

Traffic Engineer Referral Response

Application Number:	DA2019/0351
Responsible Officer	
Land to be developed (Address):	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.

Referral Body Recommendation

Refusal comments

The previous comments on this DA lodged by the traffic section outlined that a Construction Traffic Management Plan was required to be submitted with the DA to allow an assessment of the impact of the development on surrounding land uses. The construction traffic management plan (CTMP) that has been submitted is considered inadequate and a revised CTMP should be submitted prior to approval of the DA. The following concerns with the submitted CTMP are raised.

- The CTMP and any Traffic Control Plans (TCP's) should be prepared by a suitably qualified Traffic Engineer and/or an RMS Certified Traffic Controller
- Pg2 "Work hours" advises that audible site works are will occur between 7am and 6pm Mon-Fri and 7am to 1pm Sat. Works may only occur until 5pm Mon-Fri.
- Pg 3 incorrectly states that RMS ROL's will be in place for the duration of the project. An ROL is not required on a local road. Council will however require that applications for Stand Plant permits be obtained for any works involving standing of heavy plant on the road reserve.
- The document references the TCP's in several locations however no TCP's are included with the CTMP. These should be included in the CTMP and need to show how traffic and pedestrians will be managed to cater for various anticipated work scenarios eg demolition, concrete pours and should demonstrate that traffic and pedestrian access through Rialto lane will still be able to occur safely. They should be prepared by an RMS certified traffic controller and attached as an appendix to the CTMP
- As the site is only 5.5m in width any truck parking at the rear of the site will impede access to adjacent premises. The CTMP should detail what liaison has taken place with adjacent premises and how their property access will be impacted and managed.
- The CTMP incorrectly states that the impact on local parking will be minimal. Parking to adjacent premises will be impeded by the construction activities. The CTMP needs to address how this will be managed
- The CTMP outlines that Traffic Controllers will be present on site but does not provide TCP's to show how they will be used and under what circumstances. These must be provided.
- Pg5 advises that when concrete pours are taking place that there will be minimal disruption to pedestrians. On the contrary, the stationing of a concrete truck and concrete pump in Rialto Lane is likely to significantly disrupt pedestrians and vehicular traffic and a TCP showing how it will be managed is required as part of the CTMP.
- Pg 5 & 6. section 4a advises that the largest trucks engaged on the project will be up to 8m in length. Section 4b suggests that trucks in excess of 8.8m will be used. Given the small frontage of the site and the restricted nature of Rialto Lane the size of trucks should be minimised and no trucks longer than 8.8m should be used.
- Figure 4 shows the proposed demolition plan and details to location of skip bins on the site. Given the narrow width of the site and given the size of skip bins the plan is considered unworkable and it is unclear how skip bins would be moved on and off the site. A dimensioned TCP is required.

Further assessment of the application can take place once the additional information requested above has been provided.

Recommended Traffic Engineer Conditions:

Nil.