

13 October 2010

The General Manager  
Manly Council  
PO Box 82  
MANLY NSW 1665

**Attention: Mr Nayeem Islam**

Dear Mr Islam,

**DA107/10 - Woolworths Supermarket and Café – 17-31 Roseberry St, Balgowlah.**

Fabcot Pty Ltd, the proponents of the above development application (DA), has requested Urbis to respond to the recommended consent requirements raised by the RTA (Senior Land use Planner – James Hall) in correspondence provided to Council dated 29 September 2010.

In its letter dated 24 May 2010 Manly Council advised that, “the RTA has previously required the proposed Bunnings Warehouse (at the corner of Balgowlah Road and Condamine Street) to fund the change of phasing at the intersection of Balgowlah Road and Condamine Street, If the Bunnings development does not go ahead, Woolworths will be required to undertake the following:

*The applicant shall implement a leading right turn phase for the northbound movement on Condamine Street. The leading right turn phase will not allow filter movements during the through phase while the existing trailing right turn phase for southbound movements will allow filter movements during the through phase.*

*Theses design changes to signals shall be designed to meet the RTA’s requirements, and endorsed by a suitably qualified and chartered Engineer. The design requirements shall be in accordance with the RTA’s Road Design Guide and other Australian Codes of Practice. The certified copies of the traffic signal design plans shall be submitted to the RTA for consideration and approval prior to the release of construction certificate by Council”*

The most recent correspondence dated 29 September 2010 pertaining to the RTA’s consent requirements is consistent with those received via Council correspondence dated 24 May 2010 however since receipt of recommended consent requirements we understand that the JRPP has approved the Bunnings development at the corner of Balgowlah Road and Condamine Street for “Deferred Commencement” pursuant to satisfying a number of conditions outlined by the RTA.

*ANS33 – The applicant shall implement a leading right turn phase for the northbound movement on Condamine Street. The leading right turn phase will not allow filter movements during the through phase while the existing trailing right turn phase for southbound movements will allow filter movements during the through phase. Theses design changes to signals shall be designed to meet the RTA’s requirements, and endorsed by a suitably qualified and chartered Engineer. The design requirements shall be in accordance with the RTA’s Road Design Guide and other Australian Codes of Practice. The certified copies of the traffic signal design plans shall be submitted to the RTA for consideration and approval prior to the release of construction certificate by*

*Council. The applicant will be required to fully fund the change to the phasing and associated works at the intersection. Reason: to comply with requirements of RTA in relation to traffic management.*

- ANS34 – *The relocation of the existing bus stop including the bus shelter on the Eastern Side of Condamine Street adjacent to the site on the approach to the traffic signals at Condamine Street and Balgowlah Road to the departure side of the intersection south of Balgowlah Road. This will require consideration by the Manly Traffic Committee and endorsement by Council. The applicant is to fully fund the bus stop and all associated works. These works need to be undertaken prior to the opening and operation of the Bunnings development. Reason: To minimise conflict between traffic and bus stop use.*
- ANS35 – *RTA has proposed a new phasing for the existing traffic signal controlled intersection of Balgowlah Road and Condamine Street. Depending on the phasing arrangement, there will be changes required to existing parking arrangements on all four legs of the intersection. These changes will generally restrict parking either on a full time basis or during peak periods to enhance the operation of the above intersection. All subsequent changes proposed will require consideration by the Manly Traffic Committee and endorsement by Council. The associated works will be required to be fully implemented funded and undertaken by the applicant. Reason: To comply with requirements of RTA and manage traffic safely.*

It is our opinion that ANS33 is fundamentally the same requirement that Woolworths would be required to satisfy as specified in the RTA's letter to Manly Council dated 24 May 2010.

As such, Woolworths raises no objection for ANS33 being attached to its consent. With both applications being subject to the implementation of the Condition ANS33 the costs associated with the proposed works can be shared.

In the event that the Bunnings development does not proceed the implementation and cost of ANS33 would be the responsibility of Woolworths. In the future, should the Bunnings development go ahead, ANS34 and ANS35 can be completed by Bunnings without compromising the work associated with ANS33 completed by Woolworths.

DA107/10 should not be subject to any further conditions relating to the traffic impact at the Condamine Street and Balgowlah Road intersection as it is recognised in a planning sense that the majority of impact at the intersection would be generated by the day to day operation of the Bunnings development as outlined within the traffic assessment undertaken by Colston Budd Hunt and Kafes and submitted with DA107/10.

Should you wish to discuss the matters raised in this letter please contact the undersigned directly on 8233 9925 or alternatively Angus Halligan on 8233 9984 in his absence.

Yours sincerely,



**David Hoy**  
**Director**