

Traffic Engineer Referral Response

Application Number:	DA2022/1053
Date:	23/09/2022
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 1170245 , 0 Wharves And Jetties MANLY NSW 2095

Officer comments

Proposal description: change of use from take-away and drink premises to sushi take-away store

The development application seeks development consent for the proposal of a new shop fit out to alter existing tenancy to a new sushi takeaway store at Shop 8 East Esplanade Manly Wharf, Manly

The traffic team has reviewed the following documents:

- Plans (Master Set) – Revision C, designed by AVANCE DESIGN, dated 20/06/2022, and
- Statement of Environmental Effects for Development Application prepared by AVANCE DESIGN dated 20 June 2022.

It is noted that:

- The proposed Fitout to the new sushi take away shop is almost identical to the previously approved use as a take-away food and drink premise.
- The proposed operating hours of the development is from 9am to 9pm, 7 days a week.
- There will be no seating area provided for customers. Customers are often on-the-go and would only spend a minimal amount of time at the shopfront of the premise / along the mall walkway.
- There are no structural modifications proposed to the existing building. All existing columns, awnings and the structural element at the shopfront are to be retained.
- On the side shopfront, a new internally illuminated signage is proposed to install onto the existing tenancy wall. There are also 2 existing non-illuminated under awning signage to the shopfront which will be renewed to allow for Sushi Hub branding.

Parking rates/requirements:

- 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. Therefore, the Council considers exceptions to the parking rate/requirements required in the DCP for the proposal, allowing future customers of the proposed sushi take-away store 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. As noted in the SEE dated 20 June 2022, the nature of operation of the proposed premise is very similar to the takeaway drinks shop previously approved, and the amount of waste produced will be very similar. The proposed sushi take away store is not expected to require deliveries in large quantities, rendering a loading bay unnecessary.

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 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>
(DACTRDP1)

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

During the course of demolition and building works

All construction vehicles associated with the development must obtain a permit from Council on a daily basis, for access into pedestrian only areas. E.g. The Many Wharf forecourt

Reason: To manage and minimise disruption to the area.

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 RMS 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.