



# 70 THE CORSO MANLY TRAFFIC IMPACT ASSESSMENT

FOR

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## DOCUMENT CONTROL SHEET

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# 1. INTRODUCTION

## 1.1 BACKGROUND

Bitzios Consulting has been engaged by Nasus Group to undertake a Traffic Impact Assessment (TIA) for the development of 70 The Corso, Manly. An aerial view of the site is shown in Figure 1.1 and Figure 1.2 below.



*Adapted from NearMap*

**Figure 1.1: Site Location Aerial**



*Adapted from NearMap*

**Figure 1.2: Site Location Aerial (close up)**



## 1.2 SCOPE OF WORK

The purpose of this report is to assess the traffic and transport impacts of the proposed development and is to be submitted as part of the Development Application. This TIA includes:

- A high-level review of the public transport, pedestrian and cycling networks and connectivity within the vicinity of the site;
- Assessment of site pedestrian and vehicular access location and form;
- Summary of the development's existing and future traffic generation;
- Justification for the parking shortfall (due to nature of the site);
- Assessment of the development's existing and future car and bicycle parking requirements in accordance with Council's DCP and Australian Standards (AS2890) and whether the existing parking arrangements are suitable to meet the demand;
- Assessment of service vehicle requirements and access to the site, including refuse collection; and
- Review of pedestrian safety in terms of walking amenity around the proposed development and provide mitigation measures (if need be) to address any possible safety concerns.

## 1.3 PROPOSED DEVELOPMENT

This proposed development is a 2-storey building comprising office and retail spaces, with front retail access from The Corso and rear office and retail access via Rialto Lane. Figure 1.3 shows the existing building and a render image of the proposed development. The proposed development would reach the southern boundary of the site with the existing single car parking space being removed.



**Figure 1.3: Existing (left) and Proposed (right) Developments**

## 2. EXISTING CONDITIONS

### 2.1 EXISTING SITE

The existing site is long and narrow, with the width varying from 5.1 to 5.4 metres. The front of the site is a shopfront facing The Corso, with an awning extending a few metres past the frontage. There were no items from the shop placed outside the front door of the shop.

Internally, the bottom floor is mostly comprised of retail space and storage areas. The top floor contains a small office and additional light storage areas.

The rear of the site acts as a storage area, single car parking space, and garbage bin collection area. There is no public access to the shop from this side of the site. This area is shown in Figure 2.1.



**Figure 2.1: Existing Site (rear)**

### 2.2 EXISTING ROAD NETWORK

The frontage of the building faces The Corso, with the rear of the building facing Rialto Lane. The section of The Corso outside the site is a pedestrian mall with no vehicle traffic. This strip experiences high levels of pedestrian traffic throughout the year. Cycling is not allowed on The Corso. It also forms a link between Manly Ferry Wharf and Manly Beach.

Rialto Lane is a narrow laneway, with two connections to Wentworth Street. Near these intersections, the road operates as a two-way configuration, with a one-way eastbound movement between these two areas. The lane provides access to residential car parks, a council public car park, and a loading dock to Coles supermarket. Several businesses also have accesses to the rear of their buildings via Rialto Lane. It has a signposted speed limit of 10 km/h in the one-way area, and the pavement is a different colour and material to the connecting road to indicate the low-speed nature of the lane.

Wentworth Street is part of a grid network of streets in a signposted 40 km/h high pedestrian area. It has a single travel lane in each direction, with kerbside parking available on both sides of the road. Wentworth Street provides the only two vehicle access to Rialto Lane.



### 2.3 ACTIVE TRANSPORT AND PUBLIC TRANSPORT FACILITIES

The section of The Corso near the site is a hub of pedestrian activity, as vehicles are not permitted in the area. This strip experiences a high level of pedestrian movement and is well supported by public transport. Many pedestrians access the area via ferry, and use The Corso to reach Manly Beach. This is shown in Figure 2.2 below.

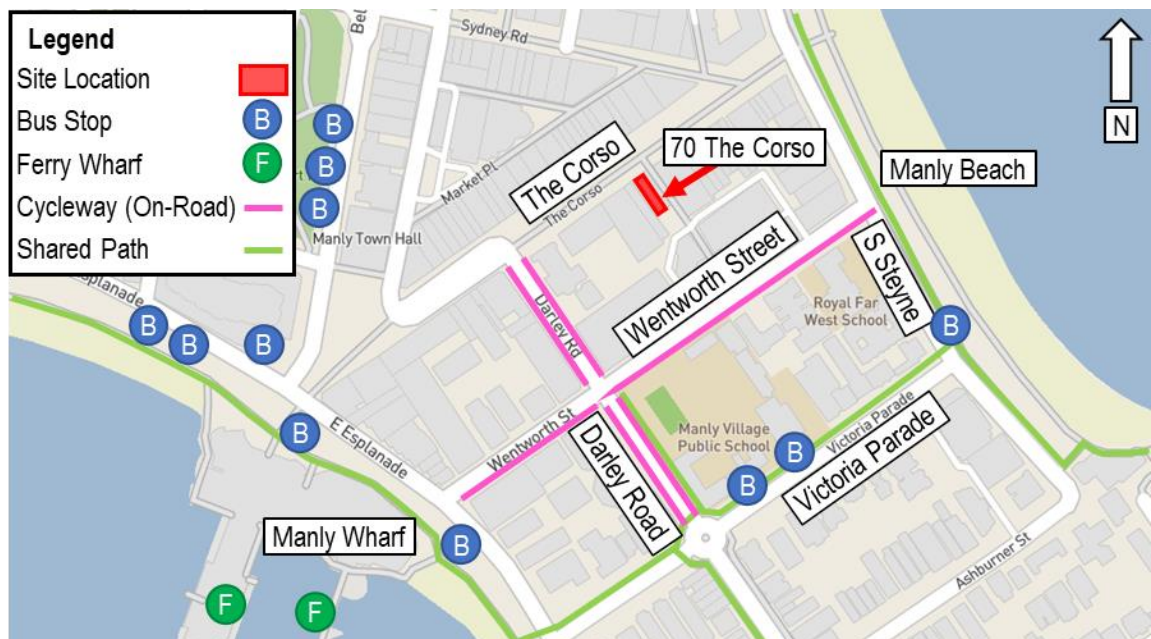
There are no direct cycle routes, bicycle parking or amenity facilities near the northern frontage of the site, as cycling is not allowed on The Corso. Bicycle parking is available on multiple locations along Wentworth Street. On street cycleways on Wentworth Street and Darley Road provide access to the development, with shared paths near Manly Wharf, Manly Beach, and Victoria Parade. This is shown in Figure 2.3 below.

There are several bus stops near the site, further increasing the likelihood that people would visit the site by public transport rather than use private vehicles. This is shown in Figure 2.3 below.



Adapted from NSW Globe

**Figure 2.2: Pedestrian Walking Path from Ferry to Beach**



Adapted from OpenStreetMap on transportnsw.info

**Figure 2.3: Nearby Active and Public Transport Options**

### 3. PEDESTRIAN AND TRAFFIC ASSESSMENT

#### 3.1 TRAFFIC GENERATION

Trip generation was calculated for the existing and proposed developments using Roads and Maritime Services Guide to Traffic Generating Developments Updated traffic surveys TDT 2013/04a. The retail areas are considered to fall under the shopping centre category and as such the retail and storage space were included in the Gross Leasable Floor Area (GLFA). The estimated trip generation for the existing and proposed developments is shown in Table 3.1.

**Table 3.1: Trip Generation for Existing and Proposed Developments**

Area	Existing Development	Proposed Development
Office Space (1.6 trips / 100m <sup>2</sup> GFA per hour) <sup>1</sup>	12.5 m <sup>2</sup>	161 m <sup>2</sup>
Retail Space (16.3 trips / 100m <sup>2</sup> GLFA per hour) <sup>1</sup>	154.6 m <sup>2</sup> (bottom floor) 56.8 m <sup>2</sup> (top floor storage)	168 m <sup>2</sup>
<b>Total Trips / Hour (peak)</b>	<b>34.7</b>	<b>30.0</b>

<sup>1</sup>Sourced from RMS Guide to Traffic Generating Developments – Updated traffic surveys (2013)

The trip generation indicates that a minor reduction in trips is expected from the proposed development compared to the existing condition.

The RMS Trip Generation is primarily intended to calculate vehicle trips, and as such is based from surveys of locations which will typically attract a higher percentage of private vehicle usage compared to a business on The Corso. As such, the RMS trip rates may not be appropriate for 70 The Corso which would expect a negligible, if any, number of vehicle trips to the development.

Manly Council DCP 2013 states in Section 4.2.4.1a that “Council may be prepared to allow an exception to the parking rate/requirements required in the DCP where visitors are likely to use more than one facility per trip”. Shops on The Corso are often in close proximity to one another and offer a wide variety of products and services. It is likely that people travelling to the area would be visiting other stores as well, so the estimated trips generated by the proposed development is considered an overestimate.

#### 3.2 CAR PARKING PROVISION AND LAYOUT

The existing car parking provision is for a single unmarked parking space. Northern Beaches Council’s pre-lodgement advice has stated that the proposed development has a requirement of 10 parking spaces under the LEP. This is consistent with the Manly DCP which requires 1 parking space for every 40 m<sup>2</sup> of gross floor area (GFA) for commercial premises. With a GFA of approximately 388m<sup>2</sup>, this would result in 10 parking spaces being required.

The proposed development has one retail area on the ground floor, and three separated office areas on the top floor. It is not practical to provide on-site parking to cover all of these functions. Instead, it is proposed to have 2 on-site parking spaces and to encourage active and public transport as the primary methods to reach the site. The proposed development also has end-of-trip amenities such as showers on both floors to make cycling to work a more attractive option. As shown in Section 2.3 above, 70 The Corso is already very well serviced by active and public transport options by cycling, bus, and ferry.



### **3.3 REFUSE COLLECTION**

Refuse collection will continue as per the existing condition of on-street kerbside pickup. Refuse vehicles will not be required to enter the site.

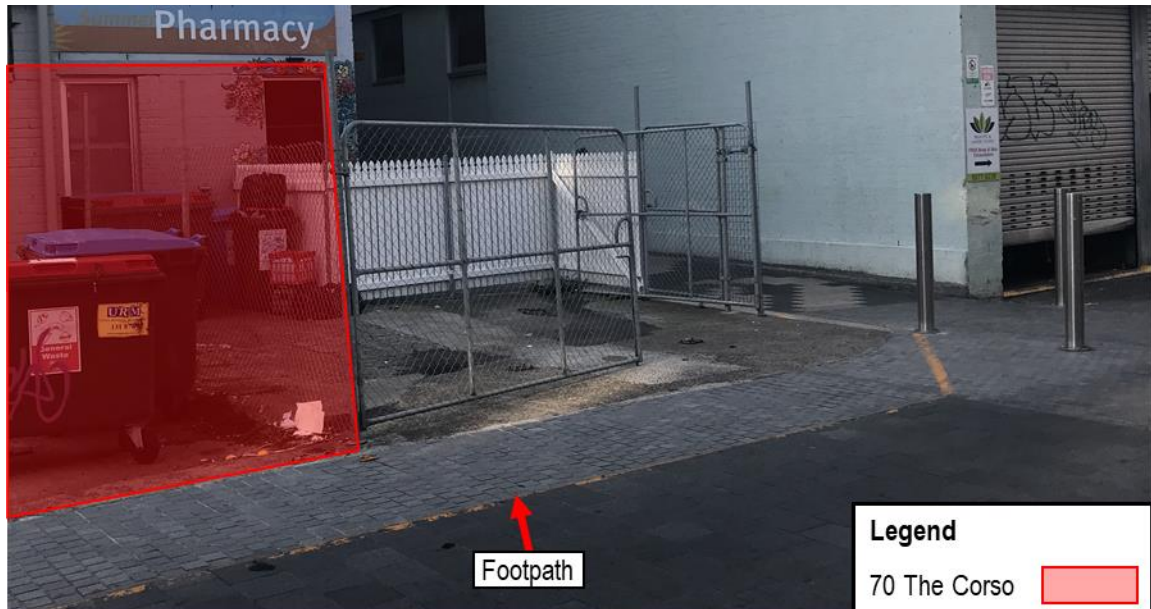
### **3.4 PEDESTRIAN MANAGEMENT**

The movement of pedestrians would be very similar to the existing development. There are no changes proposed to the north side of the site (The Corso side) that would affect pedestrian movement.

There is currently no access for the public to the site via Rialto Lane. The proposed development indicates that an entrance will be added to allow pedestrians to access retail space on the bottom floor and the staircase leading to the office spaces.

Rialto Lane operates with a speed limit of 10km/h in the one-way area outside the site. Additionally, there is a pedestrian crossing sign and bollards for pedestrian protection. There is also a footpath indicated by yellow linemarking and a different colour paving material to show the separation of pedestrians and vehicles. The Rialto Lane entrance is shown in Figure 3.2 below.

It is considered that the existing condition of the site is suitable to manage pedestrian movement.



**Figure 3.2: Rialto Lane Existing Pedestrian Management**

#### 4. SUMMARY AND CONCLUSION

The key findings for this Traffic Impact Assessment for 70 The Corso, Manly are as follows:

- The site is well serviced by public transport and has good cycleway accessibility. The proposal also includes end-of-trip amenities such as showers;
- Under the Manly DCP 2013, the proposed development is required to have 10 parking spaces. Given the nature and location of the site, it is considered acceptable to have zero on-site parking;
- Trip generation was undertaken using RMS Guide to Traffic Generating Developments for the existing and proposed development and the findings indicated that the proposed development would result in a reduction in trips. It was noted that the RMS Trip Generation numbers are considered an overestimate for this type of development and area;
- The Rialto Lane frontage does not have sufficient width to fit two AS2890.1 compliant parking spaces in a 90 degree angle parking configuration;
- Refuse collection is expected to not be affected by the proposed development; and
- Pedestrians should already be sufficiently managed by the existing conditions on Rialto Lane and The Corso and it is not expected that any further management is necessary.

The design for the proposed development has been evaluated and was found to most likely have a negligible, if any, impact on the traffic, transport, or pedestrian conditions of the site and surrounding network.