

Traffic Engineer Referral Response

Application Number:	DA2023/0021
Proposed Development:	Alterations and additions to an existing building and use of premises as a business premises (sports therapy and recovery services) including internal fit-out and signage
Date:	07/03/2023
Responsible Officer	
Land to be developed (Address):	Lot 2 SP 67886 , 29 Belgrave Street MANLY NSW 2095 Lot 1 SP 67886 , 29 Belgrave Street MANLY NSW 2095

Officer comments

Proposal description: Alterations and additions to an existing takeaway building and use of premises as a business premises (sports therapy and recovery services) including internal fit-out and signage.

The traffic team has reviewed the following documents:

- Plans (Master Set) – Issue 1, designed by NORTH NORTH Pty Ltd, dated 10/01/2023,
- Statement of Environmental Effects for Development Application, Revision 2, prepared by Planik dated January 2023, and
- Waste Management Plan, prepared by NorthandNorth.

It is noted that:

- the proposed alterations and additions will not result in any significant changes to the existing external built form on the site.
- the previous use for takeaway food store operated with no carparking allocated. The application does not also seek any additional car spaces on the site, given that there is no ability to retrofit car parking for this centre as it supports CBD pedestrian dominant environments.
- the central location of the site supports attendance by pedestrians or bike riders to maximise public transport patronage and encourage walking and cycling.
- the proposed operating hours of the development is from 6am to 10pm, Monday – Saturday and from 6am to 7pm, Sunday, and the estimated number of staff is no more than 2-3 staff on-site and the anticipated number of clients is no more than 30 (average 15) at any one time.
- as noted in the SEE, the proposed use of the site will generate less parking demand as there will be less patrons on-site with sessions generally taking approximately 30 minutes each and trips will be spread over the entire day and not at peak mealtimes.

Parking rates/requirements:

- 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.
- The proposal does not contain any car spaces, discouraging private car use and encouraging active and public transport.
- The site has excellent access to public transport. Bus stops and the ferry wharf are located within close walking distance (450m – 5minute walk). Therefore, Council considers exceptions to the parking rate/requirements required in the DCP for the proposal, allowing future customers of the proposed business premises to visit without the need for car parking.
- Loading bays must be provided in sufficient numbers to meet anticipated demand. This demand is related to the total amount of floor space, the intensity of use and the nature of the activity. The proposed business premises in comparison to the existing take away store is not expected to require deliveries in large quantities, rendering a loading bay unnecessary.
- A Waste Management Plan is submitted with the development application addressing the Northern Beaches Waste Management Guidelines. As noted in the plan, majority of the waste generated by the tenancy are recyclables such as paper and cardboard as well as beverage containers. There is little to no food waste at all within the premises. Tenancy staff will be responsible for taking out waste and recycle bins to the kerb for council pickup along Belgrave Street and returning the bins to their designated area.

Traffic and pedestrian impacts:

- The installation of the proposed signage is required to comply with the 2.5m clearance from the ground and needs to be outside the clear zone to any road users/infrastructure. No safety concern is to be expected to be imposed by the proposed signage.
- During the installation of the proposed signage, there would be some impacts on pedestrian activity in the vicinity of the proposal. This needs to be detailed in the Construction Traffic Management Plan (CTMP).

Conclusion

The traffic team has no objection to the proposal in principle, and it can be supported subject to conditions regarding the preparation and implementation of a Construction Traffic Management Plan.

The proposal is therefore supported.

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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:

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.

Construction Traffic Management Plan

a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencement of works. The CTMP to detail how the fitout and signage works will be undertaken and how pedestrian safety and amenity will be managed during the managed. CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

Reason: <to ensure vehicular access and pedestrian safety are appropriately managed>
(DACTRDPC1)

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

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.