

Terraffic Pty Ltd

Traffic and Parking Consultants

ABN 83 078 415 871

20th March 2025

Ref: 22016

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

Dear Sir/Madam,

**DA2024/0460 - 1-3 GONDOLA ROAD, NORTH NARRABEEN
PROPOSED SHOP TOP DEVELOPMENT**

I refer to Council's Traffic Engineering Response dated 5th March 2025 for the abovementioned development. Mackenzie Architects have prepared modified architectural plans that address the issues raised by Council. Swept paths have also been provided showing vehicular access to parking spaces and passing where necessary.

The following issues have been addressed as follows:

- It is noted that an entering vehicle is required to wait partially on a 12.5% ramp to give way to an exiting vehicle on the ground floor due to the one way ramp leading into the basement. Although the proposed one way ramp is acceptable with traffic signals, the waiting bay for the entering vehicle is not ideally located as it requires the vehicle to stop partially on the ramp. The waiting bay is however acceptable as there are no preferable alternative locations. The waiting bay must however be line marked and signposted. Also, a waiting bay for vehicles to stop to give way to entering vehicles in the basement level must also be provided. This bay must be shown to clear of the path of a vehicle entering the basement. These details must be provided. Council requires more details with regard to the siting, signage and line marking for waiting bays.*

The amended plans show linemarked waiting bays in the basement and the ground floor. The swept path of the Australian Standard B85 vehicle entering the basement and B99 vehicle exiting the basement from the waiting bay is reproduced in the following pages.

- The previously raised concern about intended arrangements for removalist trucks, loading/servicing activities and garbage collection for commercial units noting that such activities will clearly not always be undertaken by vans or other small passenger vehicles is not addressed in the amended traffic report. These details are required.*

The proposed development contains 2 commercial suites with a combined floor area of only 348.48m². Table 1 in Section B6.3 of the Pittwater 21 DCP (effective 14 November 2015) specifies the following loading requirements for business and office premises:

Where the Gross Floor Area (GFA) exceeds 400m², provision is to be made for:

- Delivery vehicles at 1 space per 4000m² GFA or 1 space whichever is greater;
- Courier parking at 1 space per 1000m² GFA or 1 space, whichever is greater.

As can be seen, the threshold for providing any loading facilities is 400m². While the proposal only provides 348.48m² of commercial floor space, provision for a courier van is proposed on the upper level of the basement carpark which exceeds Council's requirement.

The DCP also specifies the following loading requirement for the residential component of shop top housing developments:

Provision must be made for garbage collection, removalist vans and emergency vehicles

Residential waste is to be collected by Council's waste services in Minarto Lane. A temporary bin enclosure is now proposed to store the bins for easy collection. Removalist vans serving the 12 residential units will be able to utilise the courier van bay located on the upper basement. The DCP does not require loading facilities for removalist trucks. As is common practice, delivery trucks will park on-street where possible.

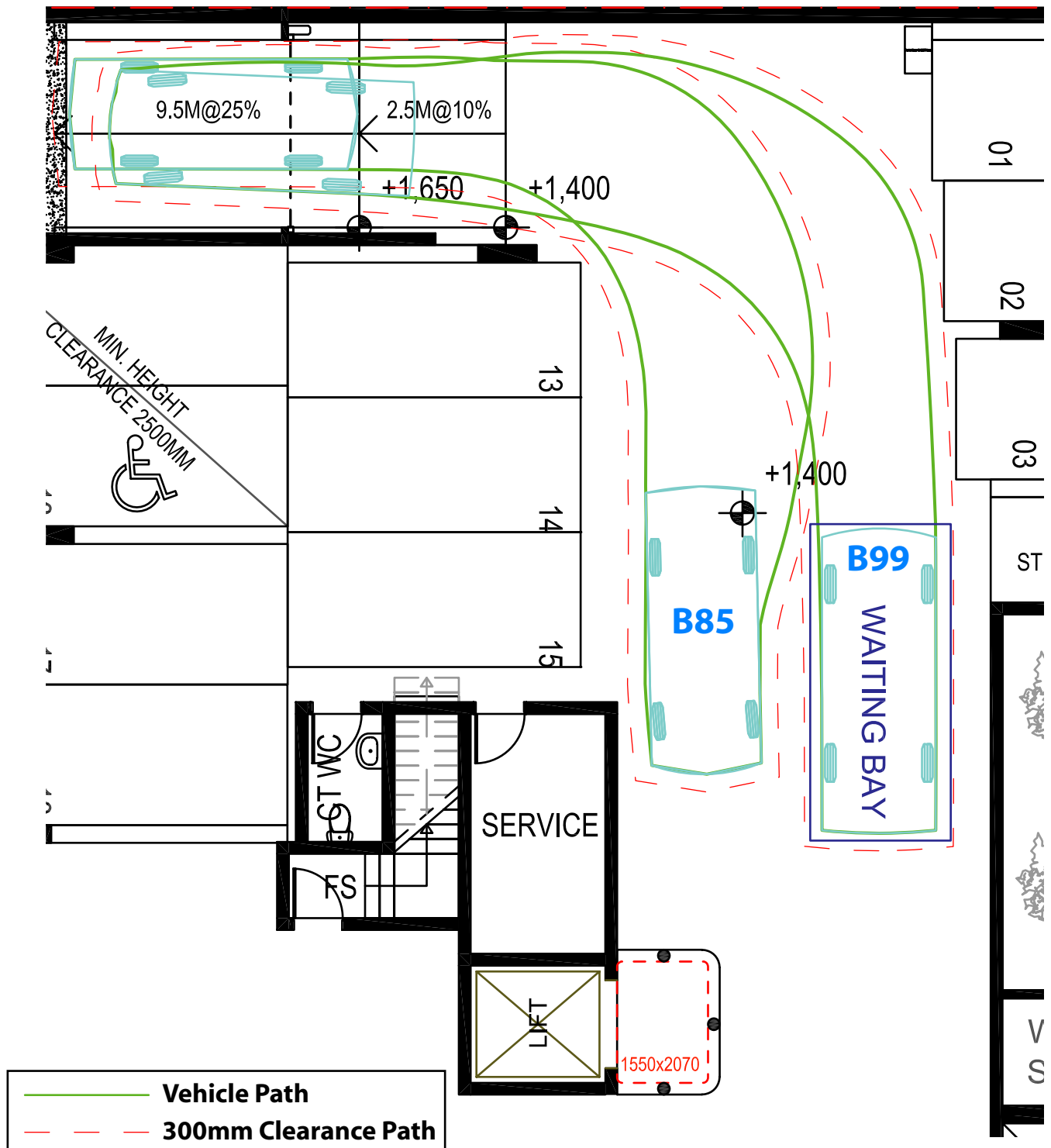
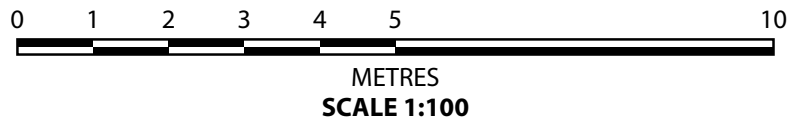
Should you require any further assistance, please do not hesitate in contacting Michael Logan on 0411 129 346 during normal business hours.

Yours faithfully



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

Path prepared using
Autodesk Vehicle Tracking



**Manoeuvring Path of Australian
Standard AS/NZS2890.1:2004
B85 Vehicle Entering Basement and
B99 Vehicle Departing Basement**



Terraflow Pty Ltd
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