

Traffic Engineer Referral Response

Application Number:	DA2024/1132
Proposed Development:	Part demolition for alterations and additions for mixed use development
Date:	29/01/2025
Responsible Officer	
Land to be developed (Address):	Lot 6 DP 26171 , 47 The Corso MANLY NSW 2095

Officer comments

Proposal description: Part demolition for alterations and additions for mixed-use development, including the construction of an additional storey and rooftop terrace. No off-street parking or loading facilities are proposed.

The traffic team has reviewed the following documents:

- Plans (Master Set) – Revision A, designed by SANDBOX STUDIO, dated 08/07/2024,
- Traffic and Parking Assessment report, Reference N335/2024/TIA prepared by TTPS dated 16 July 2024,
- Statement of Environmental Effects prepared by RYAN Planning & Development Pty Ltd,
- Construction Traffic Management Plan, Reference N335, prepared by TTPS dated 20/08/2024, and
- Pre-Lodgement Advice (PLM2022/0113) dated 30 June 2022.

Notes:

There were a number of minor traffic concerns raised in the PLM referral comments dated 30 June 2022 that were requested to be addressed in the DA traffic report.

Parking:

There is a requirement under the DCP for additional parking at the rate of 1 space per 40sqm of commercial/retail premises GFA, 1 parking space for additional dwellings plus some additional visitor parking at 0.25 spaces per dwelling. The existing development on the site provides no off-street parking, and no additional parking is proposed under the development proposal. It is noted that the development site.

- is within close proximity to good Bus and Ferry transport and within walking distance of services and facilities.
- there are a number of car-share vehicles located nearby.
- is in a location with a high parking demand on the development frontage and providing a small number of additional offstreet parking spaces for the development would be impractical as it would require the construction of a driveway, which itself would remove parking from on-street.
- would negatively impact upon pedestrian safety if it provided off-street parking as the increase in vehicle movements to and from the site across a highly pedestrianized area would be undesirable and potentially unsafe.

On the basis of the above comments the absence of parking to support the development is supported.

To encourage travel by walking, cycling and public transport and reduce the potential for residents to become car dependent a condition will be imposed preventing residents of the development from obtaining resident parking permits

Traffic Generation

The traffic and parking impact report has concluded that the proposed development is expected to generate more trips by individuals than by vehicles. The peak number of vehicle trips associated with the site will primarily come from staff being dropped off, and these trips are likely to be minimal. The retail component of the development is anticipated to attract visitors who are already in the area, which means it is unlikely to create additional dedicated vehicular trips to the facility. The lack of off-street parking will further encourage reliance on public transport, walking, and cycling. Overall, the development is not opposed in terms of traffic generation.

Loading

The development proposes no off-street loading facility but relies upon the use of the on-street Loading Zones on Market Lane adjacent to the development site. The lack of a Loading Dock is not opposed noting that the Loading Zone on Market Lane in front of the development will be retained and available for deliveries. A limitation on the size of vehicle servicing this development is required as there is a 6m length restriction on trucks entering Whistler Street from Sydney Road. This will be conditioned.

Construction Traffic Management

Construction Traffic Management is a critical issue in this location and a Construction Traffic Management Plan (CTMP) is submitted to demonstrate how the works will be safely managed and constructed. A limitation on the size of any construction vehicles accessing the site has been imposed, given the 6m length restriction on access to Whistler Street. Turning path assessments have been undertaken for vehicles up to 8.8m in length, and they can safely access and manoeuvre to and from the site via Whistler St and the trafficable portion of Market Lane with all available parking spaces occupied. Traffic Control Plans to manage entry and exit to and from the site and to/from Whistler Street have been prepared.

The proposal is therefore supported.

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

Recommended Traffic Engineer Conditions:

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Work Zones and Permits

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane and a Roads and Maritime Services Work Zone Permit shall be obtained for State

Roads.

Reason: To ensure Work zones are monitored and installed correctly.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Demolition Traffic Management Plan

All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP). All controls in the DTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Construction Traffic Management Plan where it is deemed unsuitable during the course of the project.

Implementation of Construction Traffic Management Plan

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Restriction on size of delivery and service vehicles

Service and Delivery Vehicles accessing the site from Whistler Street and/or parking in Market Lane are not to exceed 6m in length

Reason: 6m length limit on vehicle access to Whistler Street

Resident/Tenants Parking Permits

Any residents and/or tenants of the subject site are not eligible for resident parking permits even if they reside in a Permit Parking Scheme area. This condition is to be provided on the property Title.

Reason: to encourage sustainable transport alternatives and ensure that residents/tenants are aware that they are not entitled to a permit