

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2023/1293
<b>Proposed Development:</b>	Use of Premises as an educational establishment, fit out and signage
<b>Date:</b>	06/12/2023
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 20 DP 235980 , 19 Sydney Road MANLY NSW 2095

### Officer comments

**Proposed description:** Use of Premises as an educational establishment, fit out and signage.

The traffic team has reviewed the following documents:

- Plans (Master Set) – issue A, designed by Archispectrum, dated 01/08/2023,
- Plan of Management, prepared by Archispectrum dated July 2023.
- Statement of Environmental Effects prepared by Archispectrum dated July 2023, and
- Pre-Lodgement Advice (PLM2021/0164) dated 11 November 2021.

It is noted that:

- The subject site currently contains a three-storey commercial building. The proposal is for the change of use of the premises to an educational establishment (college) with fit-out. No off-street parking or loading facilities are proposed.
- The proposed alterations will not result in any significant changes to the existing external built form on the site.
- The previous commercial building operated with no carparking allocated. This application does not seek any car spaces on the site, given that there is no ability to retrofit car parking for this centre as it supports CBD pedestrian-dominant environments.
- The central location of the site supports attendance by pedestrians or bike riders to maximise public transport patronage and encourage walking and cycling.
- The proposed college consists of a max of 75 people, including 70 students and 5 staff members (3 full-time and 2 part-time staff members).
- The proposed operating hours of the development are from 8am to 1:30pm, Monday – Saturday and from 4pm to 10pm, Monday to Thursday.

### **Parking rates/requirements:**

- - The land is zoned E1 Local Centre under Manly Local Environmental Plan 2013 (LEP).
  - Manly DCP applies to the subject site. The Manly DCP does not provide a schedule of car parking requirements for educational facilities.
  - The proposal does not contain any car spaces, discouraging private car use and encouraging active and public transport.
  - The site has excellent access to public transport. Bus stops and the ferry wharf are located within close walking distance (450m – 5minute walk). Therefore, Council

considers exceptions to the parking rate/requirements required for the proposal, allowing future users of the proposed premises (students and staff) to visit without the need for car parking. However, a parking assessment should be undertaken by selecting some similar sites with similar public transport accessibility and their trip generation and parking demands should be surveyed and analysed. This is to ensure excessive parking demands are not generated by the proposed development. This could be achieved by reducing the number of students/staff.

- It is reported in the SEE that staff members will be made aware of public transport availability in the locality, so as to be able to provide relevant information to students when necessary. A Green Travel Plan (GTP), along with TAG, should be provided as part of this DA to be circulated among the staff/students to reduce and shift the use and dependency away from single occupancy private vehicle use.
- As outlined in the SEE, should students and staff wish to drive to the premises, there is ample on-street parking available and Whistler car park is located approximately 200 metres from the subject site.
- Considering the PLM referral comments, *“to offset the absence of parking, the development would need to cater for travel by other modes and bicycle parking facilities in accordance with DCP requirements should be accommodated on site and other measures such as an active travel plan developed.”* Bicycle parking spaces are not presented in the architectural plans and their presence will contribute towards reducing reliance on private motor vehicle travel. The location for bicycle parking spaces and End of Trip facilities should be confirmed on the amended plans.
- Loading bays must be provided in sufficient numbers to meet anticipated demand. This demand is related to the total amount of floor space, the intensity of use and the nature of the activity. It is reported in the SEE that the college is not expected to require deliveries in large quantities, rendering an exclusive loading bay unnecessary. Any rare deliveries can use timed 5-minute loading bays nearby the site, specifically the loading zone in front of the premises on Central Avenue.
- Any businesses in the subject area are not eligible for business parking permits. This condition is to be provided on the property Title.

### **Traffic and pedestrian impacts:**

- The installation of the proposed signage is required to comply with the 2.5m clearance from the ground and needs to be outside the clear zone to any road users/infrastructure. No safety concern is to be expected to be imposed by the proposed signage.
- During the installation of the proposed signage, there would be some impacts on pedestrian activity in the vicinity of the proposal. This needs to be detailed in the Construction Traffic Management Plan (CTMP).

### **Conclusion**

The plans and the traffic related items in SEE in their current form are unacceptable given the lack of relevant detail to base a traffic and parking impact assessment, 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.