

Traffic Engineer Referral Response

Application Number:	DA2025/0184
Proposed Development:	Use of Premises as a recreation facility (indoor) and associated internal alterations and signage
Date:	17/04/2025
Responsible Officer	
Land to be developed (Address):	Lot 910 DP 875567 , 31 The Corso MANLY NSW 2095

Officer comments

Proposal description: Use of Premises as a recreation facility (indoor) and associated internal alterations and signage

The proposal is for the fit-out and use of a tenancy within the existing building at 31 The Corso as an indoor recreation facility. The application also includes new signage.

The traffic team has reviewed the following documents:

- Statement of Environmental Effects prepared by CTA Consulting dated 18 January 2025,
- Plans (Master Set), Issue 04 – designed by LANE & GROVE, dated 18/02/2025, and
- Plan of Management drafted by Bodylove Pilates

The building is a two-storey building presently occupied by the main tenant of Decathlon sports gear retailer. It has been formerly occupied by Woolworths, Meto, and the Commonwealth Bank.

The classes will have a max of 27 participants, consisting of 24 clients and three (3) staff members on-site. The average occupancy is reported to be between 60 and 70 per cent, indicating approximately 17 to 20 people on-site.

The proposed operating hours of the facility are as follows: Monday to Thursday from 6:00 AM to 8:00 PM, Friday from 6:00 AM to 6:30 PM, Saturday from 6:00 AM to 1:00 PM, and Sunday with sessions from 7:00 AM to 1:00 PM and from 4:00 PM to 6:00 PM.

The proposed change of use application does not include any on-site parking provision.

Parking requirements and design

- The site is zoned E1 Local Centre under the Manly Local Environmental Plan 2013.
- The proposal does not contain any car spaces, discouraging private car use and encouraging active and public transport.
- The site is designed to support a pedestrian-dominant environment in the CBD. The Manly Centre features several pedestrian-friendly areas, providing high-quality public spaces and ensuring easy access to key locations such as the ferry wharf and the beach. The main pedestrian routes through the centre are along The Corso and Sydney Road, both of which are pedestrianised for much of their length. In 2016, the pedestrianised area of Sydney Road was extended westward to encompass the entire stretch between The Corso and Sydney Road. The footpaths adjacent to the roadways are well-constructed and generally in good condition, with pedestrian crossings available at most key points. Additionally, there is an established network of cycling routes that facilitate access within the centre.
- The site is located within the Manly local commercial centre and has excellent access to public transport. Bus stops and the ferry wharf are located within close walking distance. Therefore, Council considers exceptions to the parking rate/requirements required in the

DCP/Tfnsw Guide to Traffic Generating Development/ new Guide Transport Impact Assessment for the proposal, allowing future customers of the proposed recreation facility 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 proposal is not expected to require deliveries in large quantities, rendering a loading bay unnecessary.
- As noted in the SEE, delivery vehicles will utilise the surrounding on-street loading parking spaces (as per the current arrangement) from Market Lane. Cleaning contractors will transport all generated waste to the existing waste storage room using mobile devices.

Traffic and pedestrian impacts:

- The existing signage will be removed and replaced with the proposed one. The installation of the proposed signage would comply with the 2.5m clearance from the ground and would 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 and cyclist 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.

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

Recommended Traffic Engineer Conditions:

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

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 impacts on pedestrian and cyclist safety and amenity will be managed during the installation of the signage.

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 pedestrian and cyclist safety are appropriately managed> (DACTRDPC1)

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 Corso and Sydney Road Plaza.

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 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.

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

Delivery Vehicles

Delivery vehicles associated with the completed development are only permitted to drive, stand or park on The Corso and Sydney Road Plazas between the hours of 5am 11am Mondays to Fridays. There is no access on weekends or Public Holidays.

Reason: Compliance with Council's expectations within a pedestrianised area.