

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2022/0640
<b>Date:</b>	22/06/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot B DP 321706 , 70 The Corso MANLY NSW 2095

### Officer comments

The proposed development is for division of the existing ground floor retail use at No.70 The Corso into two tenancies. The front tenancy facing The Corso will remain as a retail use, the rear tenancy facing Rialto Lane will be converted to a health and wellness studio. The floor area of the proposed rear development is 106sqm and no offstreet parking or offstreet loading bay will be provided.

The existing development approved for the rear part of the ground floor is primarily for two parking in a tandem configuration. These two parking spaces will be lost under the proposed .

### Parking

The existing development on the site including the second floor office use has a parking requirement under the Manly DCP of 10 parking spaces and provision of two parking spaces is already well below DCP requirements. The change from retail to use to wellness studio does not change the parking requirements for the site. The Manly DCP does not nominate a parking requirement for a wellness studio and neither does the RMS guide to traffic generating development. A rate of 3 spaces per surgery is nominated for professional medical consulting rooms which would equate to a similar parking requirement for the existing retail use of 1 space per 40 sqm of GFA. It is noted that the proposed use intends to employ only a single staff member which will limit parking demands.

Given the constrained nature of the site it is only possible to provide the currently approved two parking spaces in a tandem configuration with cars required to either reverse into or out of the property. Reversing from the property under the currently approved development would allow poor sight lines to any pedestrians or traffic using the lane as there are solid walls on either side of the offstreet parking area at the boundary. Given the shared nature of Rialto Lane there is benefit in limiting reversing movements from properties fronting the lane and on this basis and noting the constrained nature of the site the absence of parking is not opposed in this instance.

### Traffic Generation

Although a traffic impact assesment report has not been provided with the DA. The traffic impact assessment submitted with the currently approved development argued that although the retail and office uses on both levels of the site had the potential to generate 30 to 40 vehicles per hour in peak periods, the location of the site in the heart of Manly and with limited offstreet parking is likely to generate significantly lower numbers of vehicle movements with many trips being for joint purposes. This argument would remain applicable to the current DA and the absence of parking will act to further reduce traffic generation.

No concerns are raised in terms of traffic generation from the site.

### Loading

The existing approved development provides no offstreet loading bay and given the size of the block and its narrow width the provision of an offstreet Loading Bay is considered impractical.

There are onstreet Loading Zones in Rialto Lane which can be used for the small number deliveries that would be anticipated from this site

#### Pedestrian Safety

The doors for the wellness centre will open directly onto Rialto Lane in an area where delivery trucks are turning and often pass close to the property boundary. There is some concern that an inattentive pedestrian may exit the building into the path of a turning vehicle.

Council has installed bollards along the Rialto Lane frontages of several developments with doorways that open onto Rialto Lane. These bollards had not previously been introduced at this property as they would have prevented vehicular access to offstreet parking. In addition as this is an area where trucks are turning bollards may not have been practical as they would impede truck access. The introduction of bollards will be conditioned subject to submission of swept path plot analysis to demonstrate where they could most appropriately be sited.

#### Construction Traffic Management Plan

The developer has submitted a construction traffic management plan to support DA2019/0351 and the applicant has advised that this CTMP is still applicable for work associated with this DA. It is noted that the CTMP advised that the applicant would apply for a Works Zone and manage truck deliveries to occur within it. Council has not received an application for a Works Zone associated with this works under DA2019/0351 or any permit applications to Stand Heavy Vehicles in Rialto Lane and is therefore evident that the CTMP has not been applied during the current construction which is well progressed. Given the above the CTMP is clearly not applicable and requires revision. Conditions of consent will be added to this effect.

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:**

### **DEVELOPMENT CONSENT OPERATIONAL CONDITIONS**

#### **Traffic Management**

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by the Consent Authority.

Reason: To ensure pedestrian safety and continued efficient network operation.

## CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

### Construction Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an TfNSW accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to heavy traffic congestion throughout the town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken
- Make provision for all construction materials to be stored on site, at all times
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site
- Make provision for parking onsite. All Staff and Contractors are to use the basement parking once available
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety
- The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the

duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council

- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent
- Proposed protection for Council and adjoining properties
- The location and operation of any on site crane

The 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 public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

#### **Pedestrian Safety at Rialto Lane property boundary**

Plans for a line of bollards of similar style to those that have been installed elsewhere in Rialto Lane shall be prepared for installation along the frontage of the property. Swept path plots for a Heavy Rigid Vehicle proceeding east along Rialto Lane past the site shall be plotted and used to determine the most appropriate location for the bollards. Should the swept path plots demonstrate that bollards are inappropriate plans for alternate means of protecting pedestrians shall be developed and submitted for Council’s approval.

The approved measures are to be installed at no cost to Council

Reason: safety for pedestrians exiting the building (DACTRCPC1)

### **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 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.

### **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.

## **CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE**

### **Rialto Lane pedestrian safety measures**

The approved pedestrian safety measures on the Rialto Lane frontage of the development must be installed to Council's satisfaction prior to release of the occupation certificate

Reason: pedestrian safety