

Traffic Engineer Referral Response

Application Number:	Mod2021/0733
Date:	03/11/2021
Responsible Officer	
Land to be developed (Address):	Lot CP SP 11874 , 5 Commonwealth Parade MANLY NSW 2095

Officer comments

Proposal description: S4.55 Modifications to Consent No. Mod2020/0139 - DA436/2008 for Demolition and construction of residential flat building for three (3) apartments plus parking

There have been a number of approved modifications, including Mod2018/0575 and Mod 2020/0139, to the proposed development.

One of the concerns raised by the traffic team in their review of Mod2020/0139 (Council Ref. 2020/307131 dated 25/05/2020) was about access arrangements. The initial DA conditions required the construction of a central median island extension along Commonwealth Parade to prevent right turn movements into and out of the site. The developer's analysis & design found that it was not feasible to build the median island without impacting upon parking on the east side of Commonwealth Parade (2 parking spaces may be lost) or without large vehicles encroaching on the median island. The developer therefore proposed to control access by using 'Left Turn Only' and 'No Right Turn' signs. However, Council's Traffic Engineer rejected this proposal advising that a median island should be constructed to prevent right turn movements into and out of the site. The conditions placed on the modification consent outlined that a median island of a reduced length or that was partly/fully mountable by large vehicles could be considered.

The proposed S4.55 Application involves a number of modifications, including:

- adjustment of the access ramp and driveway
- reconfiguration of the core
- reconfiguration of the roof, external appearance and internal layouts

The proposed modified development comprises:

- Total: 3 apartments
 - o 2 x Three Bed apartments

- o 1 x Four Bed apartment
- 8 basement car parking spaces

The *Traffic and Parking Assessment* prepared by ttpa dated 26 August 2021 and the plans designed by platform Architects dated 09 September 2021 have been reviewed by the Traffic team.

Parking requirement

- *Manly DCP* applies to the subject site. According to the DCP, in LEP Residential Zones, parking rate is as follows:
 - o 1 resident parking space for each dwelling (irrespective of number of bedrooms), plus
 - o 0.2 resident parking spaces for each 2 bedroom dwelling, plus
 - o 0.5 resident parking space for each 3 (or more) bedroom dwelling, and plus
 - o 0.25 visitor parking space for each dwelling (irrespective of number of bedrooms).
 - o The calculation of resident parking and visitors parking are to be individually rounded up to the next whole number

Application of the above rates to the proposed development would result in five (5) residential parking spaces and one (1) visitor parking *space*.

- On-site parking is provided for a total of eight (8) cars which exceeds the DCP off-street minimum parking requirements by 2 spaces. The swept path for vehicles exiting from the visitor carparking space indicate that the vehicle impacts with the roller shutter some adjustment to the location of the visitor parking space is required to ensure the parking layout is acceptable
- All residential parking spaces dimensions and layout appear to be compliant with Australian Standard AS2890.1:2004 Off-Street Parking requirements.
- storage areas are available for each unit which could accommodate bicycles.

Property Access

- The conditions of consent require submission of plans for a median island to physically prevent right turns to and from the development. The plans do not incorporate this option and no discussion has been provided outlining why a revised option for a median as proposed previously by Council has not been progressed .
- According to the *TfNSW Guide to Traffic Generating Developments* section 6.2, direct access across the boundary with a major road is to be avoided wherever possible. It is noted that sight lines to and from the proposed driveway are limited and that Commonwealth Parade carries high volumes of traffic in both directions. The site also has frontages to both a local street (The

Crescent) and a Regional Road (Commonwealth Parade). Therefore, the access driveway location would be more safely accommodated from The Crescent. The development has however been approved with access to and from Commonwealth Parade but this is dependent upon the developer constructing a median island to physically prevent right turns to and from the driveway. The alternative proposed by the developer involving signage only is unacceptable as it does not physically prevent right turns and it is considered likely to result in residents seeking to enter and exit the driveway via a right turn which, in this location, is considered undesirable and unsafe. Enforcement of turn bans to a private development is unlikely to be a priority for Police enforcement and a concrete median to physically prevent right turns is considered a superior and more desirable solution. A median of a reduced width, or with a reduced length or which is mountable by larger vehicles at its edges should be considered. If the developer is unwilling or unable to provide a median island to physically prevent right turns the alternate option of redesigning the development so that access is obtained from The Crescent is also suggested.

Traffic Impact

- The proposal will generate minimal traffic during the peak periods; therefore, it will not have any unacceptable implications in terms of road network capacity performance.

Conclusion

In view of the above the proposed modification is supported subject to the same conditions that applied to the approval for Mod2020/0139 - DA436/2008.

The proposal is therefore supported.

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

Recommended Traffic Engineer Conditions:

Nil.