

Traffic Engineer Referral Response

Application Number:	DA2020/1425
Date:	02/02/2021
Responsible Officer	
Land to be developed (Address):	Lot C DP 39108 , 1 Kenneth Road MANLY NSW 2095 Lot 3 DP 975160 , 265 Condamine Street MANLY VALE NSW 2093

Officer comments

The development proposal involves the demolition of the existing buildings and construction of a new mixed-use building comprising 2 retail shops with a combined floor area of 131m² and 36 residential apartments.

Parking Provision:

The proposed development is served by a 2 level basement containing a total of 59 off-street car parking spaces comprising 43 resident spaces, 8 resident visitor spaces, and 8 retail spaces. In addition to the car parking provision, there are 2 motorbike spaces and 42 bicycle racks proposed throughout the basement.

The proposed parking provision satisfies the DCP requirements and is considered acceptable.

Traffic Impact:

The applicant has assessed the development as a high density residential flat building in accordance with the 'RMS Guide to Traffic Generating Developments'. Council would consider this development a medium density flat building as the assessment of high density dwellings is based on units that are greater than 6 storey. This will result in a higher level of traffic generation for the site, calculated as 25 vtp/h during the weekday peak periods. However, the anticipated traffic generation is not considered to have a significant adverse impact on the road network and is deemed acceptable.

Service Bay:

Given the proposed number of units as well as two retail shops, the development will require providing an appropriate loading bay to accommodate the deliveries, removalists, and other services. The reliance on a future on-street Loading Zone on Kenneth Road which is subject to Local Traffic Committee Approval is not supported. The loading bay shall be provided within the site with convenient access to the lifts to provide an appropriate connection to residential, and retail component. Therefore, the provision of an on-site service bay accommodating a small rigid truck (SRV) at minimum will be required. The vehicular access and car park are to be designed in compliance with AS2809:2:2002 to accommodate the appropriate size service vehicles. In this regards a longitudinal driveway and swept path analysis is to be provided to demonstrate the convenient access of the service vehicles from the frontage street to the loading bay.

Pedestrian, Vehicular Access and driveway

The driveway is to be designed in accordance with Australian Standards AS2890.1:2004. In accordance with the relevant standards, the gradient of the first 6m of the driveway from the boundary into the basement must be at a maximum gradient of 1 in 20(5%) with the transitions beyond this point. There is no detail on the drawings to confirm the gradients have been achieved in the design.

The vehicular access is to be positioned at least 1m away from the common Boundary and the

provision of a 2.0m by 2.5m clear pedestrian triangle, as required by AS2890.1:2004, is to be demonstrated with no reliance on the neighbouring site.

The proposed location of the pedestrian access raises a safety concern due to the provision of no separation between the pedestrian access and the adjoining driveway. This together with the presence of the extended wall at the common boundary between the vehicular and pedestrian access will result in a restricted sightline to pedestrians for the vehicles exiting the adjoining driveway.

Conclusion:

In view of the above, the proposal can not be supported in the current proposed 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.