

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2019/0114
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot A DP 39108 , 267 Condamine Street MANLY VALE NSW 2093 Lot B DP 39108 , 267 Condamine Street MANLY VALE NSW 2093

### Officer comments

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 274m<sup>2</sup> and 27 residential apartments

#### Servicing:

The loading zone is deemed suitable for servicing of the retail component and removalist vehicles for the residential component. Note however that as this will be a loading zone, there is no guarantee that the space will be available for loading and unloading when and if required for this site. This is due to the loading zone becoming a public facility. Further the installation of the Loading Zone will require approval of the Local Traffic Committee. Additionally, RMS has requested swept paths of the largest vehicle anticipated to enter the site to demonstrate that all vehicles can enter and exit in a forward direction. Should a restriction be placed on the internal loading dock, a 'Loading Dock Management Plan' will be required.

### Referral Body Recommendation

### Refusal comments

#### Parking:

The traffic report indicates a provision of 53 parking spaces. Correct application of the Council DCP would require 54 spaces. The applicant is to include the additional space onsite.

#### Traffic:

The traffic report assumes the site to be a High Density development. Based on RMS criteria, the site would be classified as a medium density. As such, the report will need to be updated to reflect a generation rate of 0.4-0.6 vehicles in the peak hour.

#### Accessibility:

Original concepts indicated the driveway to be located to the western boundary of the site. The submitted drawings now reflect the driveway closer to the eastern boundary. The location being so close to the signalised intersection and on approach to indented parking bays, may cause confusion and hence would relate to a high risk of rear end collisions. The applicant should relocate the driveway as close to the western boundary as possible in accordance with the RMS comments.

### Recommended Traffic Engineer Conditions:

Nil.