Traffic Engineer Referral Response

Application Number:	DA2020/0824

Date:	28/09/2020
Responsible Officer	
Land to be developed (Address):	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 existing site development comprises 4 mixed use buildings with a combined retail/commercial floor space of approximately 600m2 and approximately 4 residential dwellings. As can be seen in the aerial photograph below, the buildings are served by at-grade carparks that gain direct access to Somerville Place

The development proposal involves the demolition of the existing building and construction of a new mixed use building comprising 4 small retail shops with a combined floor area of 370.37m2 and 33 residential apartments, including 38 resident spaces, 7 visitor and 23 retail spaces.

Vehicular access to the proposed development is off Somerville Place via a two-way 5.5m wide combined entry/exit driveway located adjacent to the northern site boundary.

Parking:
Residential -
10 x 1 bedroom units @ 1.0 space per dwelling = 10.0 spaces
23 x 2 bedroom dwellings @ 1.2 spaces per dwelling = 27.6 spaces
33
dwellings @ 1 visitor space per 5 dwellings = 6.6 spaces (rounded to 7
spaces)
Total - resident parking 37.6 spaces (rounded to 38 spaces)

Retail -
370.37m2 @ 6.1 spaces per 100m2 = 22.6 spaces (rounded to 23 spaces)
Total - 44.2 spaces (rounded to 45 spaces)

Total 66.8 spaces (rounded to 68 spaces)

The proposed development satisfies the DCP requirement with the provision of 68 spaces comprising 38 resident spaces, 7 visitor and 23 retail spaces.

On-site loading facilities:

The proposed development is served by a 6.75m x 4.5m loading bay on the ground level capable of accommodating a typical courier van similar in size to the B99 vehicle specified in the Australian Standard AS/NZS2890.1:2004. The B99 vehicle is similar to the Ford Transit Medium Wheelbase Van and measures 5.2m x 1.94m. This vehicle will adequately serve the 4 small retail shops.

Traffic:
Application of the RMS's traffic generation rates to the existing retail floor space yields a traffic generation potential in the order of 34vtph during the weekday peak periods.

The applicant's application of the RMS's traffic generation rates to the proposed development also yields a traffic generation potential in the order of 31vtph during the weekday peak periods calculated as follows:
370m2 retail @
5.6vtph per 100m2 = 21vtph
33
units @ 0.29vtph per unit = 10vtph
Total = 31vtph
Based on the fact the site is a maximum of 4 storeys, the site would fall under the RMS Medium Density classification for the residential units. As such, the following rates would apply:
370m2 retail @ 5.6vtph per 100m2 = 21vtph
33 units @ 0.5vtph per unit = 17vtph
Total = 38vtph

Irrespective, the net increase of 4 vehicles trips in comparison to the existing site use is deemed negligible on the local road network.

Car Park Layout:
The entry ramp to the basement appears to be steep and not complaint with the requirements of AS2890.1 requiring the first 6.0m within the boundary to be no greater than 1:20.

Given the narrow nature of the laneway, and the fact St Kieran's Catholic school is less than 200m north of the site, the laneway is deemed to accommodate pedestrian movements. As such, safety of pedestrians and maintaining sight lines to oncoming vehicles requires a compliant grade. The applicant should address the design requirement accordingly.

Further, the end aisle spaces are not deemed complaint as it would appear the minimum 1.0m clearance is not provided at the blind aisle.

Additionally, on Basement B2 plan. the space in the lower right hand corner appears to have some overlap with the perpendicular space. Swept paths should be provided demonstrating there is no impact on access to the and from the space.

Finally, the positioning of the bicycle parking on Basement B1 Plan, adjacent to the accessible space appears to impede on the shared zone. The shared zone should have clear access to and from the space to ensure wheelchairs and the like are able to maneuver appropriately.

Recommendation:
Based on the Car Park Layout concerns, the application cannot be supported in its current form.

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.