

## Traffic Engineer Referral Response

Application Number:	DA2019/0645
Responsible Officer	
Land to be developed (Address):	Lot CP SP 15752 , 26 Whistler Street MANLY NSW 2095

### Officer comments

It is proposed to demolish the existing buildings and excavate the site to provide for basement parking and a level building platform. New 7-level building will be constructed comprising:

- 3 x One-Bed Apartments
  - 26 x Two-Bed Apartments
  - 12 x Three-Bed Apartments
- Total 41 Apartments

A total of 57 parking spaces will be provided in ground and basement levels accessed by a new driveway on the Whistler Street frontage.

Traffic:

Proposed 41 apartments @ 0.29 vtph - 12 vtph

The existing building on the site with 24 units would generate some 7 vtph

Thus, the projected peak traffic generation will only be some 5 vtph additional

No objections are raised in this regard.

### Referral Body Recommendation

### Refusal comments

Parking:

3 x One Bed apartments = 1.8 spaces

26 x Two Bed apartments = 26 spaces

12 x Three Bed apartments = 24 spaces

Subtotal: 52 spaces

Visitors (41 apartments) = 7 spaces

Total: 59 spaces

The applicant is providing 57 parking spaces and 29 bicycle spaces. This comprises a shortfall of 2 vehicle spaces. All parking provisions are to be accommodated onsite. The shortfall of 2 spaces is unacceptable as the parking demand in the area is high and will not support the shortfall.

Visitor parking spaces must be denoted on the plans

Access:

Concern is raised that the Accessible parking spaces are not designed to AS2890.1. They should be 2.4m wide and have a 2.4m shared space adjoining them. The plans indicate a shared space of less than 2.4m. The shared spaces should also be protected with a bollard as required by AS2890.6 section 2.2.1(e)

The Shared Area adjacent to basement level space 12 is sited in a parking aisle. This is unacceptable and will expose disabled drivers to potential injury from circulating/reversing traffic. AS 2890.6 Fig 2.4 requires the shared area to be sited on the side of the space that is furthest from the parking aisle.

2 of the bike racks are located alongside the driving aisle (adjacent to space 7) and are deemed exposed to safety risk of a car hitting the user and/or parked bikes.

space 12 is deemed unsafe and completely exposed, further impacting on available widths within the basement carpark aisles.

There is no waiting bay for vehicles waiting to access the turntable on the basement level. Vehicles must be able to wait in a location which does not obstruct use of other spaces or access along the parking aisle. The turntable must be designed for safe forward in and forward out access using AS 2890.1:2004 (Off-street car parking) B99 vehicle. Plans showing the swept path of a B99 vehicle entering and exiting parking spaces 7,8 15,16 from the turntable in a forward direction using the waiting bay, and exiting the parking spaces in a forward direction using the turntable (and passing the occupied waiting bay) shall be provided. Independent egress from spaces 9 & 10 using the turntable and passing the occupied waiting bay shall also be demonstrated.

Swept path plots showing a B99 vehicle circulating up and down throughout the carpark aisles and ramps shall be provided.

Whistler Street is in a high pedestrian activity area and it is therefore important that there is good sight distance to pedestrians using the footpath. The plans do not provide for this and the use of a traffic safety mirror to overcome this shortcoming is considered substandard. Sight line triangles consistent with the requirements of AS2890.1 section 3.2.4 and Fig 3.3 shall be provided.

The Traffic impact assessment report has sought to justify the use of a single lane two way ramp between the ground floor and basement level parking spaces by reference to section 3.2.2 of AS2890.1. That part of the standard relates to widths of access driveways where they connect to a public road. The width of the ramp linking the two carpark levels should be determined by reference to table 2.2 which would require the ramp to be no less than 5.5m in width for two way operation. The provision of a single lane ramp with convex mirrors as indicated on the plans is considered substandard.

#### Other issues

The parking areas on the ground floor and basement level are poorly dimensioned. All aisles widths and parking bay widths and lengths must be shown including for small car and stabled parking bays.

Space 7 (ground floor) and space 12 (basement) are too short. As these spaces are obstructed at both ends they must be no less than 6.5m in length (AS 2890.1 Fig 2.3 note 3)

Stacked parking spaces are to be allocated to a single unit.

Given the above issues approval of the plans in their form is not recommended

**Recommended Traffic Engineer Conditions:**

Nil.