

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2023/1358
<b>Proposed Development:</b>	Alterations and additions to a mixed use building
<b>Date:</b>	18/01/2024
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot CP SP 7114 , 22 Central Avenue MANLY NSW 2095

### Officer comments

**Proposal description:** Alterations and additions to a mixed-use building

The proposal is for alterations and additions to the loading areas within the existing mixed-use development at 22 Central Avenue, Manly. The proposal redesigns the existing, inefficient loading bay area to create a more functional loading bay with the incorporation of storage units and a building managers office. Additionally, the proposal includes a new roller door.

The traffic team has reviewed the following documents:

- The *Statement of Environment Effects* prepared by Four Towns Planning dated 19 September 2023,
- Plans (Master Set) – designed by Urbanine Architecture, dated 10/05/2023, and
- Waste Management Plan, dated 1 November 2016.

It is noted from the SEE that:

- The site retains existing parking on site.
- No changes have been proposed to the existing vehicular access points.
- The proposed alterations and additions is considered a substantial improvement on the existing space given that the proposal enhances the existing loading area on site creating a more functional space. Furthermore, the proposal includes security provisions such as a roller door to minimise conflicts between pedestrians and vehicular movement alongside additional security measures.
- The proposal does not include any excavation works or any demolition works of existing structures.
- Normal waste collection applies with access to waste facilities within the loading area.

**Loading bay requirement & design:**

- The Ground level loading bay at the Short Street entrance is measured to be approximately 10.5 meters long, which can accommodate trucks up to and including 8.8 meters long Medium Rigid Vehicles (MRVs). The loading dock on the Basement Level is measured to be about 7.5 meters long and can fit vehicles up to and including a 6.4 meters long Small Rigid Vehicles (SRVs). The loading bay widths within the site however have not been dimensioned on the architectural plans. Dimensioned plans are to be submitted for the loading areas to confirm that loading bays are appropriately sized.
- No swept path analysis has been provided to show the loading bays can support ingress and egress from Short Street. Swept path analysis should be undertaken to demonstrate that the entry and exit movement is possible from/to the loading bays.
- Council requires some information on the intended loading/unloading arrangements that will apply. The following issue must be considered and discussed:
  - o Some information regarding future deliveries/loading arrangements, together with details of the delivery arrangements for the proposed development. This should include an analysis of future delivery frequency and the suitability of the proposed loading bay to cater for such deliveries, including overhead clearance requirements . It is required to demonstrate that the development can operate effectively without any reliance on an on-street loading bay.
- Measures to cater for pedestrian safety should be considered eg. warning signage and markings.
- A pedestrian sightline triangle of 2.0 metres by 2.5 metres, in accordance with AS2890.1:2004 should be plotted on the Architectural Plans at the access for pedestrian visibility for exiting trucks.

**Conclusion:**

The plans and the SEE in their current form are unacceptable due to the inadequacy of the provided information as outlined above.

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.