

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/0824
<b>Date:</b>	26/11/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 21 DP 11320 , 323 - 325 Condamine Street MANLY VALE NSW 2093 Lot 22 DP 11320 , 323 - 325 Condamine Street MANLY VALE NSW 2093 Lot 123 DP 737259 , 327 - 329 Condamine Street MANLY VALE NSW 2093 Lot 25 DP 11320 , 331 Condamine Street MANLY VALE NSW 2093 Lot 20 DP 11320 , 321 Condamine Street MANLY VALE NSW 2093

### Officer comments

Comments on amended plans:

The amended plans have deleted the dedication of a 1.434m strip of land on the Somerville Place frontage of the site from the plans. This road widening dedication is considered necessary for the safety of vehicular and particularly pedestrian traffic using the lane. While the development does not result in increased traffic generation most of the traffic activity associated with the development and much of the generated pedestrian and bicycle activity will be into and out of Somerville Place and the road widening would result in a much safer outcome for pedestrians, cyclists and vehicular traffic.

It is noted that other properties that have redeveloped along Somerville Lane have dedicated a strip of land for future road widening and a similar dedication of land is considered warranted along the Somerville Place frontage of this development to:

- Facilitate safer pedestrian access along the lane, noting that St..Kierans Catholic School is sited on King St at the northern end of Somerville Place and the lane is well used by pedestrians including children walking to and from the school. Recent pedestrian data found high numbers of pedestrians using the lane with a peak of 61 pedestrians between 8am and 9am including 25 between 8:30am and 8:45am.
- Facilitate safer servicing of premises requiring rear lane garbage collection and/or deliveries. An exemption to the existing One Way Traffic Flow in Somerville Place was recently imposed as garbage trucks were unable to safely traverse the lane from its northern end in accordance with the southbound One Way traffic flow. This arrangement is far from ideal and lane widening here and at other properties would allow the exemption to be lifted.
- potentially allow for the reintroduction of two way traffic flow along Somerville Place in order to improve access options and facilitate access to and from the signalised intersection at Kings St/Condamine St
- help overcome an existing traffic choke point at the junction of No.s 331 & 333 Condamine Street where road width is significantly constrained and sight lines poor.

The developer proposes that retail deliveries will be accommodated via a loading bay on the ground floor the traffic report notes that this loading bay is 6.75m x 4.5m in size however these dimensions are not noted on the plans. The plans do note that the clearance at the rear of the loading bay is only 2.38m which is well under the 3.5m clearance required by AS 2890.2 for a loading bay used by a small rigid vehicle and this appears to be too low to be accessed by some courier vans and certainly by delivery trucks. There also appears to be no ramped offstreet access from the loading bay to the retail tenancies which is not conducive to the space being used for deliveries. All the above means that most of the loading activity for the retail shops and any activity by removalist vans or the like will take place from on-street. This is considered unacceptable intensifies demand for on-street parking.

The Traffic and Parking Assessment Report was prepared to support the superseded plans and although the parking and traffic generation rates are only slightly different a revised traffic and parking report should be prepared to reflect the amended plans and in addition to discussing parking rates and traffic generation should also discuss and demonstrate with swept path plots where appropriate:

- How delivery vehicles and removalist vans will access the site noting the constrained conditions on Somerville Place and its One Way traffic flow and the undersized loading bay
- How the largest delivery vehicle servicing the site will enter and egress the site
- How service vehicles and delivery vehicles using Somerville Place will be able to safely proceed through the tight bend at the rear of No.333 Condamine Street and past the site
- how vehicles will be able to enter and egress retail spaces one and two without impacting upon fences or bollards on the western side of Somerville Place and how such vehicles will sight vehicles approaching from the north.
- demonstrate that sight lines triangles consistent with AS2890.1 section 3.2.4 are provided at the proposed basement carpark driveway
- demonstrate that adequate visibility to pedestrians and vehicles will be available on Sunshine Street given the location of the stairs and planters on the south west corner of the site.
- Outlining why the road widening indicated on the superseded plans has not been provided and how the amended plans address the pedestrian safety and vehicular access issues outlined in the above comments.

The Construction Management Plan shown on page 37 of the amended plans is unacceptable. It shows construction fencing erected on the Sunshine Street road pavement and across the footpath. This will not be approved. Any fencing must be sited on the property boundaries. It shows trade vehicles accessing the site contrary to the One Way Traffic Flow on Somerville Place again, unacceptable and it shows site amenities and shed sited on the footpath area of Sunshine Street, also unacceptable unless such facilities were sited on the roof of a C class hoarding. A Construction Traffic Management Plan prepared by an appropriately experienced and authorised traffic control contractor or consultant is required.

Given the above concerns the amended plans are not supported.

### **Initial comments on superseded plans**

The existing site development comprises 4 mixed use buildings with a combined retail/commercial floor space of approximately 600m<sup>2</sup> and approximately 4 residential dwellings. As can be seen in the aerial photograph below, the buildings are served by at-grade carparks that gain direct access to Somerville Place

The development proposal involves the demolition of the existing building and construction of a new mixed use building comprising 4 small retail shops with a combined floor area of 370.37m<sup>2</sup> and 33 residential apartments, including 38 resident spaces, 7 visitor and 23 retail spaces.

Vehicular access to the proposed development is off Somerville Place via a two-way 5.5m wide combined entry/exit driveway located adjacent to the northern site boundary.

**Parking:**

Residential -

10 x 1 bedroom units @ 1.0 space per dwelling = 10.0 spaces

23 x 2 bedroom dwellings @ 1.2 spaces per dwelling = 27.6 spaces

33

dwellings @ 1 visitor space per 5 dwellings = 6.6 spaces (rounded to 7 spaces)

Total - resident parking 37.6 spaces (rounded to 38 spaces)

Retail -

370.37m<sup>2</sup> @ 6.1 spaces per 100m<sup>2</sup> = 22.6 spaces (rounded to 23 spaces)

Total - 44.2 spaces (rounded to 45 spaces)

Total 66.8 spaces (rounded to 68 spaces)

The proposed development satisfies the DCP requirement with the provision of 68 spaces comprising 38 resident spaces, 7 visitor and 23 retail spaces.

**On-site loading facilities:**

The proposed development is served by a 6.75m x 4.5m loading bay on the ground level capable of accommodating a typical courier van similar in size to the B99 vehicle specified in the Australian Standard AS/NZS2890.1:2004. The B99 vehicle is similar to the Ford Transit Medium Wheelbase Van and measures 5.2m x 1.94m. This vehicle will adequately serve the 4 small retail shops.

**Traffic:**

Application of the RMS's traffic generation rates to the existing retail floor space yields a traffic generation potential in the order of 34vtph during the weekday peak periods.

The applicant's application of the RMS's traffic generation rates to the proposed development also yields a traffic generation potential in the order of 31vtph during the weekday peak periods calculated as follows:

370m<sup>2</sup> retail @

5.6vtph per 100m<sup>2</sup> = 21vtph

33

units @ 0.29vtph per unit = 10vtph

Total = 31vtph

Based on the fact the site is a maximum of 4 storeys, the site would fall under the RMS Medium Density classification for the residential units. As such, the following rates would apply:

370m<sup>2</sup> retail @ 5.6vtph per 100m<sup>2</sup> = 21vtph

33 units @ 0.5vtph per unit = 17vtph

Total = 38vtph

Irrespective, the net increase of 4 vehicles trips in comparison to the existing site use is deemed negligible on the local road network.

**Car Park Layout:**

The entry ramp to the basement appears to be steep and not compliant with the requirements of AS2890.1 requiring the first 6.0m within the boundary to be no greater than 1:20.

Given the narrow nature of the laneway, and the fact St Kieran's Catholic school is less than 200m

north of the site, the laneway is deemed to accommodate pedestrian movements. As such, safety of pedestrians and maintaining sight lines to oncoming vehicles requires a compliant grade. The applicant should address the design requirement accordingly.

Further, the end aisle spaces are not deemed compliant as it would appear the minimum 1.0m clearance is not provided at the blind aisle.

Additionally, on Basement B2 plan, the space in the lower right hand corner appears to have some overlap with the perpendicular space. Swept paths should be provided demonstrating there is no impact on access to the and from the space.

Finally, the positioning of the bicycle parking on Basement B1 Plan, adjacent to the accessible space appears to impede on the shared zone. The shared zone should have clear access to and from the space to ensure wheelchairs and the like are able to maneuver appropriately.

**Recommendation:**

Based on the Car Park Layout concerns, the application cannot be supported in its current 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.