

14 October 2022

Project/File: 300303340

Document No.: TR-RPT-0003  
Revision: 02

Royal Far West  
14-18 Wentworth Street  
Manly NSW 2094

To whom it may concern,

**RE: Royal Far West Redevelopment, Manly – Transport Assessment Addendum**

A Development Application (DA) has been lodged with Northern Beaches Council for a mixed-used development comprising of residential, commercial, and retail uses at 14-22 Wentworth Street and 19-21 South Steyne, Manly. The proposed development relates to the Royal Far West facility (RFW site).

Following receipt of comments and referrals from Northern Beaches Council and key stakeholders the architectural plans have been revised to address the comments.

This addendum provides updates to the traffic and parking analysis as they relate to the amended architectural plans provided in response to Council's RFI letter (dated 16 September 2022), and should be read in conjunction with the Traffic Impact Assessment<sup>1</sup> prepared by Stantec dated 10 June 2022 that accompanied the initial development application for the site.

This addendum is set out in the following sections:

- changes from the development application lodged (10 June 2022)
- parking assessment
- waste collection
- traffic assessment

## 1 Changes from development application lodged

The amended DA development comprises of 58 residential apartments, 2,706 square metres of commercial/ retail space, and two levels of basement car parking. The number of residential apartments remains the same as the DA as-lodged with a minor reduction in the GFA to address development layout changes. The changes from the previous development scheme generally includes minor layout changes to address comments and referrals received.

The key layout change from a traffic perspective is the reduction of the second basement level (B2), and removal of the second vehicle ramp between B1 and B2. As a result, the total parking supply is reduced to 221 spaces, including new provision for three motorcycle spaces. The basement layouts

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<sup>1</sup> Royal Far West Redevelopment – Traffic Impact Assessment prepared by Stantec dated 10 June 2022

Reference: 300303340

have also been adjusted to enable parking spaces to be redistributed between the site uses under the future stratum boundaries.

Furthermore, residential waste collection is no longer to occur within the basement, with waste collection to be undertaken by Council and occur kerbside along Wentworth Street. Waste collection for the retail and commercial uses is proposed to remain within the basement.

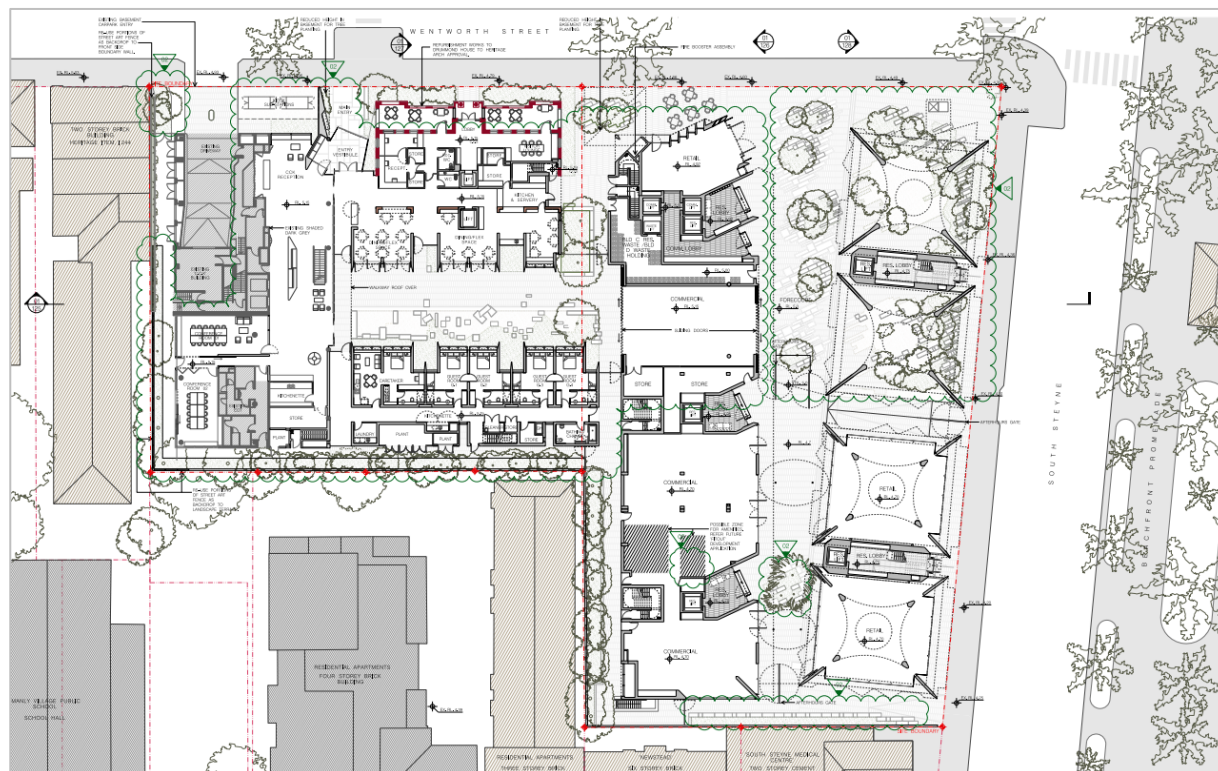
A comparison of the development schedule associated with the previous and the current scheme is summarised in Table 1, with the proposed ground floor plan shown in Figure 1.

**Table 1 Development schedule**

Use	Description	Size/ Number of dwellings	
		DA lodged June 2022	Current scheme
Existing	CCK Building	4,460 m <sup>2</sup>	4,460 m <sup>2</sup>
	Drummond House	1,588 m <sup>2</sup> *	1,588 m <sup>2</sup> *
Residential	1-bedroom	12	12
	2-bedroom	24	24
	3-bedroom +	22	22
	<b>Total</b>	<b>58</b>	<b>58</b>
Commercial/ Retail	N/A	2,810 m <sup>2</sup>	2,706 m <sup>2</sup>

\* Existing Drummond House GFA is 1,620 m<sup>2</sup>, the Stage 3 and 4 works result in a slight reduction

**Figure 1: Proposed ground floor plan**



Source: Murcutt Candalepas, drawing number DA-112, Issue 02, dated 13 October 2022

Reference: 300303340

## 2 Parking Assessment

### 2.1 Parking requirements

The car parking requirements for different development types are set out in the Manly Development Control Plan 2013. A review of the car parking rates against the revised development schedule results in a parking requirement as summarised in Table 2.

**Table 2: Manly DCP 2013 car parking requirements**

Use	Description	DCP Parking rate	Quantity	Car parking requirement
Existing CCK building / Drummond House	Hospital facility / Short term accommodation	Previous DA approved spaces		<b>50</b>
Residential	1-bedroom	0.6/ dwelling	12	8
	2-bedroom	1/ dwelling	24	24
	3-bedroom +	2/ dwelling	22	44
	Visitor	0.16/ dwelling	58	10
<b>Residential Sub-Total</b>				<b>86</b>
Commercial and Retail	Commercial and Retail	1/ 40 sqm of GFA	2,706 m <sup>2</sup>	68
<b>Total</b>				<b>204</b>

Table 2 indicates the revised development is required to provide a minimum of 204 parking spaces, this is a reduction of three spaces compared to the previous scheme.

Further to the above, the Concept Approval for the whole site indicates that the total amount of parking “shall not be less than 184 spaces” for the full development.

### 2.2 Adequacy of parking supply

The updated development plans propose a total of 217 car parking spaces, which is a reduction of 14 parking spaces compared to the lodged plans. Provision for three motorcycle spaces has also been made, increasing the total parking supply to 220 spaces. Therefore, the total parking provision continues to comply with the Concept Approval requirement of a minimum of 184 spaces.

The revised layout and strata boundaries result in a provision of 99 residential parking spaces, inclusive of 10 dedicated visitor parking spaces. Therefore, the DCP requirement of 86 residential spaces is exceeded.

A total of 50 parking spaces has been provisioned for CCK and Drummond House to meet the previously approved provision.

A total of 68 spaces has been provided for use by the new commercial and retail spaces. This increase in commercial and retail parking supply meets the DCP parking requirement of 68 spaces.

The revised plans and proposed amendments meet or exceed the DCP parking requirements for all development uses.

Reference: 300303340

## 2.3 Accessible Parking

Manly DCP 2013 specifies parking rates for people with disabilities as two spaces for developments with at least 50 car parking spaces and less than 100 spaces and one additional space for every 50 car parking spaces thereafter. Based on the proposed commercial parking provision (including CCK and Drummond House) of 118 spaces, three accessible parking spaces are required. The revised development plans continue to provide two additional accessible spaces, with the two existing accessible spaces in the CCK basement to be retained. Therefore, the accessible parking requirement is exceeded.

An accessible parking space is to be provided for each residential adaptable unit proposed. The revised development plans continue to propose 15 adaptable units, therefore a total of 15 residential accessible parking spaces are required. The revised plans include 15 residential accessible parking spaces and meet this requirement.

Therefore, the accessible parking requirements are continued to be met.

## 2.4 Bicycle Parking

The bicycle parking requirements are set out in the Manly DCP 2013. The DCP indicates bicycle parking is to be provided at a minimum rate of one stand for every three car parking spaces, with a minimum provision of one stand for each premise. Based on the above and a proposed car parking provision of 217 spaces, the proposed development is required to provide 73 bicycle spaces. The revised proposal exceeds this requirement and is committed to providing a minimum of 78 bicycle spaces, with plans indicating provision for up to 82 bicycle spaces in total.

## 2.5 Car park layout

The revised car park layout has been reviewed against the requirements of Manly Development Control Plan (DCP) 2013 and the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004, AS/NZS2890.2:2018 and AS/NZS2890.6:2009).

An updated compliance review and vehicle swept paths have been completed for opposing B85 and B99 vehicles, as well as the Waste Wise Mini vehicle accessing key areas internal to the site, and on approach and departure via the Wentworth Street crossover.

The review is included in Attachment 1.

The review confirms that the site layout has been designed in accordance with the relevant Australian Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009) and Off-Street Commercial Vehicle Facilities (AS2890.2:2018). Adjustments are required in the basement to provide compliance in the following key areas:

- Bicycle parking bays
- Wheel stops
- Aisle widths
- Height clearances

Reference: 300303340

### 3 Waste Collection

The revised scheme proposes to retain commercial waste collection within the basement, with residential waste collection now proposed to occur on street. Residential waste collection is to be undertaken by Council along Wentworth Street. Building management will be responsible for transferring residential bins from the storage area to the kerbside for collection.

No changes to the commercial waste collection operation are proposed as part of the revised scheme. It is noted the waste pick-up area layout has been amended, with updated swept path analysis included in Attachment 1 demonstrating that the proposed waste collection vehicle can manoeuvre through the basement appropriately.

### 4 Traffic Assessment

Traffic generation rates for the proposed development were sourced from the Transport for NSW Guide to Traffic Generating Developments 2002 (the Guide) and Technical Direction: Updated Traffic Surveys (TDT 2013/ 04a).

Estimates of peak hour traffic volumes resulting from the revised scheme are set out in Table 3.

**Table 3 Traffic generation estimates**

Use	Size	Traffic generation rate (vehicle trips / hour)		Traffic generation estimate (vehicle trips / hour)			
		Weekday AM	Weekday PM	Weekday AM		Weekday PM	
				In	Out	In	Out
Residential	58 units	0.19 trips/ unit	0.15 trips/ unit	2	9	7	2
<b>Residential Sub-Total</b>				<b>11</b>		<b>9</b>	
Commercial/ Retail	2,706 sqm	1.6 trips/ 100m <sup>2</sup>	1.2 trips/ 100m <sup>2</sup>	35	9	7	26
<b>Commercial/ Retail Sub-Total</b>				<b>44</b>		<b>33</b>	
<b>Total</b>				<b>55</b>		<b>42</b>	

Table 3 indicates that the revised development could potentially generate 55 and 42 vehicle trips in the AM and PM peak hours respectively. This is a minor reduction of one vehicle trip compared to the previous scheme.

Therefore, the revised scheme is not anticipated to have a materially different impact to the surrounding road network.

**Reference:** 300303340

I trust the above provides the necessary information. Should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely,

**STANTEC AUSTRALIA PTY LTD**

A handwritten signature in black ink, appearing to read 'Kope', with a stylized flourish at the end.

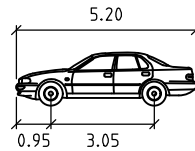
**Karen McNatty**  
Senior Principal Transportation Engineer  
Phone: +61 2 8448 1806  
karen.mcnatty@stantec.com

Attachment 1: Swept Path Assessment



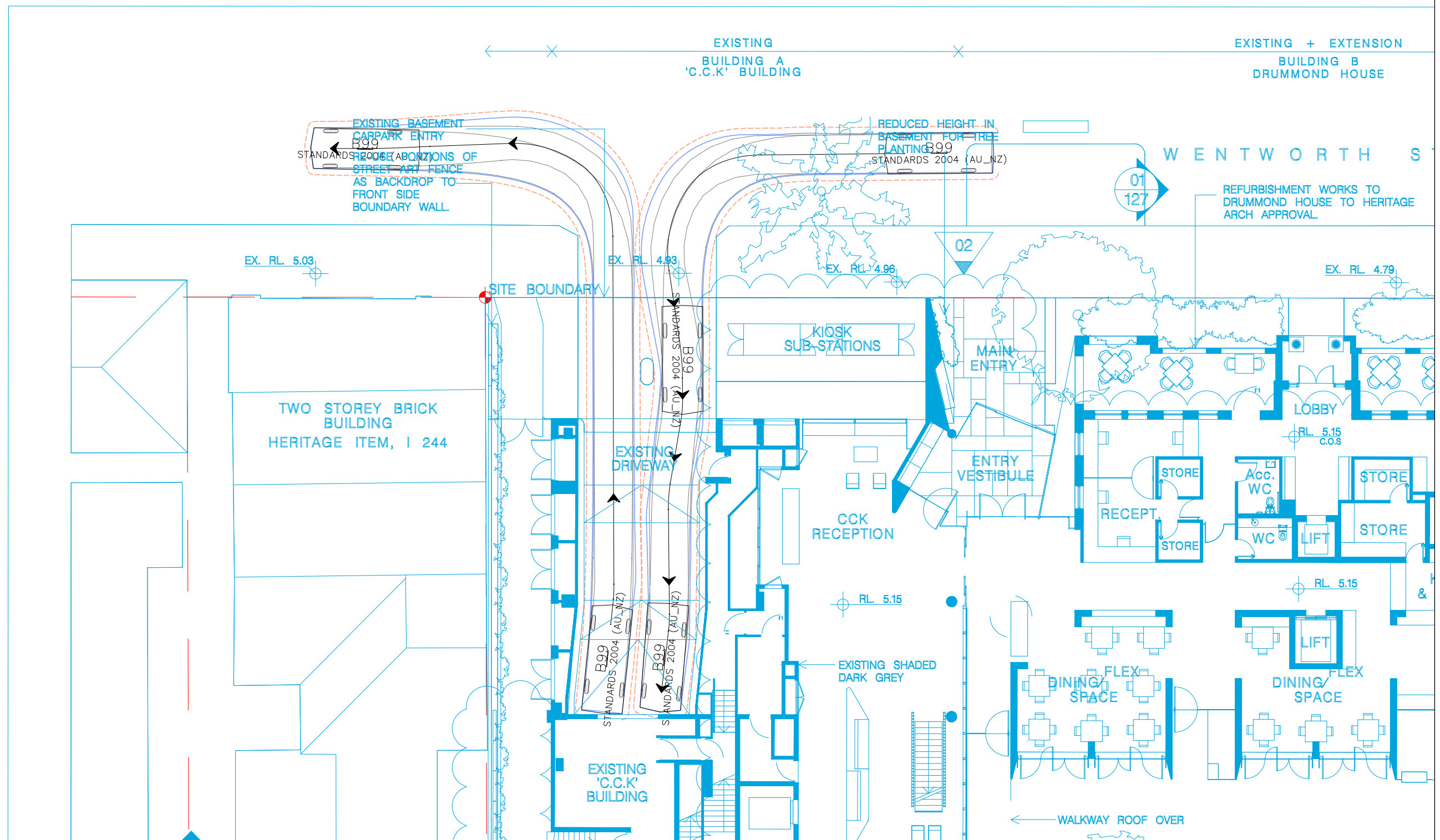
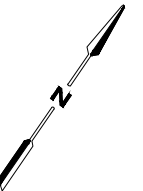
# SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



B99

	metres
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



## PRELIMINARY PLAN

FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

## WARNING

BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
W.XIE

APPROVED BY  
K.McNATTY

DESIGN CHECK  
C.BRADLEY

DATE ISSUED  
12 OCTOBER 2022

SCALE  
A3



CAD FILE NO.  
300303340-01-P7.DWG

ROYAL FAR WEST CAMPUS REDEVELOPMENT, MANLY  
GROUND FLOOR

VEHICLE SWEEP PATH ASSESSMENT

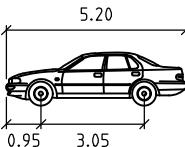
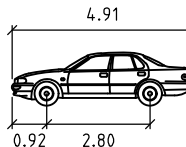
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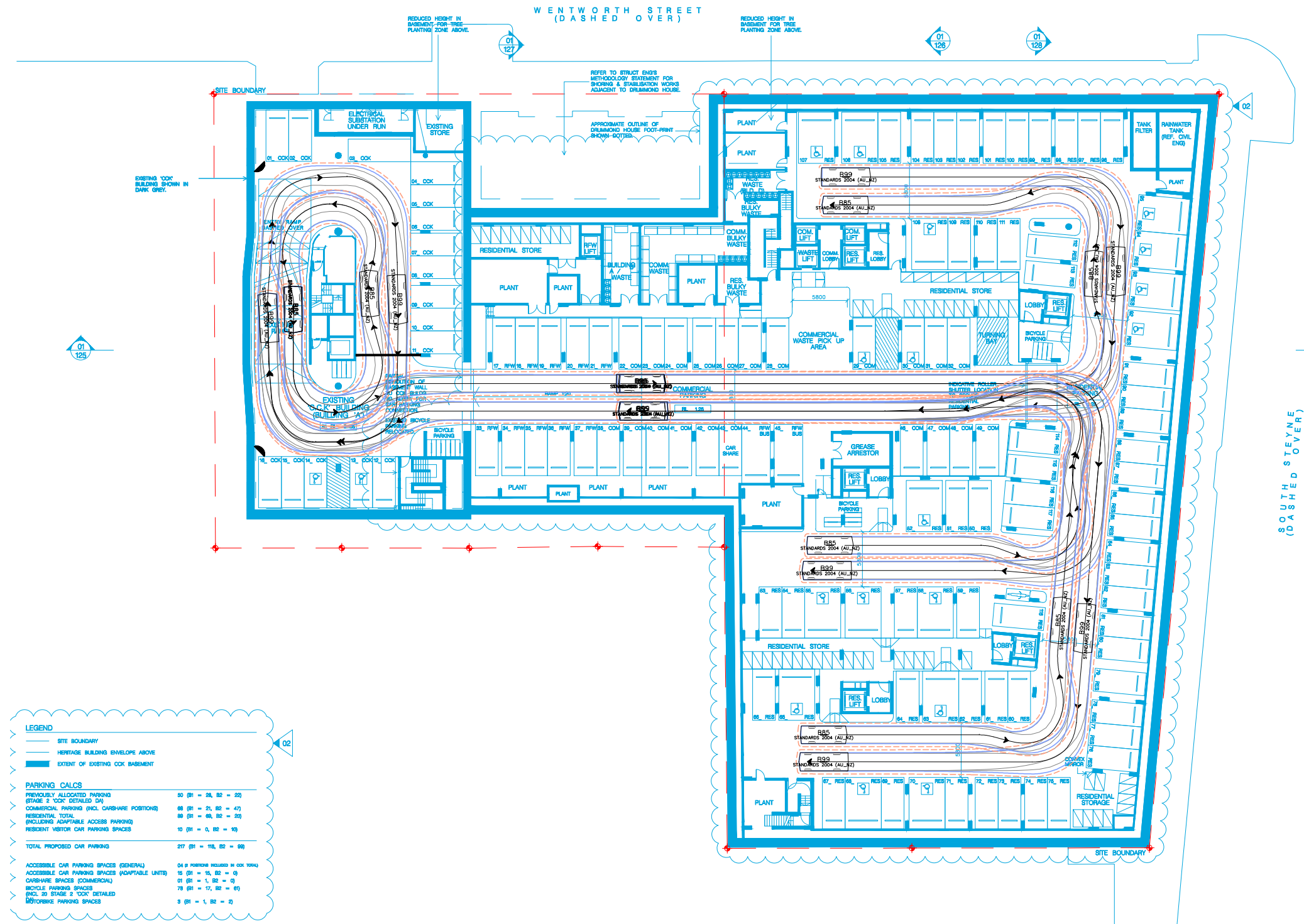
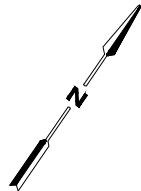
SHEET 04 OF 10




ISSUE P7

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SWEEP PATH KEY	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 5km/h	

			
B99		B85	
meters		meters	
Width	: 1.94	Width	: 1.87
Track	: 1.84	Track	: 1.77
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 33.9	Steering Angle	: 34.1



LEGEND	
	SITE BOUNDARY
	HERITAGE BUILDING ENVELOPE ABOVE
	EXTENT OF EXISTING COK BASEMENT

PARKING CALCS	
PREVIOUSLY ALLOCATED PARKING (STAGE 2 COK DETAILED DAY)	80 (B1 = 26, B2 = 20)
COMMERCIAL PARKING (INCL. CARSHARE PORTIONS)	88 (B1 = 21, B2 = 47)
RESIDENTIAL TOTAL (INCLUDING ADAPTABLE ACCESS PARKING)	88 (B1 = 88, B2 = 20)
RESIDENT VISITOR CAR PARKING SPACES	10 (B1 = 0, B2 = 10)
TOTAL PROPOSED CAR PARKING	217 (B1 = 115, B2 = 98)

ACCESSIBLE CAR PARKING SPACES (GENERAL)	04 (4 PORTIONS INCLUDED IN COK 100%)
ACCESSIBLE CAR PARKING SPACES (ADAPTABLE UNITS)	16 (B1 = 16, B2 = 0)
CARSHARE SPACES (COMMERCIAL)	01 (B1 = 1, B2 = 0)
BICYCLE PARKING SPACES (INCL. 20 STAGE 2 COK DETAILED MOTORBIKE PARKING SPACES)	78 (B1 = 17, B2 = 61)
	9 (B1 = 1, B2 = 2)



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W.XIE  
  
APPROVED BY  
K.McNATTY

DESIGN CHECK  
C.BRADLEY  
  
DATE ISSUED  
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SCALE  
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ROYAL FAR WEST CAMPUS REDEVELOPMENT, MANLY  
BASEMENT LEVEL 1

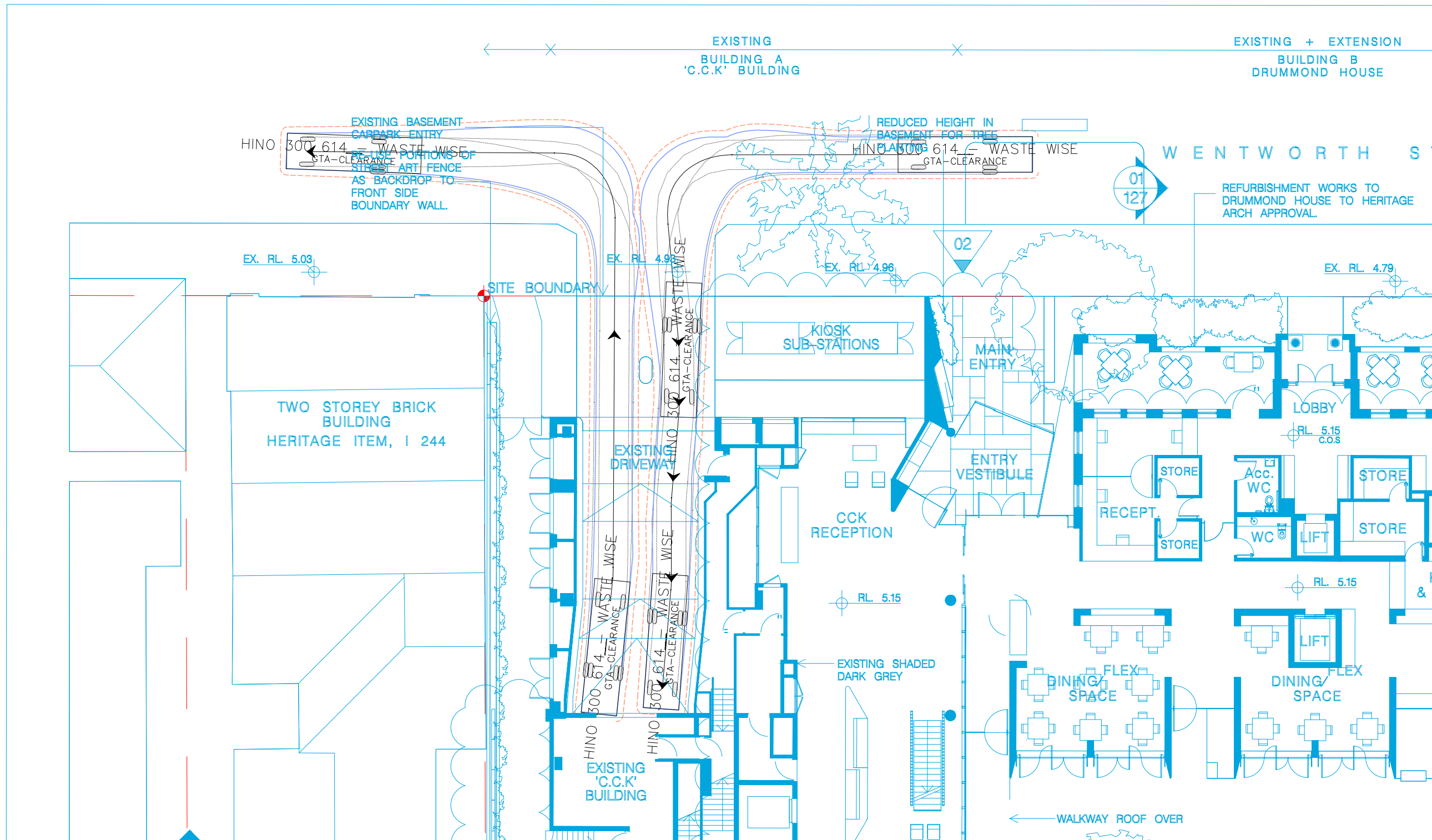
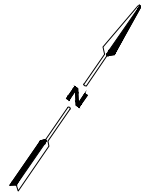
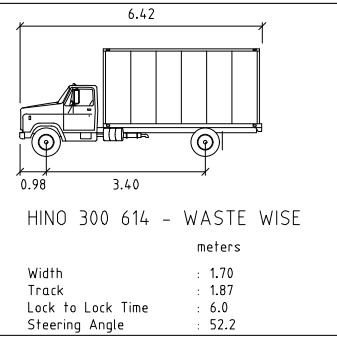
VEHICLE SWEEP PATH ASSESSMENT  
DRAWING NO. 300303340-01-05 SHEET 05 OF 10 ISSUE P7





# SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



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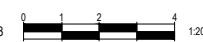
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DESIGN CHECK  
C.BRADLEY

DATE ISSUED  
12 OCTOBER 2022

SCALE  
A3



CAD FILE NO.  
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ROYAL FAR WEST CAMPUS REDEVELOPMENT, MANLY  
GROUND FLOOR

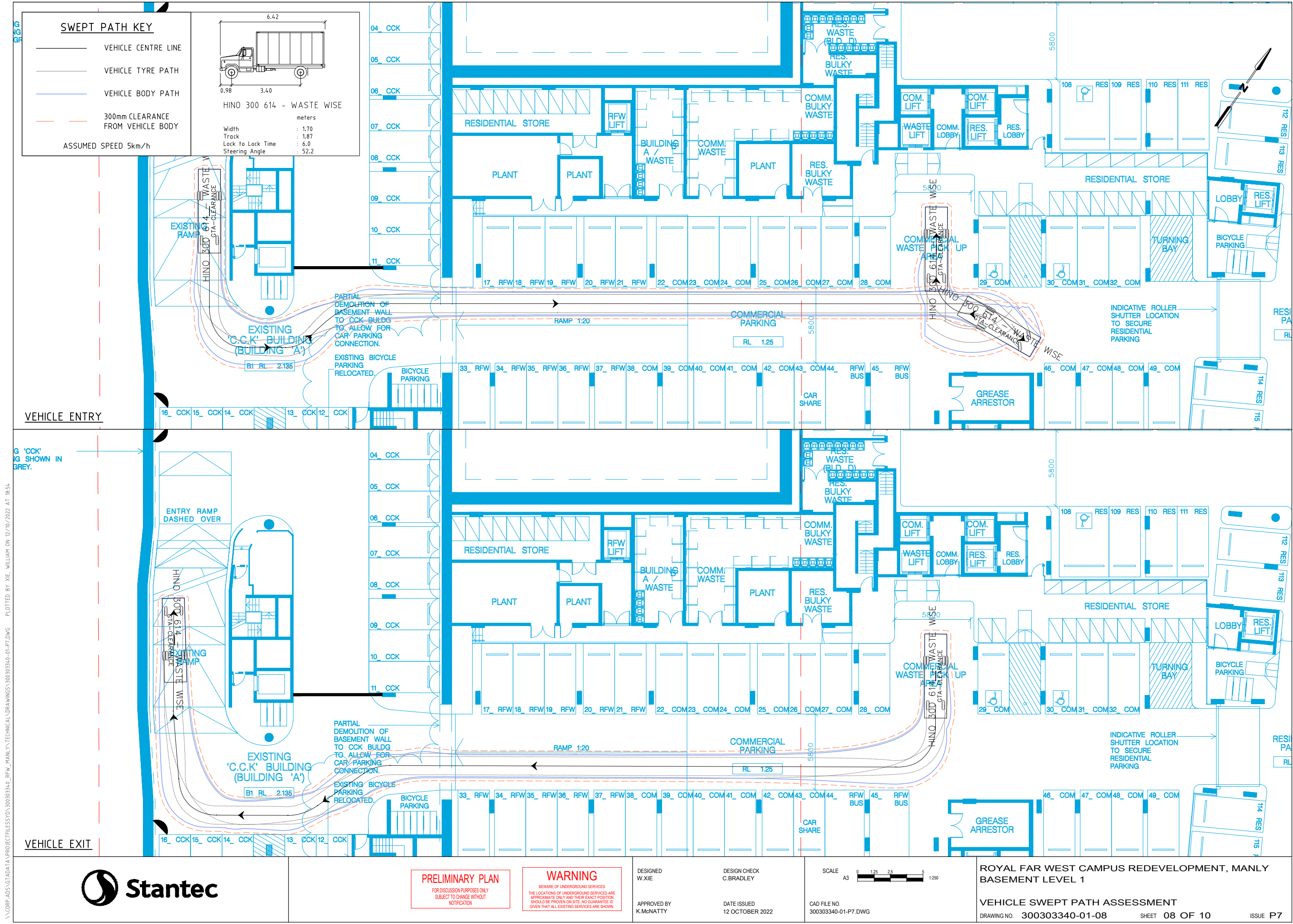
## VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300303340-01-07

SHEET 07 OF 10

ISSUE P7

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SWEPT PATH KEY

VEHICLE CENTRE LINE

VEHICLE TYRE PATH

VEHICLE BODY PATH

300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

5.92

0.95

3.60

Minibus - Hiace - 5.92m

meters

Width : 1.95

Track : 1.86

Lock to Lock Time : 6.0

Steering Angle : 37.0

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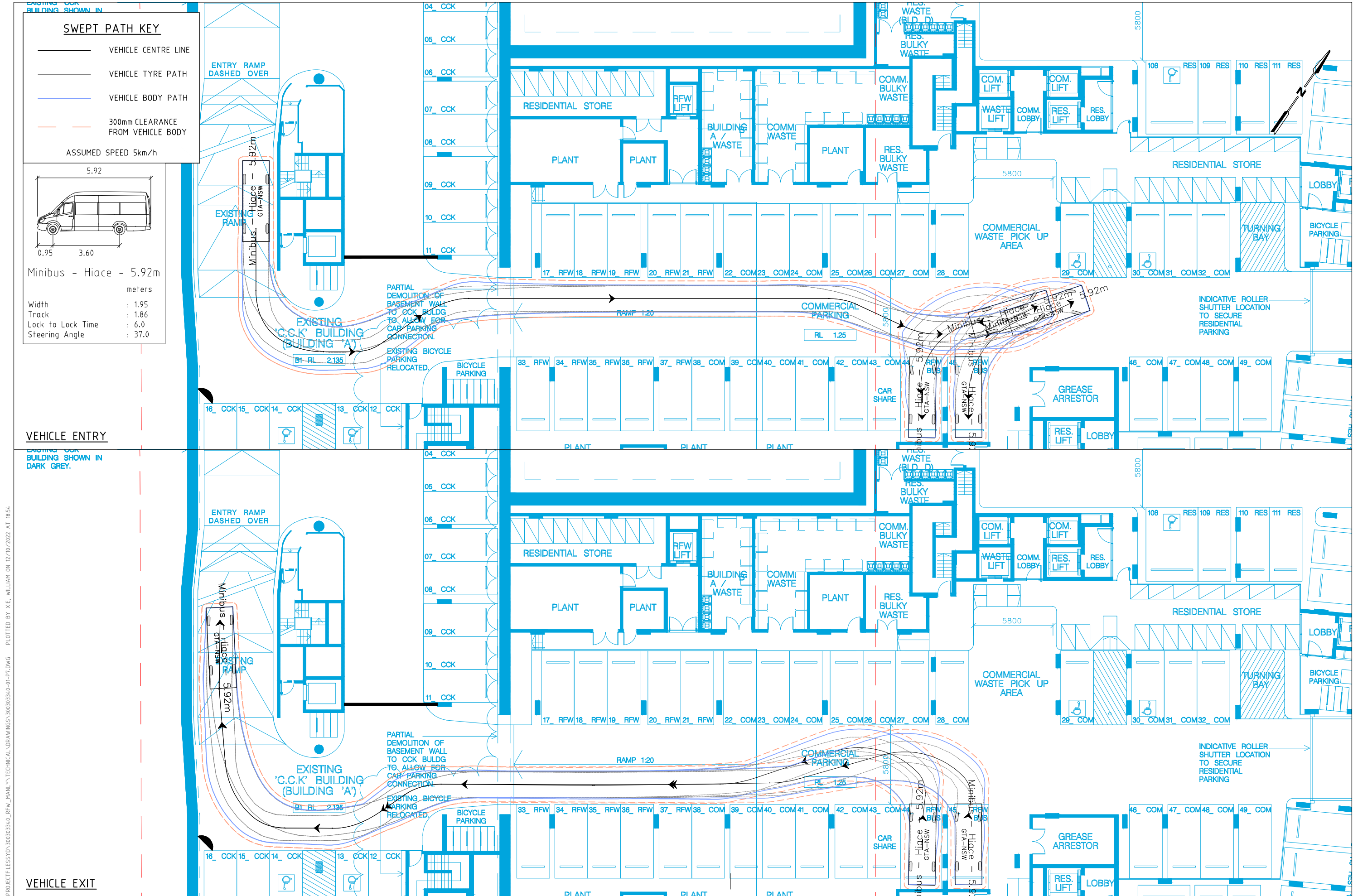
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12 OCTOBER 2022

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CAD FILE NO.  
300303340-01-P7.DWG

ROYAL FAR WEST CAMPUS REDEVELOPMENT, MANLY  
GROUND FLOOR  
  
VEHICLE SWEEP PATH ASSESSMENT  
DRAWING NO. 300303340-01-09 SHEET 09 OF 10 ISSUE P7



**SWEPT PATH KEY**

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h

Minibus - Hiace - 5.92m

Width : 1.95  
Track : 1.86  
Lock to Lock Time : 6.0  
Steering Angle : 37.0

meters

VEHICLE ENTRY

VEHICLE EXIT

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K.McNATTY

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