

## Traffic Engineer Referral Response

<b>Application Number:</b>	REV2021/0014
<b>Date:</b>	14/05/2021
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 21 DP 11320 , 323 - 325 Condamine Street MANLY VALE NSW 2093 Lot 22 DP 11320 , 323 - 325 Condamine Street MANLY VALE NSW 2093 Lot 123 DP 737259 , 327 - 329 Condamine Street MANLY VALE NSW 2093 Lot 25 DP 11320 , 331 Condamine Street MANLY VALE NSW 2093 Lot 20 DP 11320 , 321 Condamine Street MANLY VALE NSW 2093

### Officer comments

The revision to plans refused under DA2020/0824 is noted. The revised plans are for a shop top housing development comprised of 30 residential apartments and 340.57 sqm of retail floor area. 63 parking spaces are to be provided in two basement carparking levels with two of the retail spaces and a small loading bay provided on the ground floor.

### Parking

The developer proposes 63 parking spaces comprised of 36 residential spaces, 6 visitor spaces and 21 retail spaces. The DCP requirements are as follows:

4 x 1 bed apartments @ 1 space = 4 bays  
 24 x 2 bed apartments @ 1.2 spaces = 28.8 bays (round up to 29)  
 2 x 3 bed apartments @ 1.5 spaces = 3 bays  
 i.e 36 residential spaces required in total

1 x visitor space for each 5 units = 6 bays

1 retail spaces per 16.4 sqm = 20.7 bays (round up to 21)

The DCP requirement is therefore 63 parking spaces. The development is compliant in terms of both the number of spaces and their allocation to various uses.

In terms of disabled parking, the Building Code of Australia requires 1 space per 50 or part thereof be designated for disabled use. The carpark allocates 2 spaces for disabled use, one retail and one visitor space. This is considered satisfactory.

### Traffic Generation

The traffic and parking assessment report estimates the traffic generation from the residential component of the development on the basis of RMS Guide to Traffic Generating Developments updated traffic surveys which gives an average AM peak traffic generation rate of 0.19 vehicle trips per

unit. The retail component has been estimated from the RMS Guidelines which suggests a rate of 5.6 peak hour trips per 100sqm of GLFA

Using these rates the proposed development will generate  $5.7 + 19.1 = 25$  trips per hour

The existing site comprises approximately 600 sqm of retail floor area and using the RMS rates therefore has a potential to generate up to 34 vehicle trips per hour.

The traffic generation from the site post development is therefore likely to be less than that generated from existing development on the site however most of the generated traffic will be to and from Somerville Place rather than on Condamine Street which is currently the case. The development traffic will also tend to have a higher outbound component in the morning and inbound in the evening given the higher residential component to the new development. The amount of generated traffic is not however anticipated to have a significant impact upon operation of the surrounding road network and is acceptable.

#### Servicing and on-site loading and unloading

It is noted that waste servicing is to take place from the site's Sunshine Street frontage and that Council's Waste Services team have supported the development subject to conditions.

The DCP requirement for loading and unloading requires facilities for the loading and unloading of service, delivery and emergency vehicles that are appropriate to the size and nature of the development and will allow for vehicles to enter and exit in a forward direction. As the development proposes 30 apartments and 340 sqm of retail space it is expected that it will have regular visits from delivery trucks, removalist trucks and the like.

The developer proposes that retail deliveries will be accommodated via a loading bay on the ground floor. The plans indicate that this loading bay is 7.3m x 4.5m in size. The plans also note that the clearance over most of the loading bay is only 2.5m. This is well under the 3.5m clearance required by AS 2890.2 for a loading bay used by a small truck however it will be sufficient to cater for deliveries by most courier vans. It is reasonable to expect that trucks will be coming to the site on a regular basis and, given the size of the development, better provision for truck deliveries is considered necessary to address the DCP requirement. Relying upon street parking for deliveries is considered unreasonable.

In addition, as with the previous plans submitted for DA2020/0824 there is no ramped access from the loading bay to the retail tenancies with deliveries only able to be achieved by climbing steps to access the retail or residential areas. This is not conducive to the space being used for deliveries and would tend to result in most of the loading/unloading activity for the retail shops and any activity by removalist trucks or other larger vehicles needing to taking place from on-street. As there is a high parking demand in the location this is likely to result in delivery vehicles being unable to find legal parking and double parking. This is considered unacceptable and intensifies demand for on-street parking.

Preferably the loading bay should be capable of accommodating at least a small rigid vehicle as per requirements of AS2890.2 (i.e no less than 3.5m wide, 6.3m long and 3.5m height clearance). As a minimum, it is required that ramped or lift access is required from the loading bay to the retail and/or residential lobby.

#### Access

The Traffic and Parking Assessment Report has provided no swept path plots and has not discussed access to and from the site. Additional information including swept path plots should be provided to demonstrate:

- How the largest vehicle proposed to access the loading bay will ingress and egress to and from the loading bay in a forwards direction noting the constrained conditions on Somerville Place and its One Way traffic flow.
- how concurrent entry to the driveway by a B99 vehicle and egress from the carpark levels by a B85 vehicle can occur.
- how concurrent entry to the driveway by a B85 vehicle and egress by a B99 vehicle from the carpark levels can occur.
- how service vehicles and delivery vehicles up to large rigid vehicles will proceed south along Somerville Place past the developed site.
- how vehicles will be able to enter and egress parking spaces Retail 01 and Retail 02 without impacting upon fences or bollards on the western side of Somerville Place
- that sight lines triangles consistent with AS2890.1 section 3.2.4 are provided at the proposed basement carpark driveway noting the proximity of parking space Retail 01 (which appears to impede sight lines top pedestrian traffic)
- demonstrate that adequate visibility to pedestrians and vehicles will be available on Sunshine Street given the location of proposed landscaping on the south west corner of the site.

Parking space Retail 01 is not dimensioned and appears to be undersized. Confirmation is required that this parking space is sized in accordance with requirements of AS2890.1 without encroaching on the proposed 1.4m land dedication.

The proposed driveway is not graded in a way that is consistent with the requirements of AS2890.1 as the first 6m inside the property boundary are not graded at a maximum of 1:20. As sightlines are impeded to traffic or pedestrians coming from the north by the adjacent building this is unacceptable and the design requirement should be addressed.

### Land Dedication

It is noted that it is intended to dedicate a strip of land 1.4m in width along the sites Somerville Place frontage. This is considered essential to the development proceeding. It is noted that this strip of land is shown as being landscaped in the short term. It is considered that the strip should not be landscaped but constructed as a concrete strip to enable its use by pedestrians and facilitate better and safer through access by delivery vehicles.

The developer should also be required to enter into a Voluntary Planning Agreement (VPA) in accordance with the requirements of the Northern Beaches Section 7.12 Contributions Plan 2019 to facilitate the dedication of this land. This dedication could be required to take place via a deferred commencement condition.

### Summary

Given the concerns relating to inadequate loading facilities, lack of detail regarding parking bay and driveway accessibility and driveway grades the plans are not recommended for approval in their current form. Further revision of the plans and additional information addressing the concerns outlined above is required prior to further consideration of the DA

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

**Recommended Traffic Engineer Conditions:**

Nil.