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15 July 2021

Mr Greg Boston
Boston Blyth Fleming
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Dear Greg,

1129-1131 PITTWATER ROAD – TRAFFIC RESPONSES TO S.34 CONCILIATION

This letter is written in response to issues raised at the s.34 Conciliation Conference on Friday 25 June 2021 regarding the proposed 1129-1131 Pittwater Road development, submitted for approval by Lotus Project Management (the Applicant). The development application for the site was refused by Council due to (amongst other reasons) concerns about the Right-Of-Way servicing the site.

As part of the Conciliation Conference, the Applicant's traffic representative (Graham McCabe, Director Transport Advisory, Urbis) met with Council's traffic engineer (James Brocklebank, Senior Traffic Engineer, Northern Beaches Council) and discussed the following items of contention

- Service vehicle accessing arrangements
- Vehicle horizontal swept paths
- Vehicle vertical ground clearance path
- Management of access from the Right-of-Way

This letter contains information on the proposed traffic conditions of the site, which has been updated from information previously provided in a Traffic Impact Assessment submitted as part of the development application for the site.

SERVICE VEHICLE ACCESSING ARRANGEMENTS

As part of the Conciliation Conference, it was agreed that resident garbage would be removed via residential waste bins placed on Pittwater Road in line with Northern Beaches Council's regular waste removal.

Waste removal for the commercial development will be removed via the small waste collection vehicle as per the Urbis Traffic Impact Assessment submitted with the original application.

Figure 5 in Appendix A shows clearly that the service vehicle can access the site via while remaining completely within the Right-of-Way.



VEHICLE HORIZONTAL SWEPT PATHS

Horizontal swept paths have been updated as per Council's request and are attached. These swept paths show adequate clearances for the B99 Vehicle (5.2 m L x 1.94 m W) as per AS2890.1 Off-Street Car Parking and the small waste service vehicle (6.4 m L x 2.33 m W). These are shown in Appendix A in Figures 3, 4 and 5.

These figures demonstrate that these vehicles accessing the site via the Right-of-Way can stay completely within the Right-of-Way.

VEHICLE VERTICAL GROUND CLEARANCE PATH

Vertical ground clearance paths have been updated as per Council's request and are attached. These clearance paths show adequate ground and vertical height clearances for the B85 Vehicle and the B99 Vehicle as per AS2890.1 Off-Street Car Parking. These are shown in Appendix B in Figure 6.

MANAGEMENT OF ACCESS FROM THE RIGHT-OF-WAY

As agreed with Council, a radar based traffic controller would be used to hold vehicles at the top car park ramp to allow vehicles entering the site to clear the Right-of-Way. These vehicles would proceed to the waiting bay while vehicles exited the driveway. Should more than one vehicle enter via the Right-of-Way at any one time, the second vehicle could wait in the service vehicle area.

This operation would ensure that the amenity of 1-5 Collaroy Street would not be impacted by stopped or queueing vehicles.

Figure 1 shows the location of the radar detector and traffic signal, while Figure 2 shows how the signal is controlled. Swept paths for the waiting bay are shown in Appendix A in Figure 3.

Figure 1 – Updated management of vehicle conflicts at ground level

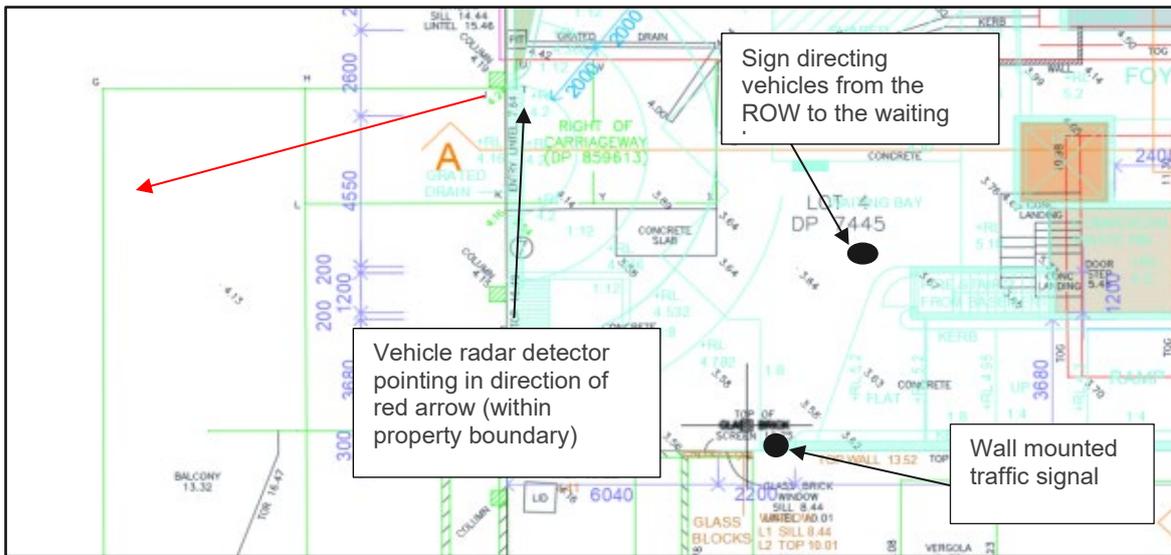
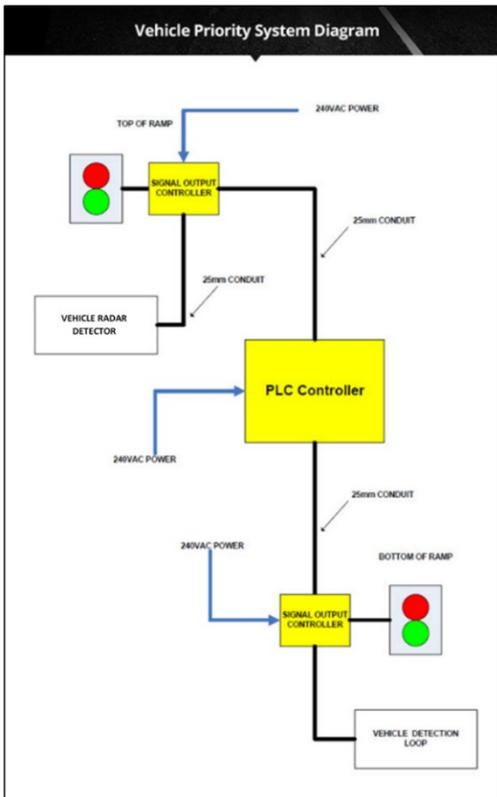


Figure 2 – Updated proposed vehicle priority system



Should you have any queries related to this supplemental information, please do not hesitate to contact me.

Kind regards,

Graham McCabe
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APPENDIX A – SWEEP PATHS

Figure 3 – Ground Level B99 Vehicle Sweep Paths

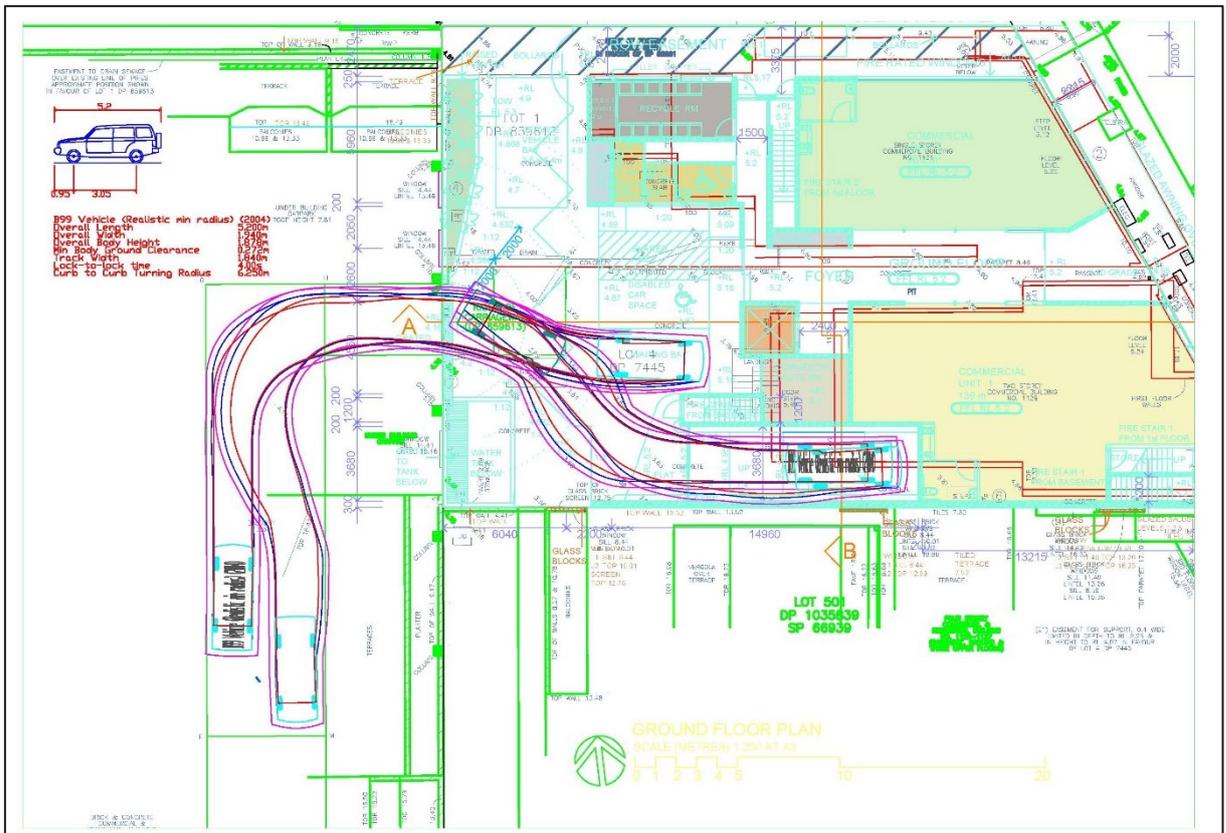


Figure 4 – Basement Level B99 Vehicle Swept Paths

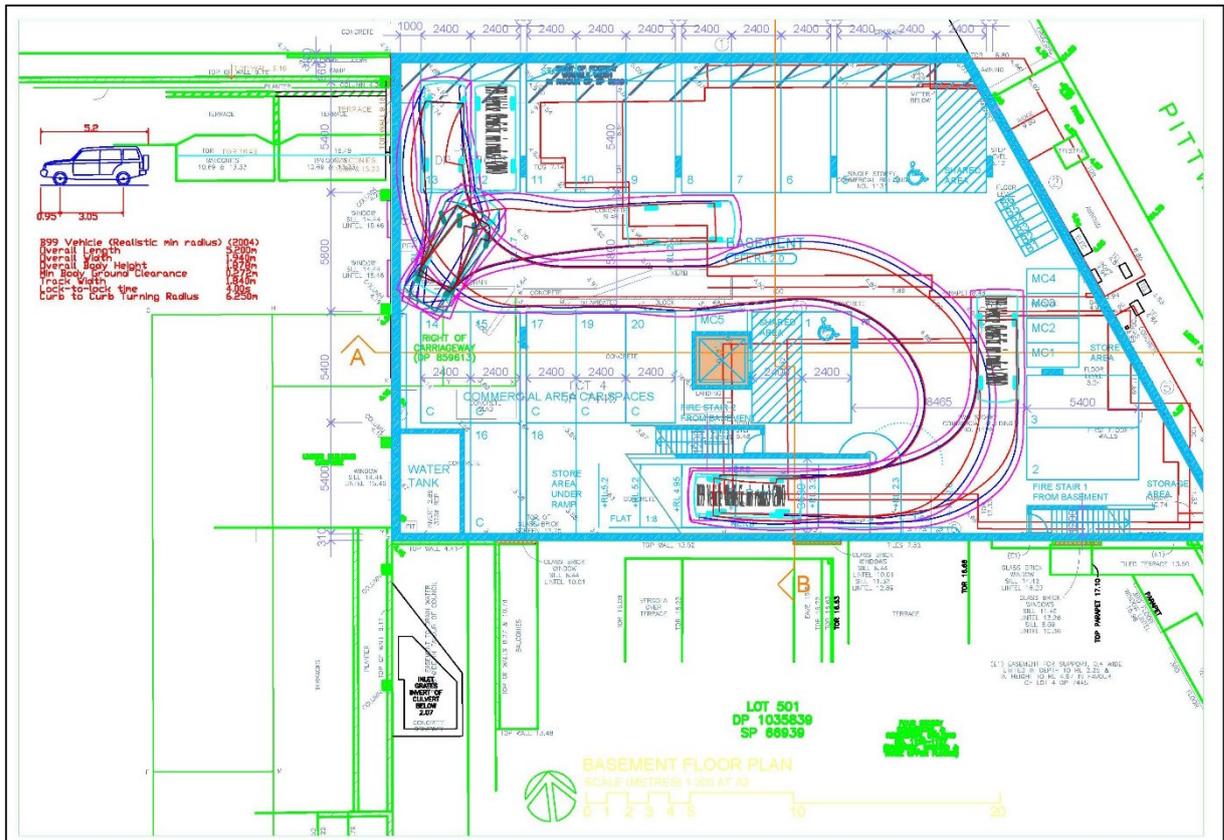
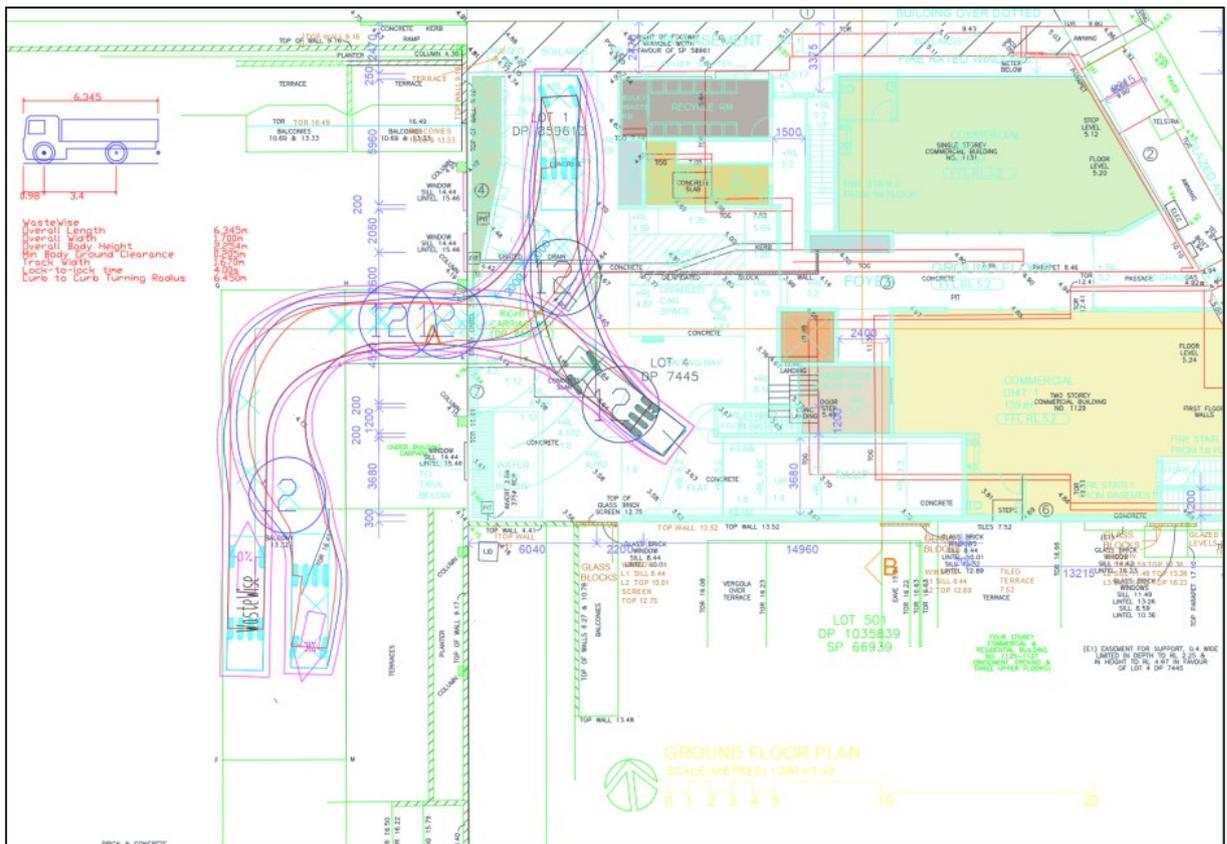


Figure 5 – Ground Level Waste Vehicle Swept Path



APPENDIX B – VERTICAL CLEARANCE

Figure 6 – Ground Level and Basement Level Vertical Ground Clearance Path

