

Traffic Engineer Referral Response

Application Number:	DA2018/1669
Responsible Officer	
Land to be developed (Address):	Lot B DP 368451 , 21 Whistler Street MANLY NSW 2095

Officer comments

The application proposes the demolition of existing site structures and the construction of a 5 storey shop top housing development incorporating:

- 2 x Ground floor retail spaces;
- 8 x 2 Bedroom apartments;
- Basement car park for 13 vehicles accessed via a car lift from Whistler Street;

Parking and Access:

In accordance with the Manly DCP, the following is noted;

1. The applicant has assessed the parking provisions in accordance with the 'LEP Residential Zone' requirements. The site actually falls within the 'Manly Town Centre Business Zone'. Therefore the adopted parking rates are incorrect in the first instance.
2. The provision of 13 spaces onsite is deemed inadequate. The site requires the provision of 17 spaces comprising of;
 - 13 Resident Spaces (Including at least 1 accessible space)
 - 2 Visitor Spaces
 - 3 Retail Spaces (DCP requires 5 spaces, however clause 4.2.5.4(b) suggests that 50% can be accepted where a s94 contribution is offered).
3. The offset of retail and visitor spaces to the adjacent public car park is deemed unacceptable. The 50% reduction as per clause 4.2.5.4(b) already covers the permissible offset allowance. Therefore the amounts referred to above must be provided onsite.
4. The aisle width requirements for 2.5m wide spaces is 6.7m. The available width between the parking spaces and obstructions is less than 6.0m. Particularly near the Disabled Parking 'Shared Space'.
5. The 'Shared Space' is not sufficient in width being only 1.2m. In accordance with AS2890.1:2004, the 'Shared Space' must be 2.4m. A 2.4m 'Shared Space' does not allow for adequate movement of the turntable, and further becomes unprotected from moving cars. This creates a safety concern with regard to disabled patrons using the shared space.
6. The arrangement of all vehicles in a single stacker (11 vehicles in the one stacker [Puzzle-like]) further creates an inconvenience. Generally a stacker can be allocated to a single unit with multiple rooms. In doing so, only the tenant of a particular unit will be inconvenienced by the wait times. However, having all tenants exposed to the same inconvenience is deemed unsuitable and in contradiction to Council's vision of convenient and easily accessible parking.
7. In accordance with section 4.2.4.3 of the Manly DCP, the applicant has failed to provide any loading facilities onsite to meet the requirements of the retail tenants.
8. The requirement for a vehicle to stand on Whistler Street whilst waiting for a vehicle to egress from the site raises concern. As the street is narrow and provides for only one vehicle to travel through, no overtaking opportunities exist. This process is likely to lead to queuing. Further, queuing is again likely to occur for vehicles waiting for others to ingress the site.
9. The narrow footpath and the lack of viability of vehicles exiting the site is anticipated to cause pedestrian/vehicular conflicts. The design must incorporate a splay in accordance with AS2890.1:2004 which requires a 2.5 x 2.0m clear sight line.

Traffic:

The site is anticipated to generate approximately 8 vehicles in the peak hour. this is deemed negligible on the local road network. No objection is raised in this regard.

Based on the above, Council's Traffic Team cannot support the application.

Comments - 26/09/19

The applicant's amended Traffic report has not satisfactorily addressed the concerns raised in previous comments.

As such, Council's Traffic Team are unable to support the application in its current form.

Referral Body Recommendation**Refusal comments****Recommended Traffic Engineer Conditions:**

Nil.