

## Traffic Engineer Referral Response

<b>Application Number:</b>	REV2019/0075
<b>Date:</b>	03/03/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot B DP 321706 , 70 The Corso MANLY NSW 2095

### Officer comments

#### General Description of proposal:

The development proposal involves the demolition of part of the existing building and construction of a new 2 storey office and retail development with retail access to The Corso. The development will provide 161sqm of office space and 168sqm of retail space. 2 offstreet parking spaces in a stacked formation are proposed.

#### Traffic:

The traffic impact assessment report has estimated based upon office and retail floor areas and using rates in the RMS Traffic Generating Developments Updated traffic surveys TDT 2013/04a that the proposed development will generate 30 peak hour vehicle trips as compared to the 34.7 peak hour vehicle trips estimated to have been generated from the existing uses on the site. As outlined in the traffic impact assessment report the numbers generated by this site, given its location within The Corso are likely to be less given that many of the trips would be for joint purposes. No objection to the development is raised in terms of traffic generation.

#### Parking:

The development requires 10 parking spaces under DCP requirements. The developer proposes only 2 spaces in a stacked formation. This is a deficiency however given the narrow width of the site high numbers of parking spaces are not practical. In addition, the location of the site within a narrow restricted lane already suffering from excessive parking activity and higher than desirable traffic movements and with high pedestrian volumes, the lack of parking spaces will assist in reducing traffic generation and reduce conflict with pedestrian traffic. The undersupply of parking is not therefore opposed.

#### Pedestrian:

No concerns are raised with regard to the impacts on pedestrians of the proposal

#### Access:

No issues

#### Servicing:

For a development of this size there is no requirement for an on-site service bay and it is not realistic to provide one. Servicing of the development will occur from the road and deliveries would be accommodated within Loading Zone's on Rialto Lane.

#### Construction Traffic Management Plan:

The Construction Management Plan provided by the applicant is not considered to thoroughly address the construction works impact. Given the sensibility of the the subject area and also considering the vehicular access being through Rialto Lane with only 5.5m width, a CTMP shall be prepared to RMS standard by an appropriately certified person. An approval from Council is to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

The proposal is therefore supported.

Responsible Officer.

**Recommended Traffic Engineer Conditions:**

**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 RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

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 traffic.
- 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; and

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. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner’s property rights and protects amenity in the locality, without unreasonable inconvenience to the community. The CTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site. (DACTRCPC1)