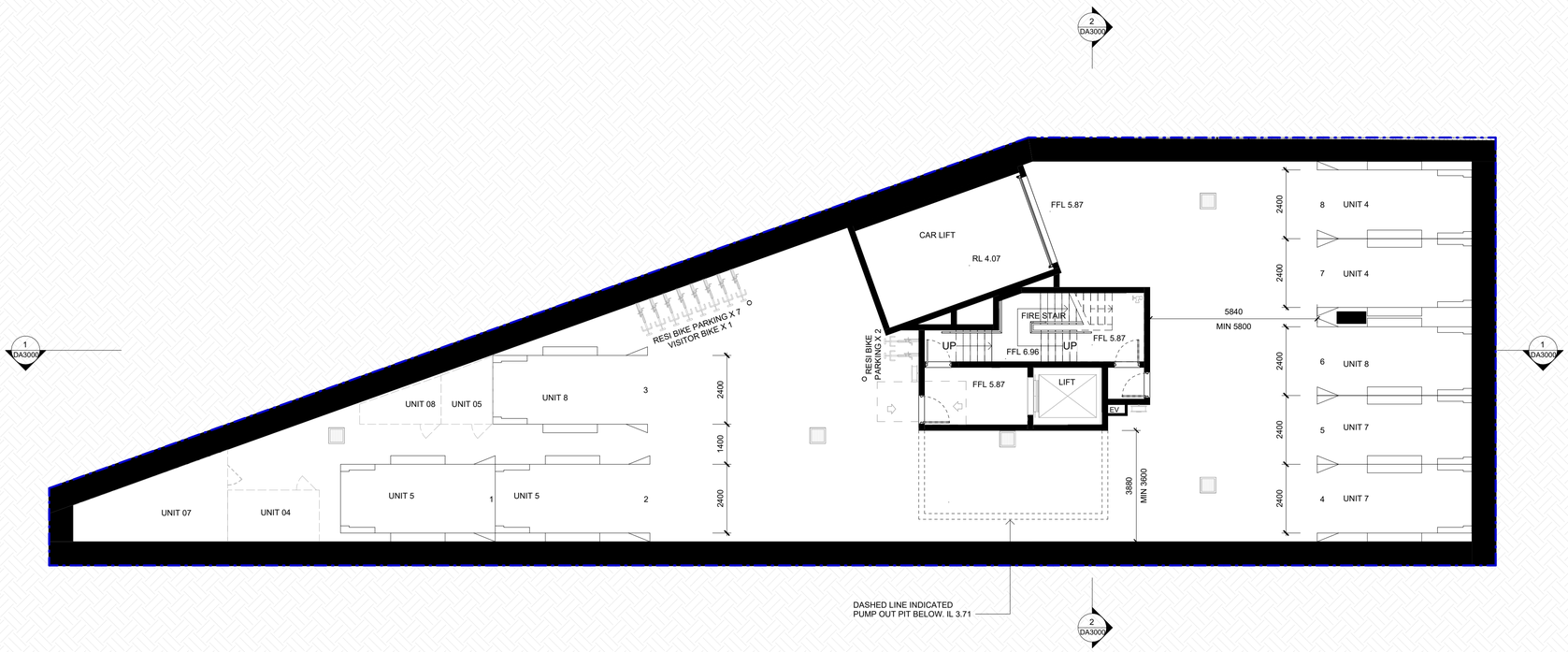

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P2	17/10/24	FOR CO-ORDINATION	
DA1	20/11/24	FOR DEVELOPMENT APPLICATION	

FOR DA

PROJECT
PPD
154-158 Pacific Pde
Dee Why NSW 2099

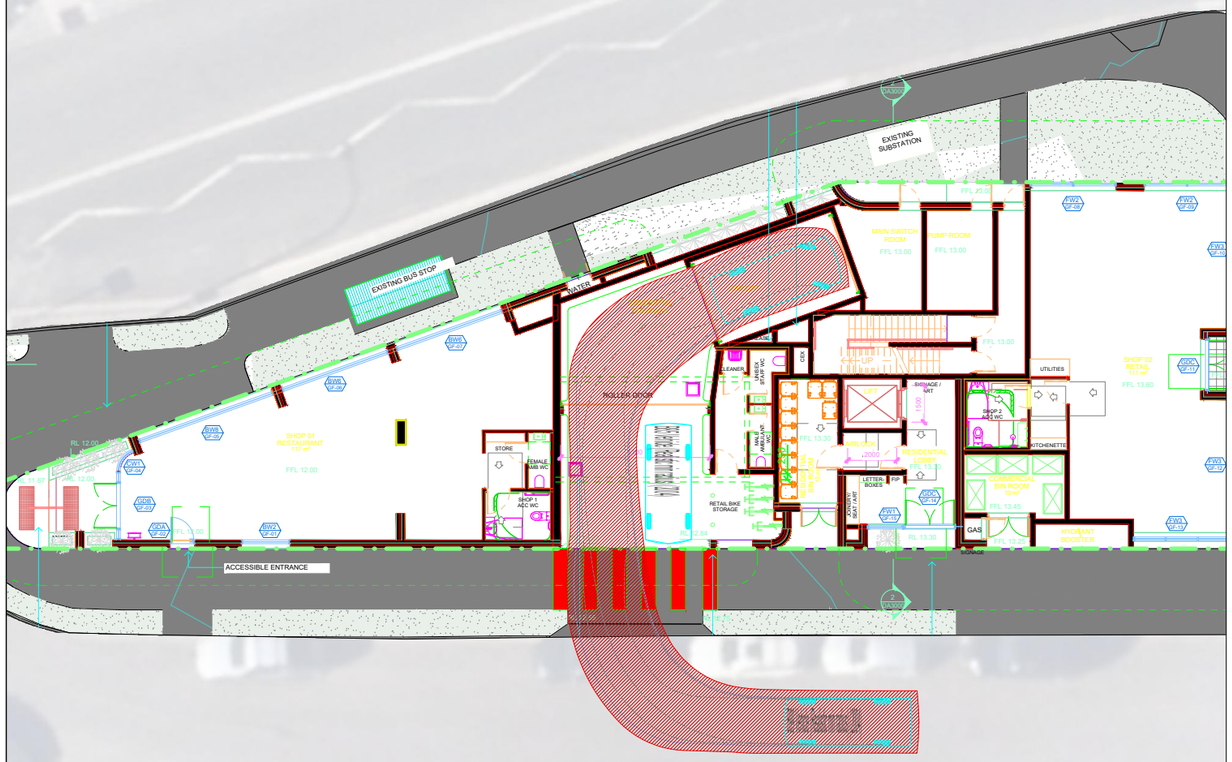
CLIENT
HARRINGTON PROPERTY

DRAWING TITLE
BASEMENT 2 FLOOR PLAN PPD

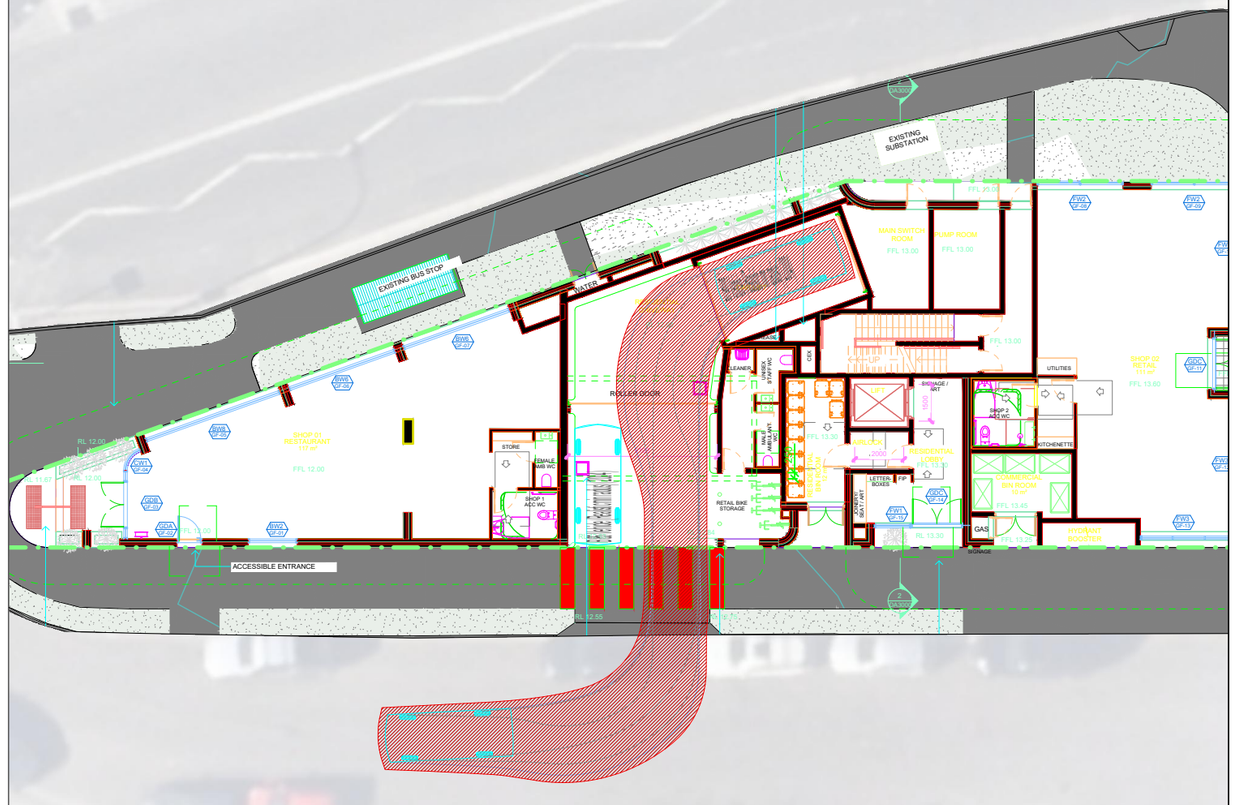
SCALE	STATUS	NUMBER	REVISION
1 : 100@A1	DA	DA1000	DA1

Attachment 2

ENTRY MOVEMENT



EXIT MOVEMENT



No.	Date	Description

Swept Path Key
- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

North

Drawing Prepared By

PDC Consultants
Level 14, 100 William Street
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w: www.pdcconsultants.com.au
ABN: 70 615 064 670

Architect
Platform Architects

Client
Harrington Dee Why Pvt. Ltd

Project
154-158 Pacific Parade
Dee Why

Project No
0818

Drawing Title
Ground Floor
B99 Design Vehicle Swept Path analysis
Site Entry and Exit Movement

Sheet Status
NOT FOR CONSTRUCTION

Drawing No.
001

Revision No.
-

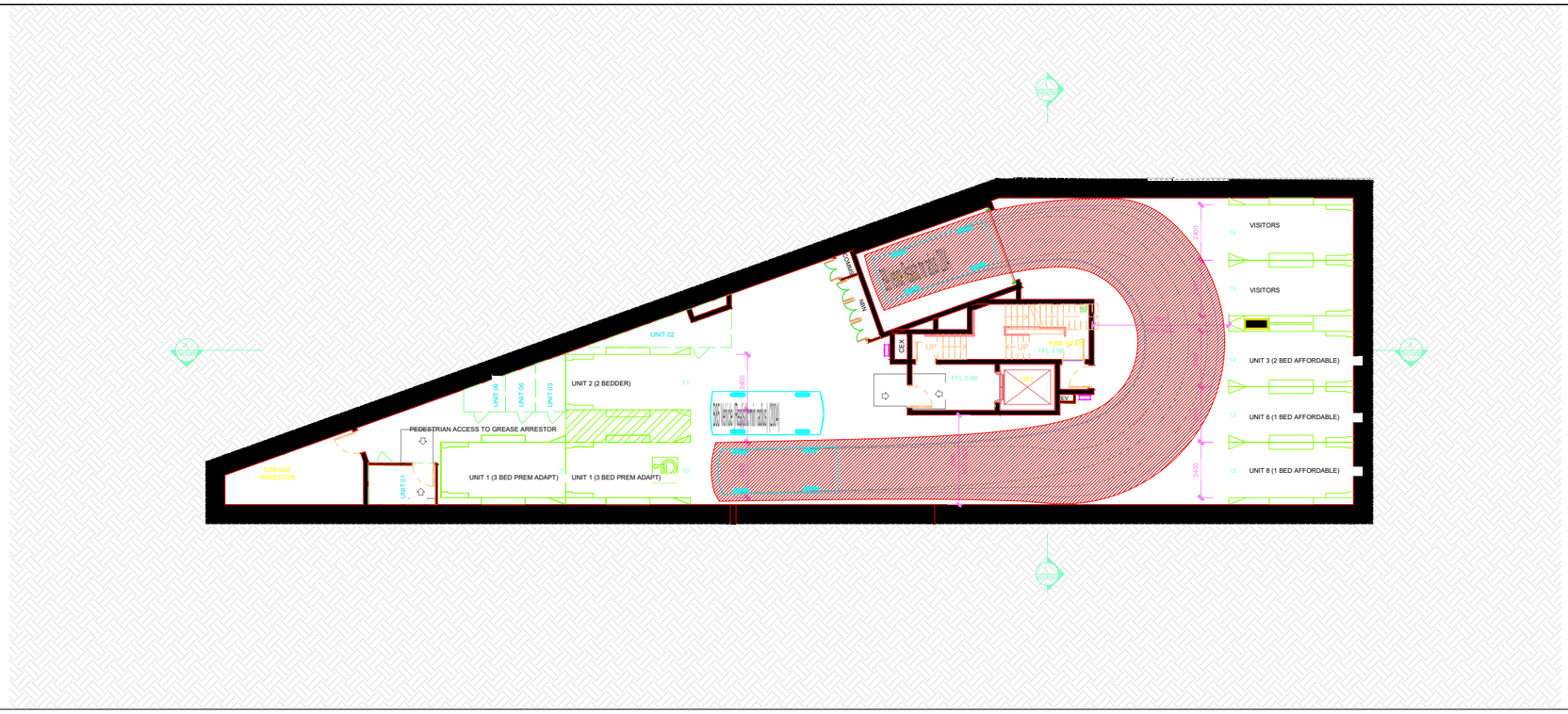
Drawn By
JB

Date
5/11/2024

Scale
1:150 @ A3

0m 1 2 3 4 5 6

ENTRY MOVEMENT



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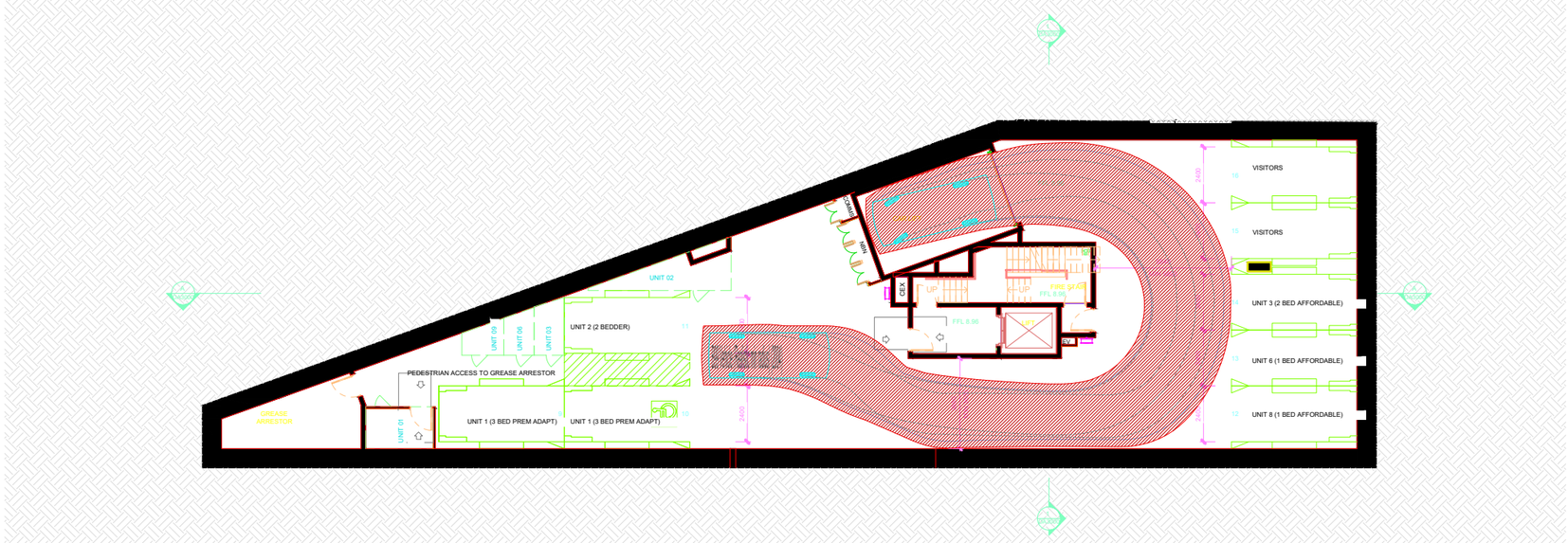

No. Date Description	Swept Path Key Vehicle Wheel Path Vehicle Body Envelope 300mm Vehicle Clearance	North N	Drawing Prepared By PDC Consultants Level 14, 100 William Street Woolloomooloo NSW 2011 t: +61 2 7900 6514 w: www.pdcconsultants.com.au ABN: 70 615 064 670	Architect Platform Architects	Project 154-158 Pacific Parade Dee Why	Drawing Title Basement Level 1 B99 Design Vehicle Swept Path analysis Typical Circulation Movements	Drawing No. 002 Revision No. -	
				Client Harrington Dee Why Pvt. Ltd	Project No 0818	Sheet Status NOT FOR CONSTRUCTION	Drawn By JB Date 5/11/2024	
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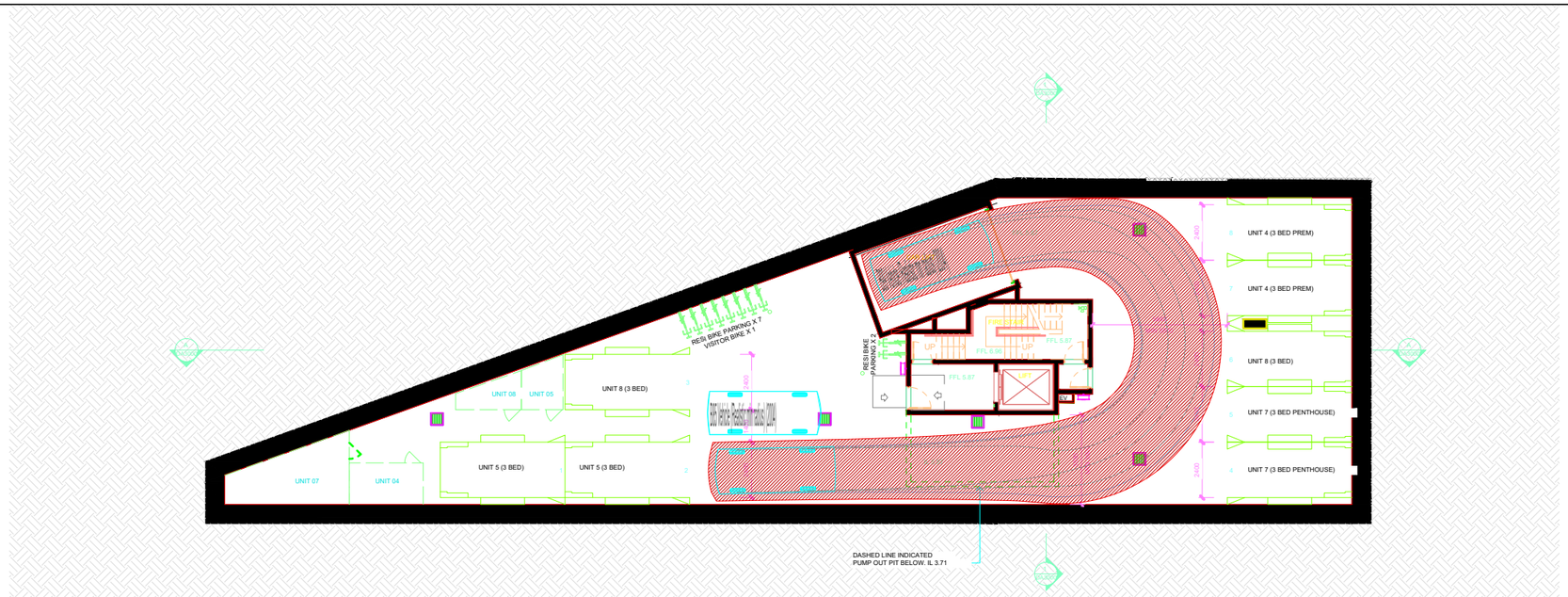

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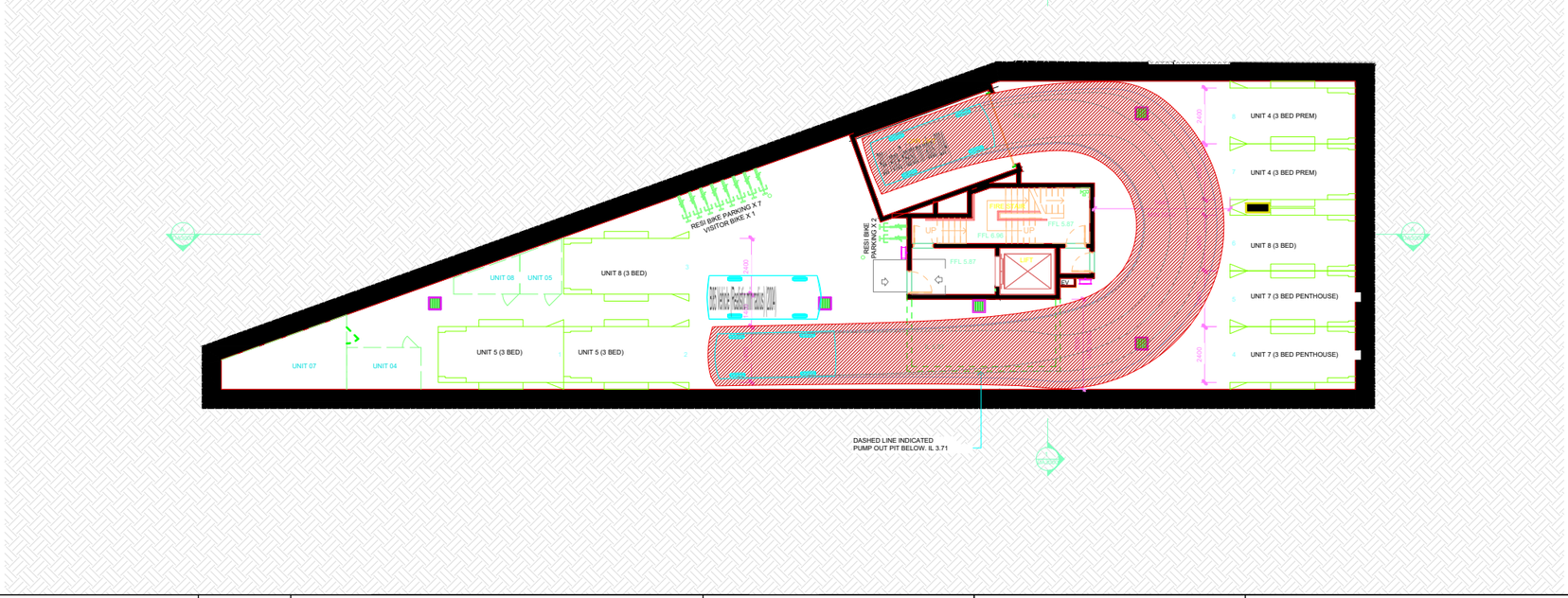

No.	Date	Description

Swept Path Key
- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

North: N

Drawing Prepared By

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Architect
Platform Architects

Client
Harrington Dee Why Pvt. Ltd

Project
154-158 Pacific Parade
Dee Why

Project No
0818

Drawing Title
Basement Level 2
B99 Design Vehicle Swept Path analysis
Typical Circulation Movements

Sheet Status
NOT FOR CONSTRUCTION

Drawing No.
003

Revision No.
-

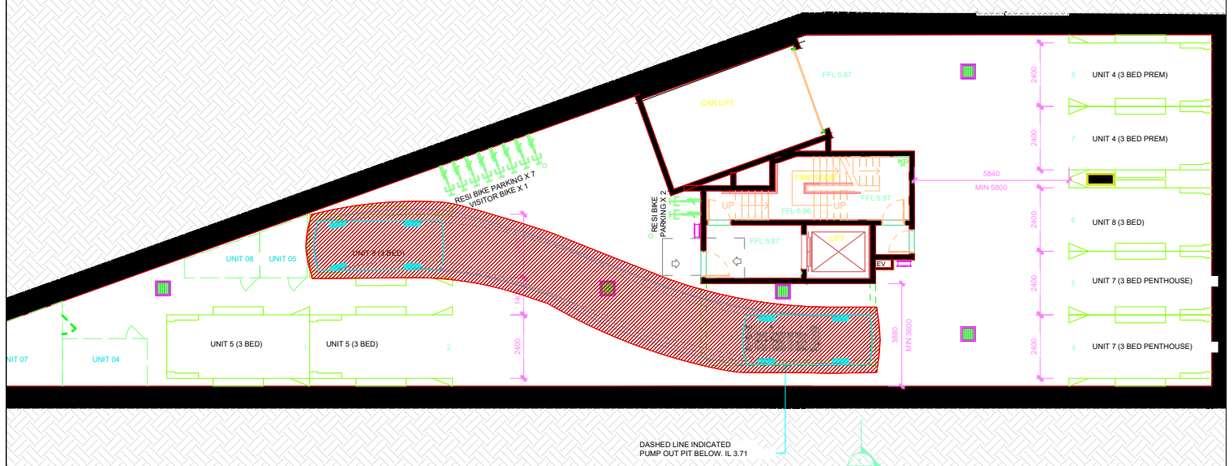
Drawn By
JB

Date
5/11/2024

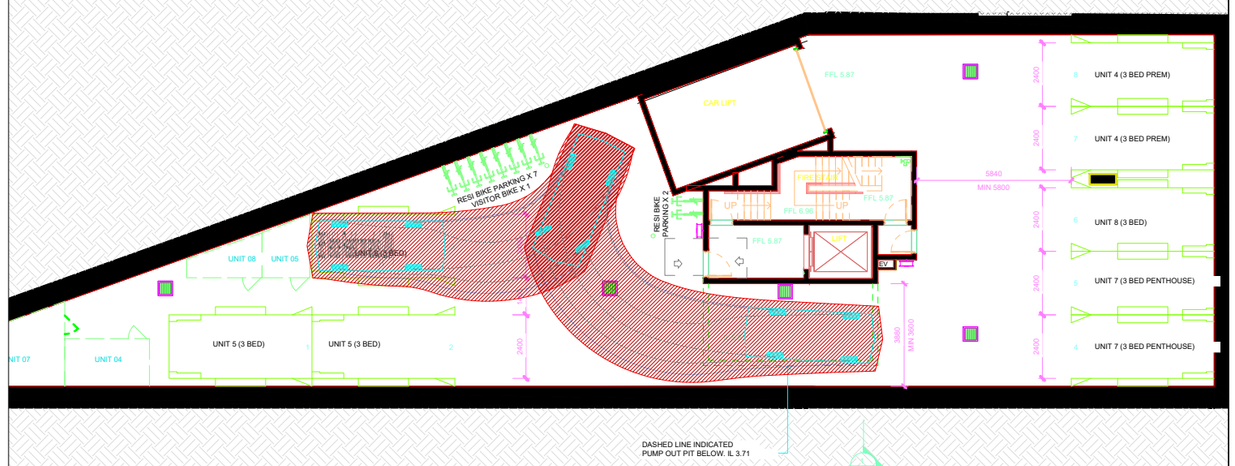
Scale
1:250 @ A3

0m 2 4 6 8

ENTRY MOVEMENT (1 of 2)



EXIT MOVEMENT (1 of 2)



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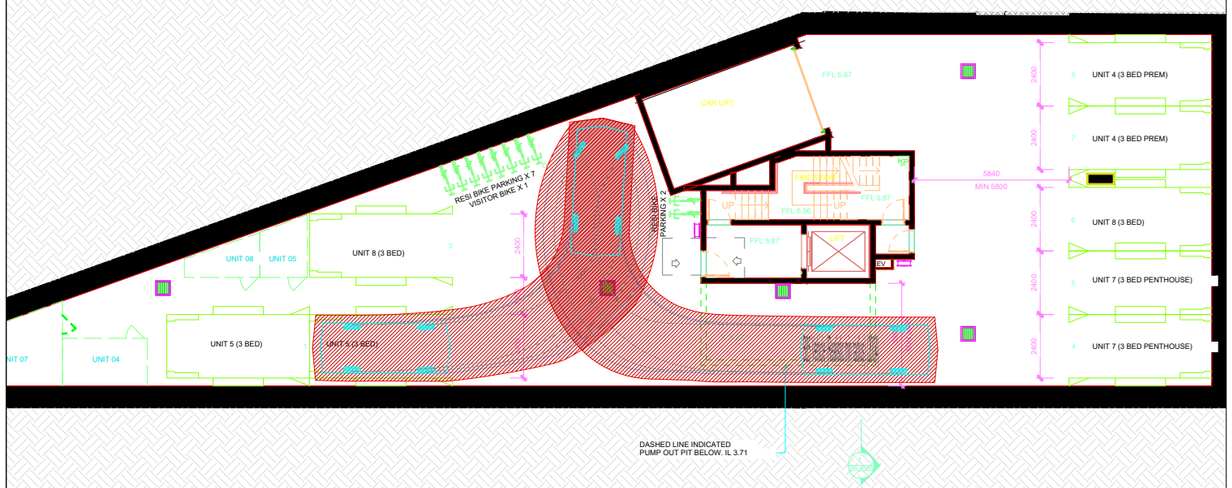

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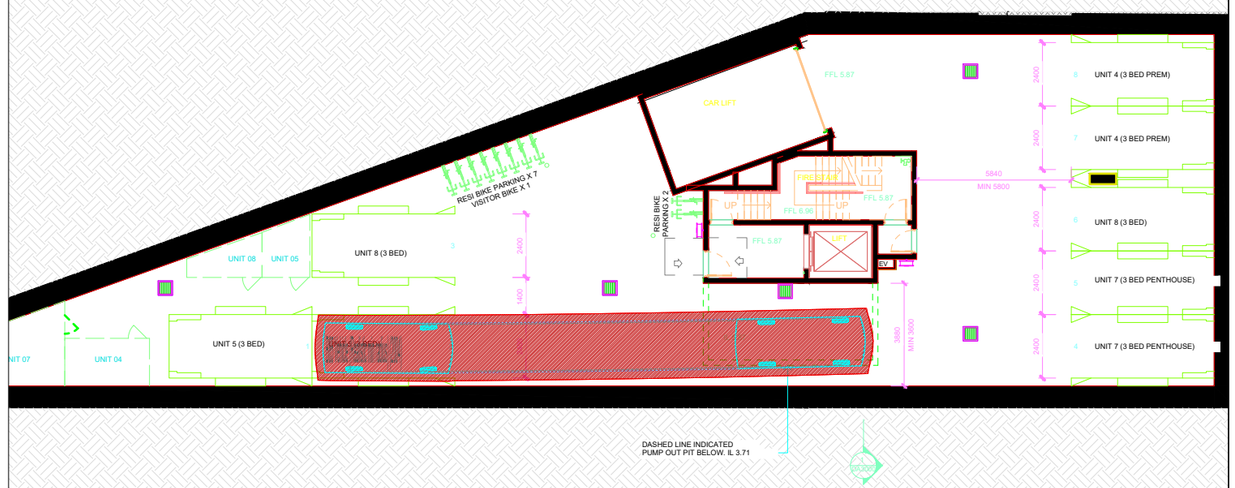

No.	Date	Description

Swept Path Key
- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

North: N

Drawing Prepared By

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Architect
Platform Architects

Client
Harrington Dee Why Pvt. Ltd

Project
154-158 Pacific Parade
Dee Why

Project No
0818

Drawing Title
Basement Level 2
B99 Design Vehicle Swept Path Analysis
Northernmost Car Spaces: Parking Movements

Sheet Status
NOT FOR CONSTRUCTION

Drawing No.
004

Revision No.
-

Drawn By
JB

Date
5/11/2024

Scale
1:250 @ A3

0m 2 4 6 8