TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

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Reference: 24.037r01v03

15 March 2024

Four Towns Planning
PO Box 361
BALGOWLAH DC NSW 2093

Attention: Mathew Quattroville, Director

RE: 22 Central Avenue, Manly
Request For Information Response Letter (RFI) (DA2023/1358)

Dear Matthew,

We refer to the subject development known as 22 Central Avenue, Manly (DA2023/1358).

TRAFFIX has received comments from Council relating to the subject development. TRAFFIX has reviewed the traffic related items and has provided a response to each item, which has been reproduced below for reference:

Items

1. Traffic Engineering

The application has been referred to Council's Traffic Engineer who has raised the following concerns that must be addressed by the applicant:

- *The Ground level loading bay at the Short Street entrance is measured to be approximately 10.5 meters long, which can accommodate trucks up to and including 8.8m long Medium Rigid Vehicles (MRVs). The loading dock on the Basement Level is measured to be about 7.5m long and can fit vehicles up to and including a 6.4m long Small Rigid Vehicles (SRVs). The loading bay widths within the site however have not been dimensioned on the architectural plans. Dimensioned plans are to be submitted for the loading areas to confirm that loading bays are appropriately sized".*

TRAFFIX Response:

For clarity, it is noted that the subject site contains one (1) loading dock located within the basement loading bay with access via Short Street. Reference should be made to the Architectural Plans provided in **Attachment 1** showing the loading bay dimensions notated on the plans.

- *No swept path analysis has been provided to show the loading bays can support ingress and egress from Short Street. Swept path analysis should be undertaken to demonstrate that the entry and exit movement is possible from/to the loading bays. Council requires some information on*

the intended loading/unloading arrangements that will apply. The following issue must be considered and discussed:

- *Information regarding future deliveries/loading arrangements, together with details of the delivery arrangements for the proposed development. This should include an analysis of future delivery frequency and the suitability of the proposed loading bay to cater for such deliveries, including overhead clearance requirements. It is required to demonstrate that the development can operate effectively without any reliance on an on-street loading bay.*
    - *Measures to cater for pedestrian safety should be considered e.g. warning signage and markings.*
    - *A pedestrian sightline triangle of 2.0 metres by 2.5 metres, in accordance withAS2890.1:2004 should be plotted on the Architectural Plans at the access for pedestrian visibility for exiting trucks.*

***TRAFFIX Response**:*

Swept Path Analysis

Reference should be made to the Swept path Analysis presented in **Attachment 2** showing the satisfactory operation of the loading dock with reverse entry and forward egress manoeuvres via Short Street using a 6.4m Small Rigid Vehicle (SRV), the largest vehicle requiring access to the loading bay.

Loading Arrangements & Delivery Requirements

It is anticipated that all deliveries will be accommodated onsite without relying on on-street loading bays or parking spaces. The loading bay is provided an existing height clearance of 3.2m, with appropriate signage and/or striker bar to be provided at the loading dock entrance. A summary of each tenancy's operating requirements is provided below:

Residential Tenancies

Removalist vehicles would need to be accommodated when residents move in or out of the building and trades/services and would be also accommodated in the loading dock. As these deliveries are not regular occurrences the Building Manager must be notified before the delivery to ensure the Loading dock will be available.

Commercial Tenancies

The main servicing requirement for commercial tenants would be regular deliveries for equipment and supplies. Removalist vehicles would also need to be accommodated when moving in or out of the building and trades/services and would be also accommodated in the loading dock. As these deliveries are regular occurrences, delivery times for each tenancy must be arranged with the Dock Manager.

Retail Tenancies

Retail tenants are to advise the Building Manager of any regular delivery requirements for inclusion in a regular schedule of deliveries. In addition, the Building Manager is also to be advised of any fit-out and refurbishment works, to which it is encouraged that this work be undertaken outside of regular peak periods.

It should be noted that the waste room in the south (near Lot 165) will not utilise the loading area at the northern end of the building, with this waste to be collected utilising the existing waste collection services from Central Avenue.

Scheduling

An indicative service and delivery schedule for the proposed tenancies has been drafted in **Table 1**, the aim of which is to ensure a space will be available for all service vehicles on arrival.

Table 1: Indicative Schedule of Regular Servicing

	No. of Suppliers	No. of Delivery Days per Week	Delivery Times	Duration
Commercial				
Lot 3 – Chinese Massage	2	1	During Business Hours	10 mins
Lot 4 - Barber	1	1	During Business Hours	10 mins
Lot 166 – Hairdresser	1	1	During Business Hours	10 mins
Lot 167 – Shoe Cobbler	1	1	During Business Hours	10 mins
Lot 171 - Acupuncturist	1	1	During Business Hours	10 mins
Retail – Girdlers Café (Lots 168, 169 and 170)				
Stock	2	1	During Business Hours (generally prior to 8am)	10 mins
Food	5	5	During Business Hours (generally prior to 8am)	10 mins
Drinks	2	5	During Business Hours (generally prior to 8am)	10 mins
Gym x 3 (F45, Plus Fitness and JiuJitsu)				
Stock	5	2-3	During Business Hours	10 mins
Drinks	1	1	During Business Hours	10 mins

The maintenance of a weekly delivery schedule is to be conducted by the Building Manager once the site is operational. Commercial and retail tenants will be required to notify the Building Manager of any one-off deliveries that require the use of the loading dock. This must include the vehicle size to ensure the space allocated can accommodate the service vehicle. The Building Manager will then be required to schedule a time that the allocated loading bay will be available. Once allocated a specific period, the schedule is to be updated. The schedule will ensure that no vehicle is required to queue or perform deliveries on street. The schedule will also allow for a prompt resolution of any potential conflicts.

In addition, a dedicated mobile phone number will be assigned to the Building Manager and provided to all scheduled drivers. All vehicles must call the dedicated number ahead of arrival to confirm with the Manager the allocated bay will be unattended on arrival.

Pedestrian Safety Measures

A "Stop" sign and "Beware of Pedestrians" signage can be positioned at the access alerting egressing drivers to be vigilant of pedestrians prior to exiting the loading dock onto Short Street. This can be conditioned in response to an appropriate Condition of Consent at Construction Stage.

Pedestrian Sightline Triangle

A pedestrian sight line triangle measuring 2.0 metres by 2.5 metres has been provided at the property boundary in accordance withAS2890.1:2004. Reference should be made to the architectural plans presented in **Attachment 1** showing the plotted sight triangle at the access for pedestrian visibility for exiting trucks.

Conclusion

On the basis of the above, the proposed development at 22 Central Avenue, Manly in our view is considered supportable on transport planning and traffic engineering grounds. We trust the above is of assistance and please contact the undersigned should you have any queries. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix

Justin Pindar
Director

Attachment 1: Architectural Plans
Attachment 2: Swept Path Analysis

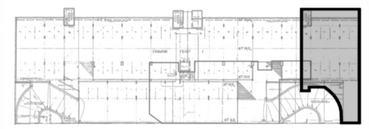
ATTACHMENT 1

Architectural Plans

N

LOCATION PLAN

SHORT ST PLAZA



CENTRAL AVENUE

NOT TO SCALE

7 6 5 4 3 2 1

26010

3200.4 10' - 6" | 5486.4 18' - 0" | 1371.6 4' - 6" | 5003.8 16' - 5" | 4368.8 14' - 4" | 6578.6 21' - 7"

1500 1500 1500 1500 1500 1500 1500 3000

A B C D

c C D

7842 25' - 8 3/4"

5258 17' - 3"

2.5m x 2.0m visual display hatched area to remain clear of obstruction in accordance with Figure 3.3 of AS2890 1 (2004)

property boundary

line of roller shutter

RL: +5772mm

RL: +4551mm

existing ramp down

Loading Bay dimensions: 6400mm x 3500mm

3500mm

1 2 3 4 5 6 7

8 1500

9 1500

kitchen

3800

RL: +4551mm

RL: +5160mm

UP

UP

no change to existing crossover or driveway levels

6400mm

R 9448.8

31' - 0"

R 1828.8

6' - 0"

1676.4

5' - 6"

2133.6

7' - 0"

SHEET NAME: BASEMENT PLAN

OWNER AND PROJECT LOCATION: The Owners Corporation SP7114 22
Ground Floor. 22, Central Avenue, Manly NSW

DATE: 10/5/2023

DRAWN BY: Author

SHEET NUMBER: A002

SCALE: 1 : 150

urbaine
ARCHITECTURE
urbaine pty ltd , 6/15, The Corso, Manly, NSW 2095: Tel: 02 8355 6770

ATTACHMENT 2

Swept Paths

Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards *(AS/NZS 2890.1:2004 Parking facilities - Off-street car parking,* and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	AS	13-03-24
B	Swept Path Analysis	NC	14-03-24

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
Urbaine Architecture

Client
Four Towns Planning

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description
22 Central Avenue, Manly
Traffic Engineering Services

Drawing Prepared By

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Drawing Title
Swept Path Analysis
6.4m Small Rigid Vehicle (MRV)
Reverse Entry Manoeuvre into Loading Dock via Short Street

Drawn:	Checked:	Date:
AS	JP	13-03-24

24.037d02v01 TRAFFIX [240314 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.037	RFI	TX.01	B

Notes:

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Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

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Drawing Title
Swept Path Analysis
6.4m Small Rigid Vehicle (SRV)
Outbound Movement from Loading Dock

Drawn:	Checked:	Date:
AS	JP	13-03-24

24.037d02v01 TRAFFIX [240314 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
24.037	RFI	TX.02	B