

## Traffic Engineer Referral Response

Application Number:	DA2021/2257
Date:	08/02/2022
Responsible Officer	
Land to be developed (Address):	Lot 100 DP 1069144 , 75 The Corso MANLY NSW 2095 Lot 101 DP 1069144 , 75 The Corso MANLY NSW 2095 Lot 102 DP 1069144 , 75 The Corso MANLY NSW 2095 Lot 1 DP 1034722 , 42 North Steyne MANLY NSW 2095

### Officer comments

**Proposal description:** Demolition of existing façade elements and internal elements, building services and amenities; construction of retail/office premises at the ground floor facing both the eastern and western exterior of the site, as well as construction of 7 apartments across four building levels. The proposed development will comprise the following components:

- 664m<sup>2</sup> of retail / commercial
- 6 × 3-bedroom residential apartments, and
- 1 × 4-bedroom residential apartments.

Both the existing 42 North Steyne vehicular access driveway and the majority of the existing basement car park will be retained together with the extension of the current basement generally into part of 75 The Corso (beneath the Steyne Café building), to create augmented car parking and amenities.

The Traffic team has reviewed the following documents:

- Plans (Master Set) – Issue A, Drawing No DA - 099 and DA -100, designed by Squillace Architecture / Interiors, dated 02/11/2021,
- *Traffic and Parking Assessment* report prepared by VARGA TRAFFIC PLANNING Pty Ltd dated October 2021, and
- *Statement of Environmental Effects* prepared by HAMPTONS PROPERTY SERVICES Pty Ltd dated 10 November 2021.

### Notes/comments

The land is zoned B2 Local Centre under Manly Local Environmental Plan 2013 (LEP). One of the objectives of the zone is to maximise public transport patronage and encourage walking and cycling.

## Parking

- The parking requirements for the development comprising seven (7) units (3 or more bedroom units) and 664m<sup>2</sup> retail/office are 14 resident spaces, 1.12 visitor spaces (round up to 2), 16.6 retail/office users (round up to 17) = 33 spaces. 16 parking spaces have been proposed (all residential parking spaces) which is under DCP requirements by 17 spaces. The parking shortfall of 17 spaces is considered acceptable given that:
  - o Some relaxation of DCP requirements in this location could be considered to reduce traffic levels in the lane and given the proximity of the site to good public transport, shops and recreational uses and the high level of walking and cycling activity in the vicinity.
  - o Section 4.2.5.4 of Manly DCP gives some exceptions to parking rates/requirements in Manly Town Centre (including residential and commercial premises) where the constraints of the site preclude the provision of some or all of the required parking spaces, and where the movement of vehicles to/from the site would cause unacceptable conflict with pedestrian movements.
  - o It is noted that the car parking spaces are allocated to the residential component of the development only, to minimise the level of traffic activity in Henrietta Lane, which would be generated by staff and customers accessing 17 commercial parking spaces. More intensive levels of traffic activity would be generated by commercial uses of those parking spaces.

## Loading

- It appears that provision may have been made for an off-street loading bay to cater for deliveries to the proposed commercial/ retail premises, the Steyne Hotel and for removalists/servicing of the proposed apartments etc. It is however unclear from the plans that this is a loading bay with the area only marked as Store/B.O.H. The area would be of sufficient size to accommodate delivery vehicles up to the size of a SRV; however, the driveway width is measured at approx. 3.35m. The sizing and intended use of the area needs to be confirmed on the plans and access to and from the checked with swept path plots for a SRV. The full width of Henrietta lane and the location of driveways and parking on the western side of Henrietta Lane must be plotted on the swept path plots. Swept path plots will also be required to demonstrate forwards access to and from the basement carpark. Reliance upon turning in the right of way for Pacific Waves is to be avoided.
- It is reported in the traffic report (section 2 page 7) that "loading/servicing for the proposed development is expected to be undertaken by a variety of light commercial vehicles and small to medium-sized trucks standing in Henrietta Lane, consistent with the existing arrangements." This is unacceptable and inconsistent with the provision of an off-street loading bay. Council requires clarification on the intended loading/unloading arrangements that will apply and expects, as a minimum, that off-street loading/unloading by a SRV will be catered for. The following issues must be considered and discussed:
  - o There are very congested conditions on Henrietta Lane, and much of the existing delivery activity is completed from within an over utilised and unsatisfactory on-street Loading Zone. Therefore for the proposed development, every effort should be made to limit parking or traffic congestion in the lane.
  - o Some information is required regarding future delivery/loading arrangements for the Steyne Hotel, together with details of the delivery arrangements for the proposed

development. This should include analysis of existing and future delivery frequency and the size of delivery vehicles and the suitability of the proposed loading bay to cater for such deliveries. Where deliveries can't be accommodated within the proposed offstreet loading bay an outline of how such deliveries can be catered for on-street given existing limitations on access and availability of parking within Henrietta Lane. required to demonstrate that the development can operate effectively without any reliance on an on-street loading bay.

o Details of ramp grades/transitions to the loading/servicing area shall also be included on the plans. A vertical clearance assessment on the ramps is required to be undertaken for the largest delivery vehicle accessing the loading bay to demonstrate that there are no scraping, bottoming or head height issues.

#### Access

- No adjustments to the existing driveway into the site are proposed, and it will remain single width. There will therefore be no capacity for vehicles to pass on the driveway. A waiting bay inside the carpark and a signal system to managing ingress/egress movements should be included in the amended plans. Passing opportunities for vehicles passing in opposing directions within the carpark are to be available and shall be demonstrated by swept path plots.
- It is noted that parking space No.15 is undersized in terms of AS2890.1 requirements. Spaces No.15 and 16 are adjacent to a blind aisle, and the aisle should be extended 1m beyond the last parking spaces to ensure that vehicles can enter and exit without excessive manoeuvring.
- The parking spaces have not been dimensioned on the architectural plans. The basement parking level should be fully dimensioned including blind aisles, parking spaces/aisle width and driveway/ramp width.
- It is noted that the position of the roller shutter has been modified to provide a visibility splay to improve sightlines to pedestrians walking in Henrietta Lane. The sight line triangles do not however appear to be compliant with the requirements of AS2890.1 section 3.2.4 (b) which, given the high use of Henrietta Lane by pedestrians is unacceptable.

The plans and the traffic report require amendments to address the concerns outlined above prior to further assessment.

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

#### **Recommended Traffic Engineer Conditions:**

Nil.