



4 April 2022

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

Attention: The General Manager

Dear Sir / Madam,

ASSESSMENT OF PARKING & TRAFFIC IMPACTS ASSOCIATED WITH
SECTION 4.55 APPLICATION
APPROVED MIXED USE DEVELOPMENT
52 – 62 MAY ROAD, NARRAWEENA

This Practice has been engaged by May Road Group / JV Urban to undertake an assessment of the parking and traffic impacts associated with a Section 4.55 Application for alterations to an approved mixed-use development at 52 – 62 May Road, Narraweena.

APPROVED DEVELOPMENT

Development consent (DA2020/0739) was recently granted by Northern Beaches Council for the demolition of an existing strip retail development and the construction of a mixed-use development at 52 – 62 May Road, Narraweena. The development was approved to comprise the following:

- Six retail tenancies providing a total floor area of 425.5m².
- Three commercial tenancies providing a total floor area of 182.1m².
- 16 residential apartments, containing:
 - 4 x one-bedroom dwellings;
 - 10 x two-bedroom dwellings; and
 - 2x three-bedroom dwellings.

The retail tenancies were approved to be provided at adjacent to the southern boundary at ground floor level, providing direct pedestrian access to the existing footpath separating the site and the adjoining Council car park to the south.

The commercial tenancies were approved to be provided adjacent to the northern boundary at ground floor level, providing direct pedestrian access to the southern Poplar Lane footway.

The residential apartments were approved to be provided at first and second floor levels.

The development was approved to be serviced by a single basement level of parking containing 36 passenger vehicle parking spaces, whereby four spaces were approved to be provided within mechanical stackers.

The development was approved to be serviced by a single basement level of parking, containing the following:

- 14 retail / commercial parking spaces;
- 3 residential visitor parking spaces;
- 19 resident passenger vehicle parking spaces; and
- 18 bicycle parking spaces.

Vehicular access was approved to be provided via a 6.1m wide combined ingress / egress driveway connecting with Poplar Lane within the north-western corner of the site.

Further to the above, minor alterations were approved to the existing Council car parking area situated to the south of the site, including the provision of a dedicated loading bay.

This Practice prepared a Parking & Traffic Impact Assessment (dated June 2020) in support of the original Development Application. Further to the above, an updated Site Access and Internal Circulation Assessment (dated August 2020) and additional letter addressing Council's request for additional information dated October 2020.

PROPOSED ALTERATION & SCOPE OF ASSESSMENT

It is now proposed that the approved development be amended to incorporate, amongst other components, the following:

- Amendments to the commercial floor space, resulting in the provision of four tenancies, including a minor reduction in the total floor space from 182.1m² to 179.71m²; and
- Amendments to the basement parking area configuration, whereby the approved parking yield is able to be provided without the requirement for mechanical stackers.

Whilst it is acknowledged that the approved commercial floor space is proposed to reduce by 3m², for the purposes of this assessment and for simplicity, the approved development yield is assumed to be retained.

The approved parking provision and site access arrangements are largely proposed to be retained.

This assessment refers to and should be read in conjunction with architectural plans prepared by Benson McCormack Architecture, reduces copies of a selection of which are attached as **Appendix 1**.

ACCESS ARRANGEMENTS

The originally approved vehicular access arrangements, comprising a 6.1m wide combined ingress / egress driveway connecting with Poplar Lane within the north-western corner of the site are not proposed to be altered with respect to driveway width and location. The functional requirements of the access arrangements are not proposed to be altered to any measurable extent, whereby the largest vehicle required to enter and exit the site is expected to continue to be a passenger vehicle and the number of parking spaces serviced is to be retained. The approved site access arrangements are accordingly envisaged to continue appropriately service the proposed amended development.

Notwithstanding the above, a series of swept path plans have been prepared demonstrating the passenger site access and egress movements via Poplar Lane, copies of which are attached as **Appendix 2**. These swept path plans illustrate that passenger vehicles are expected to be able to enter and exit the approved site design in a safe and efficient manner, with appropriate manoeuvring clearance to public road kerbs, driveway extents, opposing vehicle movements and internal obstructions.

PARKING ASSESSMENT

The development was approved and proposed to continue to provide a total of 36 passenger vehicle parking spaces, comprising 14 retail / commercial parking spaces, three (3) residential visitor parking spaces and 19 resident passenger vehicle parking spaces.

The approved provision is largely proposed to be retained, whereby the amendments to the basement level parking provision now allow for the approved parking provision to be provided without the requirement for mechanical stackers.

Further to the above, the approved provision of 23 bicycle parking spaces is proposed to be retained, with 18 spaces continuing to be situated within the south-eastern corner of the basement parking level and a further five (5) publicly accessible spaces also continuing to be provided within the central portion of the ground level courtyard.

The approved (and proposed) parking provision is accordingly considered to be consistent with the methodology previously approved. It is accordingly not envisaged that the proposed amended development will result in any impacts on surrounding parking amenity over and above that previously assessed and approved.

INTERNAL CIRCULATION

Car Parking Design

The originally approved design and layout of the parking area is proposed to largely be retained, whereby passenger vehicles, upon entry to the site, will travel in a forward direction to access the basement passenger vehicle parking area, via a roadway / ramp running along the western site boundary. The basement parking area is proposed to continue to form standard rows of 90-degree angled parking being serviced by adjoining parking aisles, forming an extension of the site access ramp.

Notwithstanding the above, minor modifications to the basement parking area configuration are proposed to facilitate the provision of the approved parking yield without the requirement for mechanical stackers.

The amended internal parking design is proposed to accord with the minimum requirements of the Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004) and *Part 6: Off-Street Parking for People with Disabilities* (AS2890.6:2009), providing the following minimum dimensions:

- Standard resident, residential visitor and retail / commercial employee parking space width = 2.4m;
- Disabled parking space width = 2.4m plus adjoining 2.4m wide shared area;
- Additional vehicular space width where parking spaces adjoins an obstruction = 0.3m;
- Standard and disabled resident, residential visitor and retail / commercial employee parking space length = 5.4m;
- Aisle width servicing 90-degree parking spaces = 5.8m;
- Parking aisle extension past dead end 90-degree parking bays = 1.0m; and
- Headroom = 2.2m.

Safe and efficient internal manoeuvring and parking space accessibility is anticipated to result, taking into consideration the above compliance with the relevant AS2890.1:2004 and AS2890.6:2009 specifications.

In order to demonstrate the internal passenger vehicle manoeuvrability within the vicinity of these areas and generally throughout the overall parking area, this Practice has prepared a number of swept path plans which are included as **Appendix 2**. The turning paths provided on the plans have been generated using Autoturn software and derived from B99 / B85 vehicle specifications in conjunction with 300mm manoeuvring clearances, as provided within AS2890.1:2004.

Section B4.4 of AS2890.1:2004 states the following with regard to the use of templates to assess vehicle manoeuvring:

‘Constant radius swept turning paths, based on the design vehicle’s minimum turning circle are not suitable for determining the aisle width needed for manoeuvring into and out of parking spaces. Drivers can manoeuvre vehicles within smaller spaces than swept turning paths would suggest.’

It would therefore appear that whilst the turning paths provided within AS2890.1:2004 can be utilised to provide a ‘general indication’ of the suitability or otherwise of internal parking and manoeuvring areas, vehicles can generally manoeuvre more efficiently than the paths indicate. The swept path plans illustrate that passenger vehicles can manoeuvre throughout and enter and exit the most difficult passenger vehicle parking spaces within the parking areas.

It is further noted that the basement parking area forms two dead end aisles, consistent with the originally approved basement level parking arrangement. The alignment of the internal circulation aisles is however such that vehicles are able to continue to turnaround in the event that all parking spaces are occupied (see swept paths contained within **Appendix 2**). The proposed basement parking area layout as it relates to passenger vehicle manoeuvrability is therefore considered to be satisfactory.

Bicycle Parking Design

The amended development design is proposed to retain the approved provision of 23 bicycle spaces within the basement parking level and the ground floor level. The bicycle spaces are proposed to continue to be provided via horizontal bicycle parking racks, providing the following minimum characteristics complying with the Australian Standard for *Parking Facilities Part 3: Bicycle Parking* (AS2890.3:2015):

- Bicycle parking rack spacing = 0.5m;
- Horizontal bicycle rack length (depth) = 1.8;
- Bicycle parking rack aisle width = 2.6m; and
- Minimum bicycle parking area access path width = 1.8m.

The amended bicycle parking arrangements are accordingly considered to be satisfactory.

TRAFFIC IMPACTS

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within TfNSW's *Guide to Traffic Generating Developments*. The following provides the traffic generation rates applicable to the approved and proposed developments:

Medium Density Residential Dwellings

Up to two-bedroom dwellings: 0.40 – 0.50 peak hour trips per dwelling

Three or more-bedroom dwellings: 0.50 – 0.65 peak hour trips per dwelling

Retail Shop

4.6 trips per 100m²

Commercial Premises

2 trips per 100m²

The following provides a summary of the traffic generating potential of the approved and proposed developments.

Approved Development Traffic Generation

Application of the above TfNSW traffic generation rates to the approved development yield results in the following calculation with respect to the approved traffic generating ability of the site (the highest rate has been adopted to generate a worst-case scenario):

Residential Units

$$(14 \times 0.5) + (2 \times 0.65) = 8.3 \text{ (adopt 9) trips}$$

Shop

$$4.6(425.5\text{m}^2 / 100\text{m}^2) = 19.6 \text{ (adopt 20) trips}$$

Business Premises

$$2(182.1\text{m}^2 / 100\text{m}^2) = 3.6 \text{ (adopt 4) trips}$$

The approved development yield was therefore considered to be capable of generating a total of approximately 33 peak hour vehicle movements to or from the site.

Proposed Development Traffic Generation

As previously presented, the approved development yield is proposed to be retained. The originally assessed and approved traffic generating ability of the development is accordingly not projected to alter. The proposed amended development is not expected to result in any measurable impact on the adjoining public road network over and above that previously approved.

CONCLUSION

This correspondence provides an assessment of the parking and traffic impacts associated with a Section 4.55 Application for alterations to an approved mixed-use development at 52 – 63 May Road, Narraweena. Having regard to the assessment contained within this correspondence, the following conclusion is provided:

- The approved site access arrangements are largely not proposed to be altered and are considered to continue to be capable of servicing the proposed development in a safe and efficient manner, as demonstrated by swept path plans contained within **Appendix 2**;
- The approved parking provision is proposed to be retained, being consistent with the methodology previously approved;
- It is accordingly not envisaged that the proposed amended development will result in any impacts on surrounding parking amenity over and above that previously assessed and approved;
- The minor alterations to the internal circulation arrangements are envisaged to provide motorists with safe and efficient manoeuvring during peak periods and ensure appropriate compliance with the relevant requirements of AS2890.1:2004, AS2890.3:2015 and AS2890.6:2009;
- The proposed development yield is consistent with that previously approved and accordingly, the application is not expected to result in any measurable impacts on the adjoining public road network over and above that previously approved.

Having regard to the above conclusions, the proposed alterations to the approved development are envisaged to be satisfactory.

It would be appreciated if the information contained within this correspondence could be incorporated in Council's assessment of the subject application.

Submitted for your consideration.

Yours sincerely,



Morgan Stanbury
Director
Traffic Engineer

APPENDIX 1

SCHEDULE OF CHANGES
S4.55 ISSUE

1. Relocation of lift core to the center of the site. Additional storage capacity and plant room.

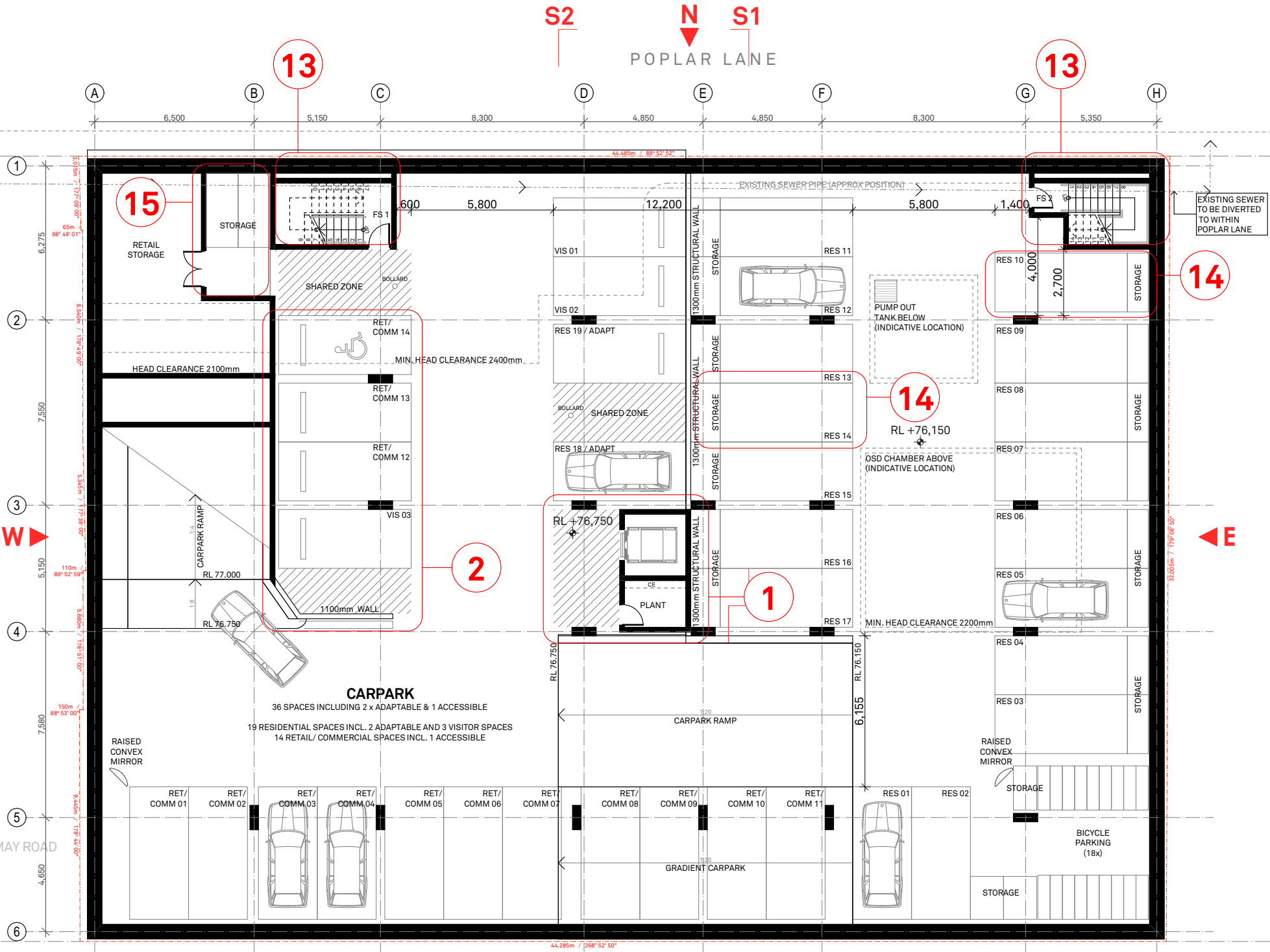
2. Reconfiguration of carpark layout based on relocation of central lift. Removal of service lift and increased storage capacity.

13. Shifting fire stair 01 and 02 200mm to the north to accommodate for 2 additional car spaces. Stair mirrored and reduction in the length of the southern wall allowing increased swept path into space 10.

15. Relocation of storage spaces to maintain existing total figure of 20

SCHEDULE OF CHANGES
CONDITIONS OF CONSENT

14. Addition of two car spaces achieving a total of 36 parking spaces as per the condition of consent, avoiding the means of a mechanical car stacker.



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REVISION			
Rev	Date	Description	Chk
05	30/03/2022	S4.55	DB

LEGEND		COS	Communal Open Space	GBC	Garbage Chute	POS	Private Open Space
A/C	Air Conditioning Unit	CEX	Carpark Exhaust	GBR	Garbage Room	R	Robe
ACC	Accessible	D	Dining	GBX	Garbage Exhaust	RWT	Rainwater Tank
ADP	Adaptable	DP	Dryer	GFA	Gross Floor Area	SCR	Screen
AHD	Aust. Height Datum	DW	Down Pipe	GM	Gas Meter	SW	Sewer
B	Basement	F	Dishwasher	H	Hydraulic Services	ST	Storage
BAL	Balustrade	FEX	Fridge	LY	Laundry	SD	Study
BALC	Balcony	FFL	Fire Extinguisher	M	Meter Room	STP	Stormwater Pit
BED	Bedroom	FN	Finish floor level	MC	Motorcycle Parking	STW	Stormwater
BT	Bathroom	FS	Fence	MSB	Main Switch Board	SFL	Structural floor level
COL	Column	FSR	Fire Stairs	NGL	Natural Ground Level	TOF	Top of Fence
COMM	Comms Room	GBA	Floor Space Ratio	OSD	Onsite Detention Tank	TOW	Top of Wall
			Gross Building Area	P	Pantry	VIS	Visitor Parking

CLIENT
MAY ROAD GROUP / JV URBAN
44 BAY VISTA LANE
EWINGSDALE NSW
2481

PROJECT DETAILS
52 M
52-62 MAY ROAD
NARRAWEENA NSW
2099

DRAWING TITLE
PLANS - GENERAL ARRANGEMENT BASEMENT 1

SCALE
1:200
STATUS
S4.55
PROJECT No
1853A

DRAWING No
A-0101

NORTH

REV
05

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ARCHITECTURE

SCHEDULE OF CHANGES
S4.55 ISSUE

1. Relocation of the lift core to a more centralised location within the courtyard, allowing for greater solar amenity to retail 01 and 02.

3. Commercial tenancies re-configured with the inclusion of an additional commercial tenancy, whilst maintaining approved GFA.

4. Relocation of stairs to be in line with the lift, allowing for a more central circulation path.

6. Reallocation of retail area, with Ret. 04 now having 64.3m² of floor area, and Ret. 03 now having 60.3m² of floor area.

7. Addition of bi-fold doors to the rear of retail 01 and 02, improving solar amenity and visual access into tenancies.

8. Removal of service lift. Space reallocated to facilitate internal design of hydrant pump room.

9. Repositioning of accessible WC and bicycle parking increasing circulation space. Accessible WC mirrored to provide RH and LH option. Incorporating a top landing of 1450mm to ramp from poplar lane.

13. Shifting fire stair 01, 02 and external wall line of commercial envelope 200mm to the north to accommodate for the requirement of two additional car spaces. Overall GFA remains the same. Planters to the north deleted.

SCHEDULE OF CHANGES
CONDITIONS OF CONSENT

5. Deletion of the stair access to the adjoining public reserve along the eastern boundary. Extension of the planter and courtyard across the area of the deleted stair in accordance with conditions of consent.



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REVISION		
Rev	Date	Description
07	30/03/2022	S4.55

LEGEND	
A/C	Air Conditioning Unit
ACC	Accessible
ADP	Adaptable
AHD	Aust. Height Datum
B	Basement
BAL	Balustrade
BALC	Balcony
BED	Bedroom
BT	Bathroom
COL	Column
COMM	Comms Room

COS	Communal Open Space
CEX	Carpark Exhaust
D	Dining
DRY	Dryer
DP	Down Pipe
DW	Dishwasher
F	Fridge
FEX	Fire Extinguisher
FFL	Finish floor level
FN	Fence
FS	Fire Stairs
FSR	Fire Space Ratio
GBA	Gross Building Area

GBC	Garbage Chute
GBR	Garbage Room
GBX	Garbage Exhaust
GFA	Gross Floor Area
GM	Gas Meter
H	Hydraulic Services
LY	Laundry
M	Motorcycle Parking
MC	Main Switch Board
MSB	Natural Ground Level
NGL	Onsite Detention Tank
OSD	Pantry
P	

POS	Private Open Space
R	Robe
RWT	Rainwater Tank
SCR	Screen
SW	Sewer
ST	Storage
SD	Study
STP	Stormwater Pit
STW	Stormwater
SFL	Structural floor level
TOF	Top of Fence
TOW	Top of Wall
VIS	Visitor Parking

CLIENT	MAY ROAD GROUP / JV URBAN
	44 BAY VISTA LANE
	EWINGSDALE NSW
	2481

PROJECT DETAILS	52 M
	52-62 MAY ROAD
	NARRAWEENA NSW
	2099

DRAWING TITLE	PLANS - GENERAL
	ARRANGEMENT
	GROUND FLOOR
	PLAN

SCALE	1:200
STATUS	S4.55
PROJECT No	1853A

DRAWING No	A-0102
REV	07

NORTH	

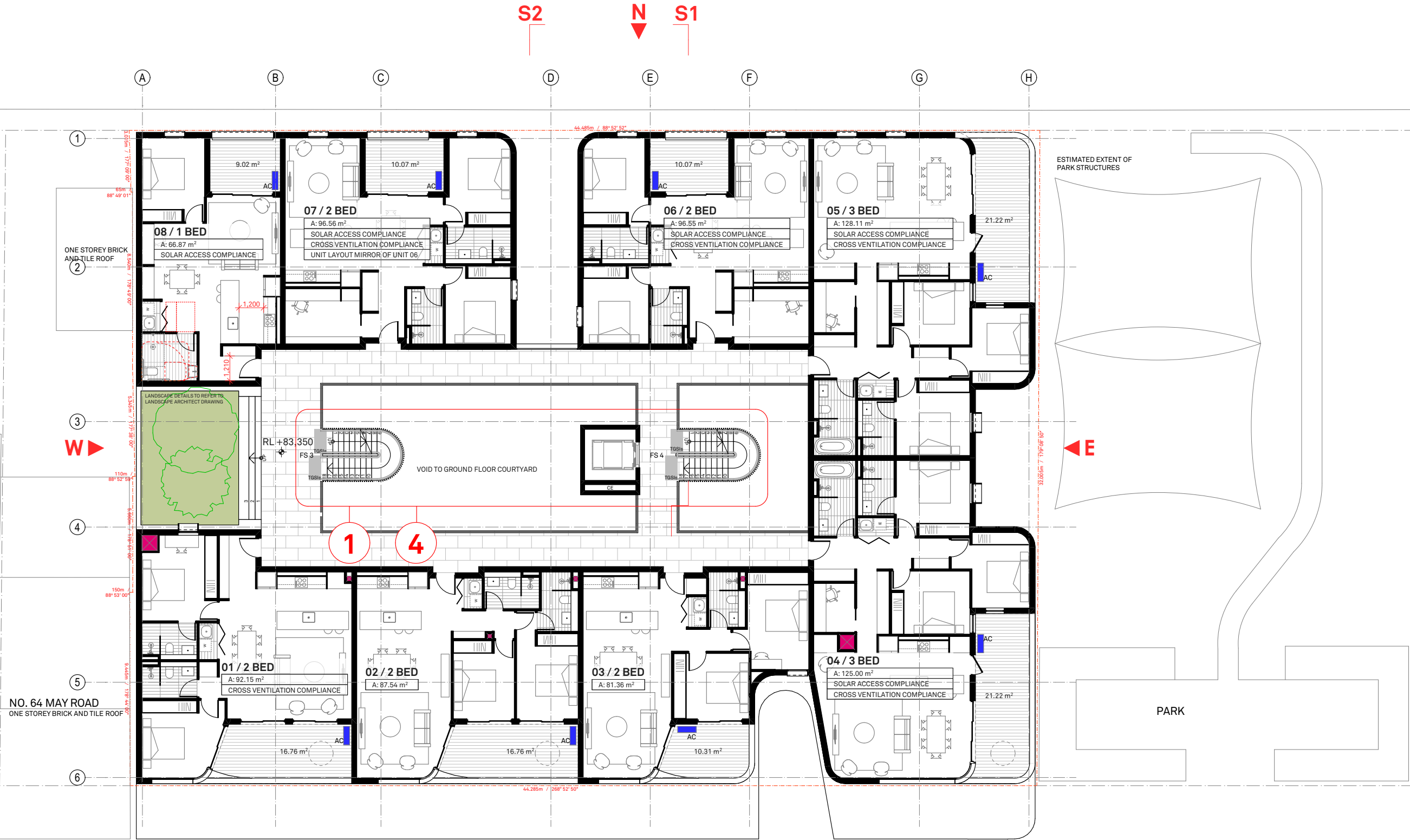
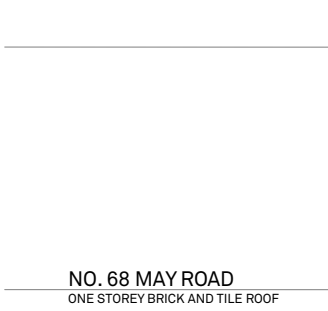
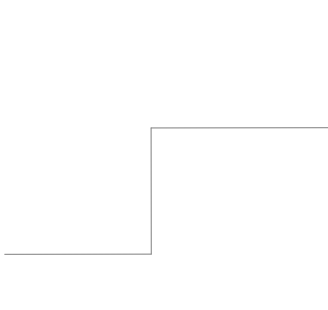
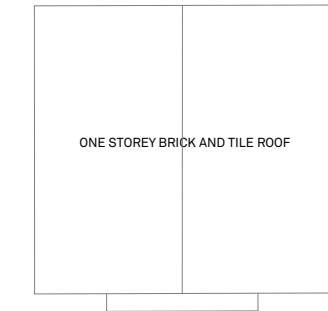
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SCHEDULE OF CHANGES
S4.55 ISSUE

1. Relocation of the lift core to a more centralised location within the courtyard.

4. Relocation of stairs to be in line with the lift, allowing for a more central circulation path.



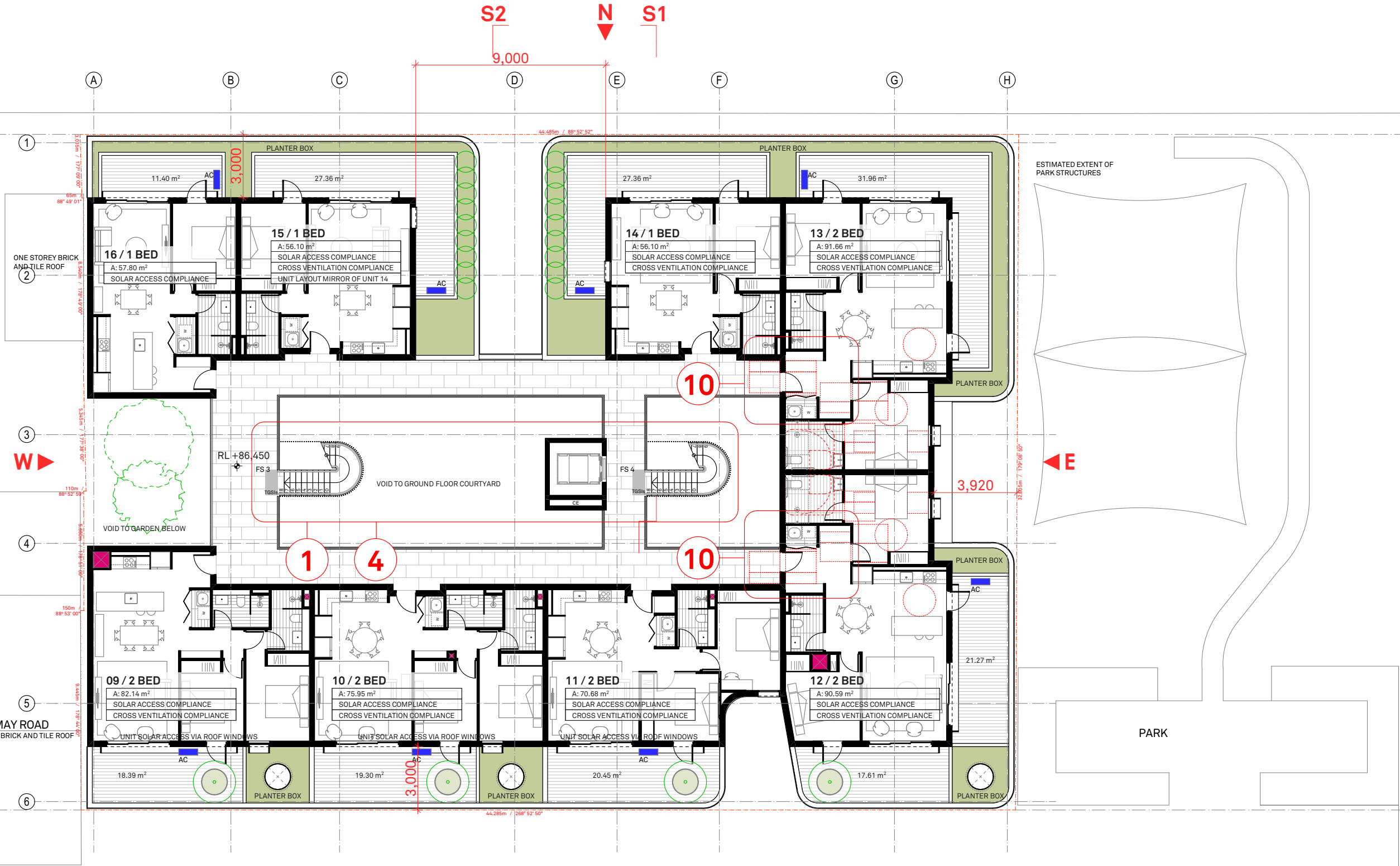
SCHEDULE OF CHANGES
S4.55 ISSUE

1. Relocation of the lift core to a more centralised location within the courtyard.

4. Relocation of stairs to be in line with the lift, allowing for a more central circulation path.

10. Amendment of entry to unit 12 and 13 addressing reconfigured external circulation path.

ONE STOREY BRICK AND TILE ROOF



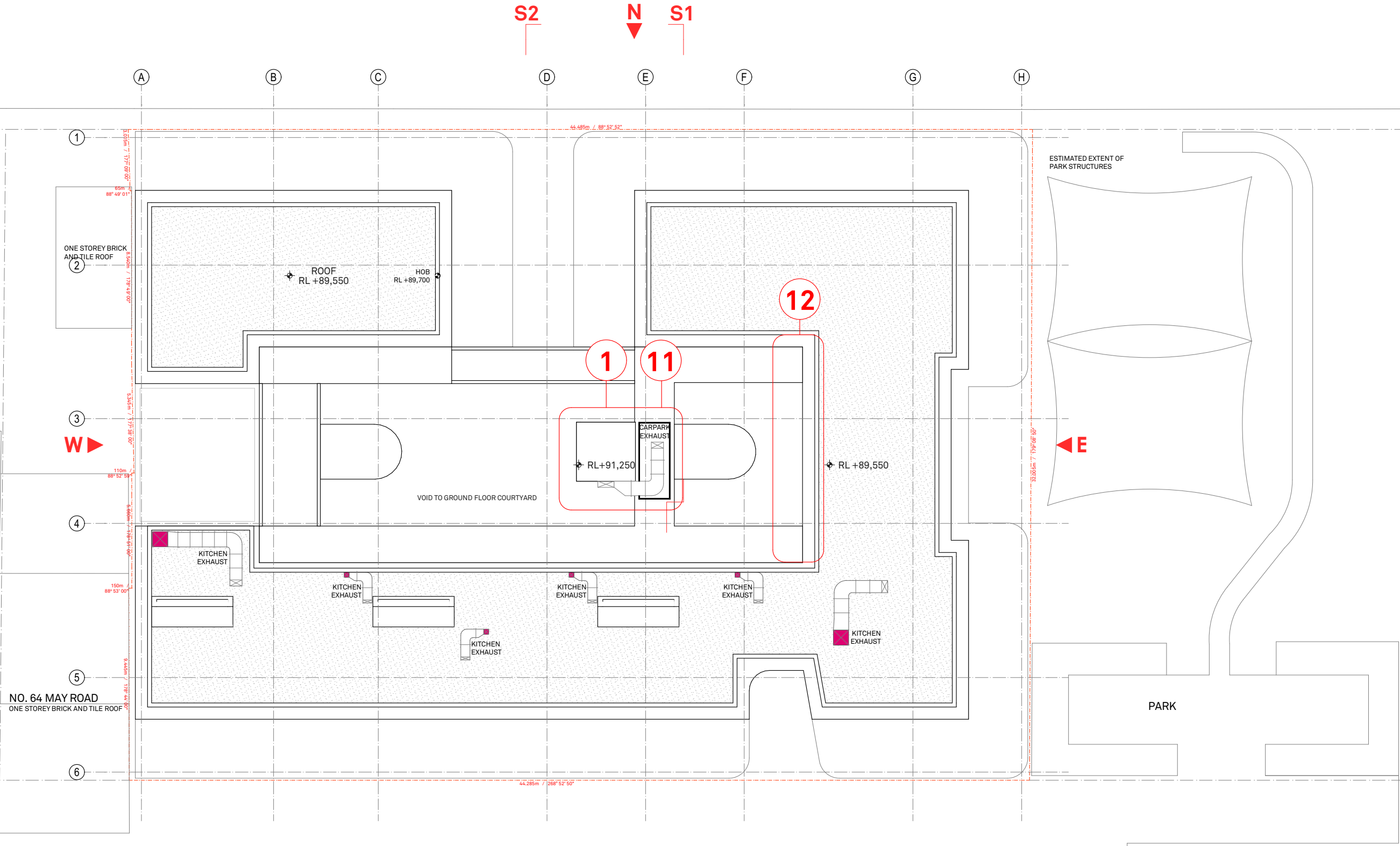
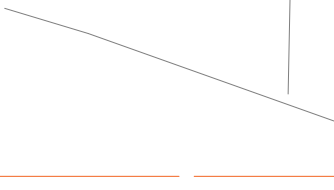
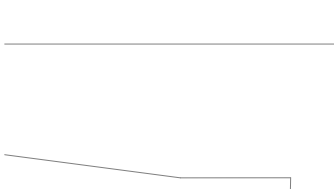
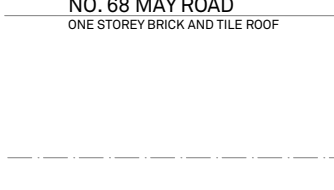
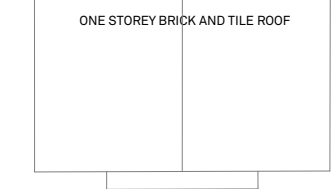
REVISION	LEGEND	CLIENT	PROJECT DETAILS	DRAWING TITLE	SCALE	NORTH	STUDIO 5, 505 BALMAIN RD LILYFIELD NSW 2040 ABN: 76 129 130 285 RN: 7536
Rev Date Description Chk DB	COS Communal Open Space CEX Carpark Exhaust D Dining DRY Dryer DP Down Pipe DW Dishwasher F Fridge FEX Fire Extinguisher FFL Finish floor level FN Fence FS Fire Stairs FSR Fire Stairs Ratio COL Column COMM Comms Room	MAY ROAD GROUP / JV URBAN 44 BAY VISTA LANE EWINGSDALE NSW 2481	52 M 52-62 MAY ROAD NARRAWEENA NSW 2099	PLANS - GENERAL ARRANGEMENT SECOND FLOOR PLAN	1:200 STATUS S4.55 PROJECT No 1853A	 DRAWING No A-0104 REV 06	P. +61 2 9818 0777 F. +61 2 9818 0778 E. enquiries@bensonmccormack.com W. www.bensonmccormack.com

SCHEDULE OF CHANGES
S4.55 ISSUE

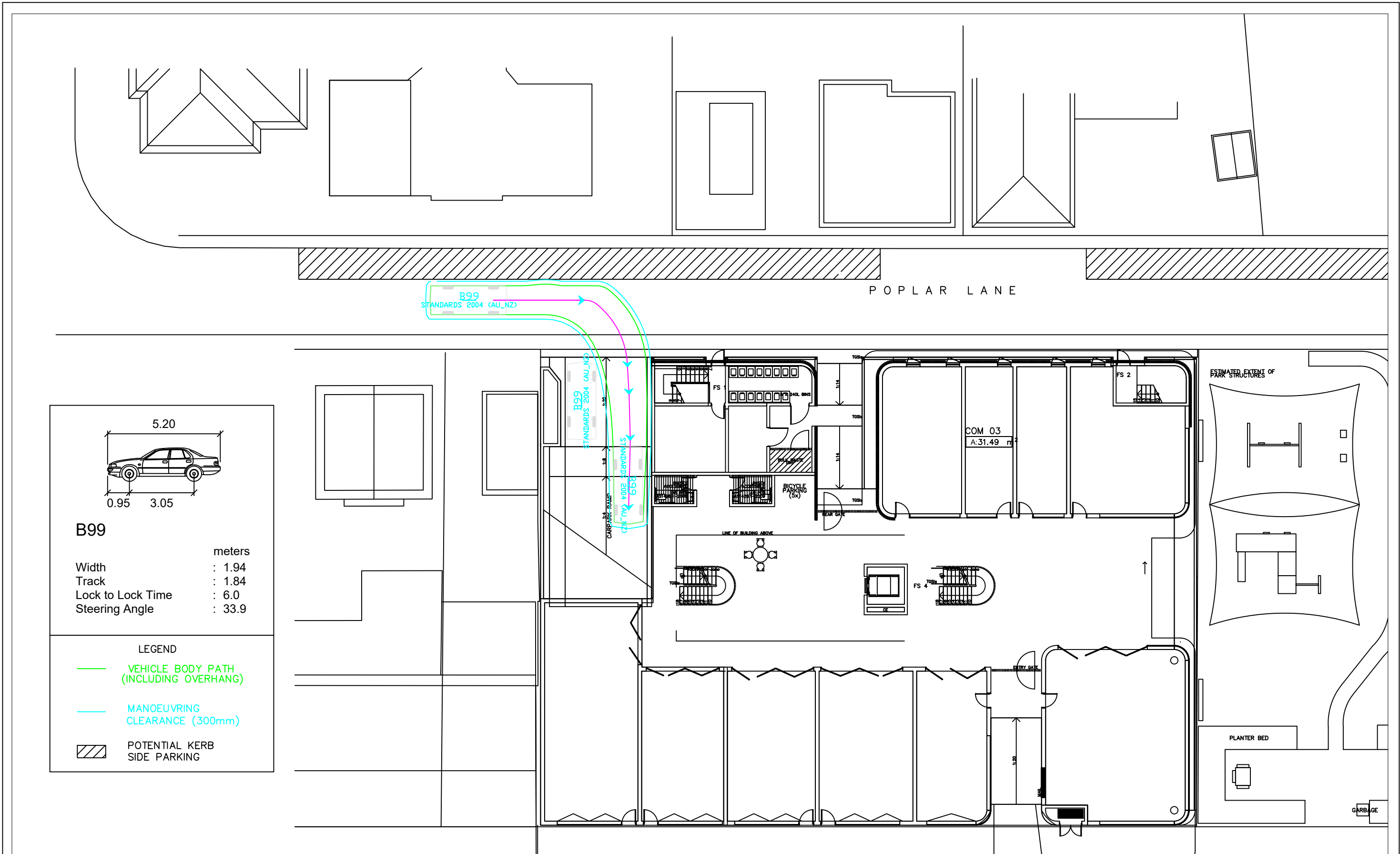
1. Relocation of the lift core to a more centralised location within the courtyard.

11. Carpark exhaust relocated adjacent to the new position of the lift core.

12. Awning amended according to changes with circulation path below.



APPENDIX 2

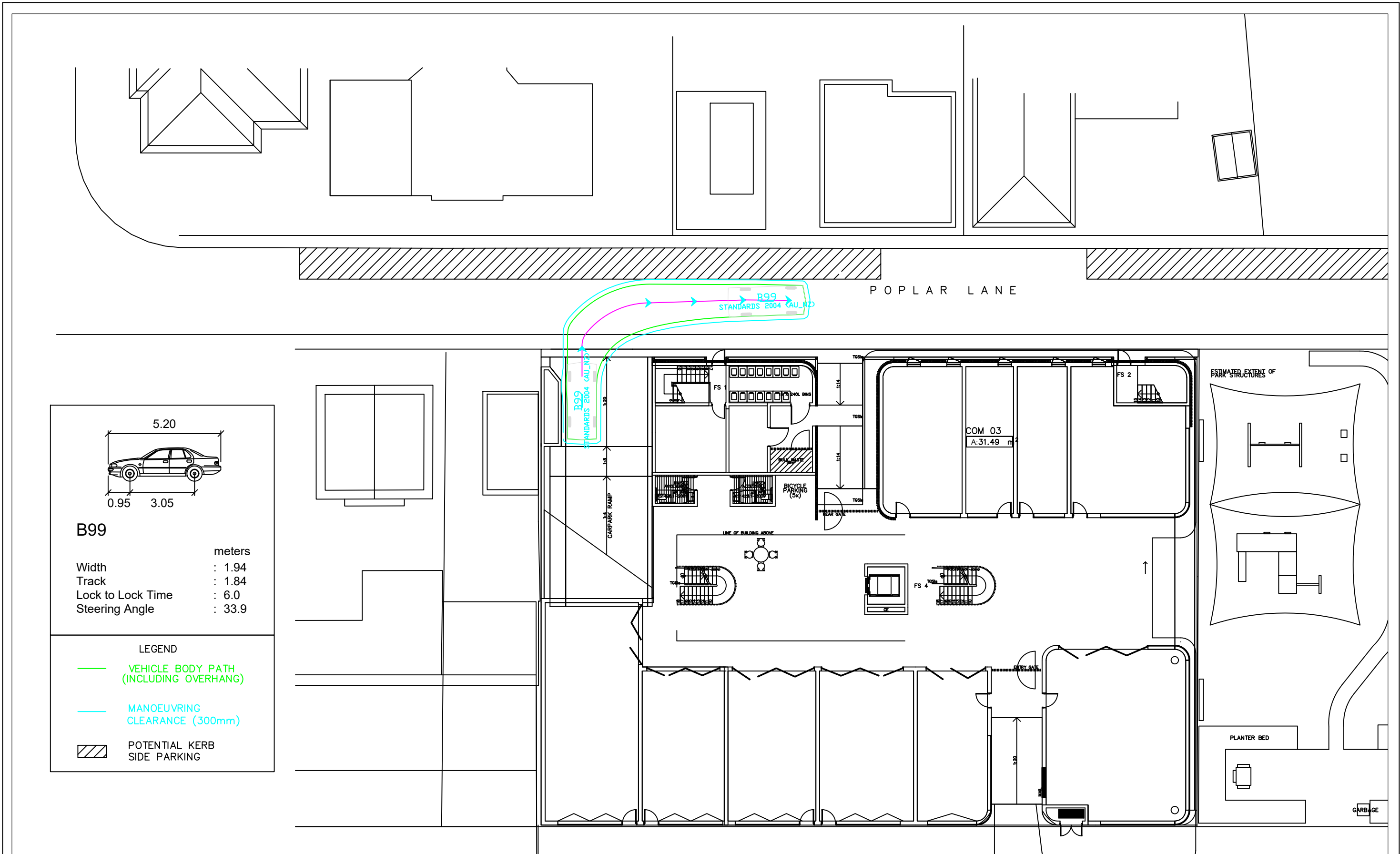


STANBURY TRAFFIC PLANNING
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MOB: 0410 561 848
EMAIL: info@stanburytraffic.com.au
WEBSITE: www.stanburytraffic.com.au

NOTES:
1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY BENSON MCCORMACK ARCHITECTURE.
2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 10 IN CONJUNCTION WITH B99 PASSENGER VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 1: OFF-STREET CAR PARKING (AS2890.1:2004).

STANBURY TRAFFIC PLANNING
PASSENGER VEHICLE SWEEP PATHS
SITE INGRESS MOVEMENT
PROPOSED MIXED USE DEVELOPMENT
52 - 62 MAY ROAD, NARRAWEENA

SCALE: 1:250 AT A3		ISSUE A
FILE: 19-103	SUPERSEDES SHEET/ISSUE -	
DATE: 4/04/2022		SHEET 1

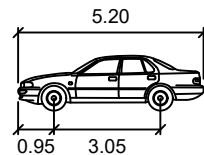


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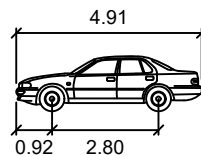
STANBURY TRAFFIC PLANNING
PASSENGER VEHICLE SWEEP PATHS
SITE EGRESS MOVEMENT
PROPOSED MIXED USE DEVELOPMENT
52 - 62 MAY ROAD, NARRAWEENA

SCALE: 1:250 AT A3		ISSUE A
FILE: 19-103	SUPERSEDES SHEET/ISSUE -	
DATE: 4/04/2022		SHEET 2



B99

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

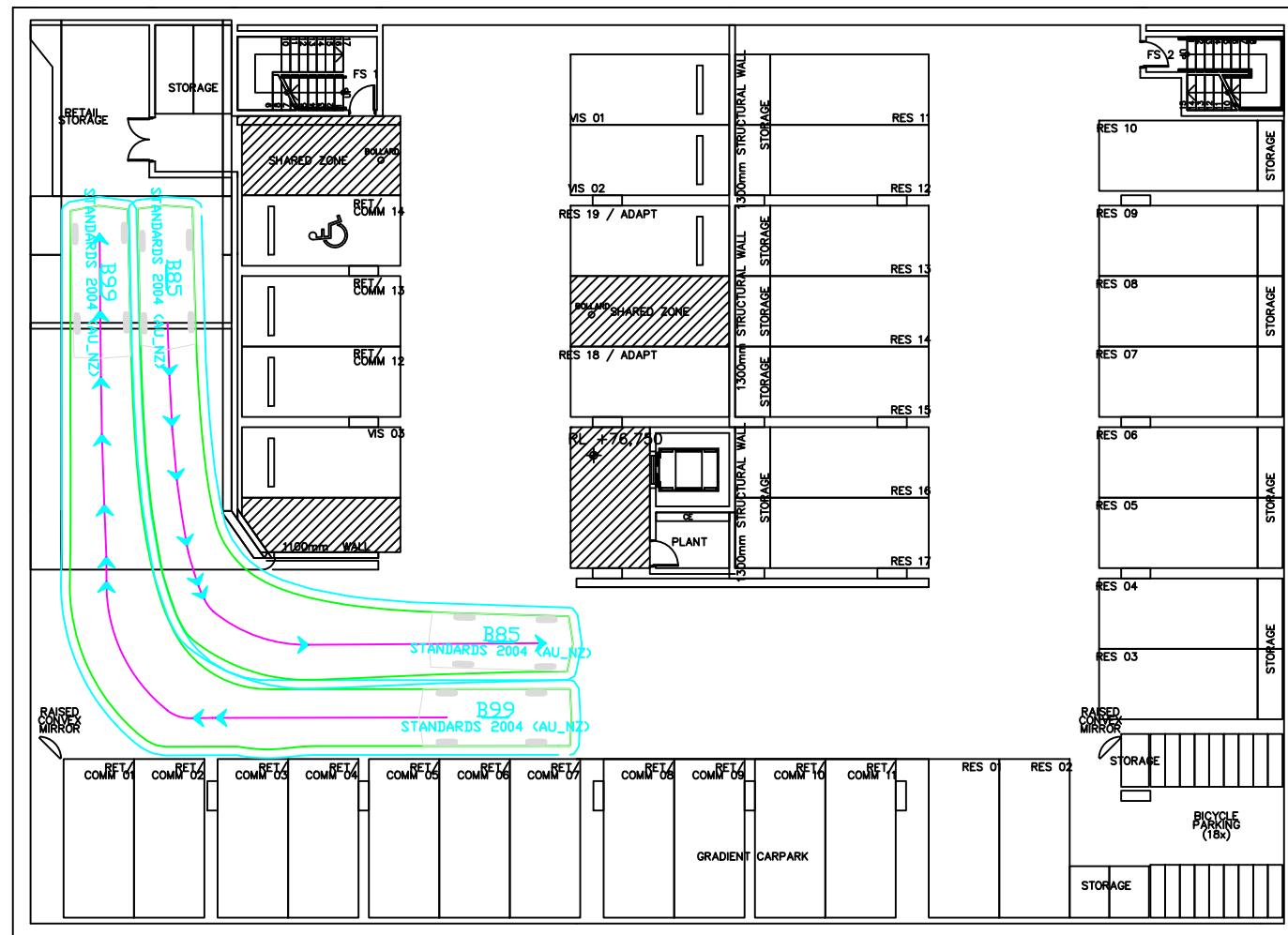


B85

Width : 1.87 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

LEGEND

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)



STANBURY
TRAFFIC
PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

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STANBURY TRAFFIC PLANNING

PASSENGER VEHICLE SWEEP PATHS
BASEMENT LEVEL INGRESS / EGRESS MOVEMENTS
PROPOSED MIXED USE DEVELOPMENT
52 - 62 MAY ROAD, NARRAWEENA

SCALE: 1:250 AT A3

FILE: 19-103

DATE: 4/04/2022

SUPERSEDES
SHEET/ISSUE

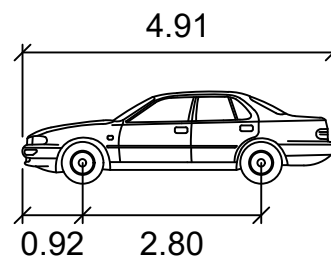
ISSUE

A

SHEET

3

	SHEET
	4



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

LEGEND

— VEHICLE BODY PATH
(INCLUDING OVERHANG)

