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13 December 2023

Enquiries: Karen McNatty
Project No: 300305176

Multiplex Constructions Pty Ltd
Level 23, 135 King Street
SYDNEY NSW 2000

Attention: Christina Travers-Jones (Design Manager)

Dear Christina

**RE: Royal Far West Redevelopment Manly
Section 4.55 – Transport Impact Statement**

A Development Application (DA2022/1000) has been approved by the 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. This will include alterations and additions to the Centre for Country Kids (CCK) building as well as partial demolition, alterations and additions to the Drummond House and construction of mixed-use buildings which will incorporate residential apartments, retail/ commercial uses, hospital/ medical uses and associated guest accommodation with basement parking and landscaping.

Subsequent to the DA approval, the architectural plans have been amended to modify the basement layouts. This statement has been prepared based on the following architectural plans:

- S4.55 – 110 Basement 2 Floor Plan, prepared by Murcutt Candalepas, Issue A, dated 11 December 2023
- S4.55 – 111 Basement 1 Floor Plan, prepared by Murcutt Candalepas, Issue A, dated 11 December 2023
- S4.55 – 112 Ground Floor Plan, prepared by Murcutt Candalepas, Issue A, dated 11 December 2023.

Multiplex Constructions Pty Ltd have engaged Stantec to prepare a Transport Impact Statement to support the Section 4.55 Modification. This statement is set out in the following sections:

- Proposed changes from the approved DA2022/1000
- Parking assessment
- Revised basement layout review
- Traffic assessment
- Conclusion

Proposed Changes

This assessment reviews the parking analysis as it relates to the amended architectural plans. This review should be read in conjunction with the *Transport Impact Assessment* prepared by Stantec, dated 10 June 2022, that accompanied the DA for the site and the subsequent *Transport Assessment Addendum* letter prepared by Stantec, dated 20 February 2023.

The development comprises of 58 residential apartments, the existing CCK Building and Drummond House (6,048m² gross floor area (GFA)), 2,691m² GFA of commercial/ retail space and two basement levels of car parking comprising of 213 spaces.

The key layout change from a transport perspective is the amendments to the basement footprint which has pulled back part of the northern and southern basement walls from the property boundaries, effectively reducing the footprint of both basement levels. The area of the commercial/ retail floor space has also reduced to 2,691m² GFA from the DA approved 2,706m² GFA.

A comparison of the development schedule associated with the approved DA and the S4.55 scheme is summarised in Table 1.

Table 1: Development yield schedule

Use	Description	Size/ Number of dwellings	
		Approved DA	S4.55 Scheme
Existing	CCK Building	4,460m ²	4,460m ²
	Drummond House	1,588m ²	1,588m ²
Residential	1-bedroom	12	12
	2-bedroom	24	24
	3-bedroom +	22	22
	Total	58	58
Commercial/ Retail	-	2,706m ²	2,691m ²

Parking Assessment

Car Parking Requirements

The car parking requirements for different development types are set out in the Manly Development Control Plan 2013 (DCP 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	Car Parking Provision
Existing CCK building/ Drummond House	Hospital facility/ Short term accommodation	Previous DA approved spaces		50	50
Residential	1-bedroom	0.6 per dwelling	12 dwellings	8	89
	2-bedroom	1 per dwelling	24 dwellings	24	
	3-bedroom +	2 per dwelling	22 dwellings	44	
	Visitor	0.16 per dwelling	58 dwellings	10	5
	Sub-total			136	144
Commercial/ Retail	Commercial/ Retail	1 per 40m ² GFA	2,691m ² GFA	68	69
Total				204 spaces	213 spaces

Table 2 indicates the revised development is required to provide a minimum of 204 spaces, with the total provision for the development being 213 spaces.

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

Adequacy of Car Parking Supply

The revised basement design proposes a total supply of 213 car parking spaces, comprising of 50 CCK/ Drummond House spaces (including two van spaces), 89 residential spaces, five residential visitor spaces and 69 commercial spaces, and as such, satisfies the requirement of the Concept Approval to provide a minimum of 184 spaces for the full development.

The S4.55 scheme continues to satisfy the minimum CCK/ Drummond House, residential and commercial/ retail car parking requirements.

The allocation of five residential visitor spaces is considered appropriate for the proposed development. Recent updates to other Council Development Control Plans have seen the introduction of maximum or target rates. Maximum and target rates are used to avoid oversupply of parking and are starting to be introduced in strategic centres to improve sustainable modes of travel where public and active transport modes are highly accessible. Some of the Councils that have introduced maximum/ target rates include Willoughby City Council, City of Canada Bay, Woollahra Municipal Council and Waverley Council.

It is also understood that Northern Beaches Council is currently working to amalgamate the former Manly, Pittwater and Warringah Council Local Environment Plans (LEP) and DCPs to create one consistent planning framework for development in Northern Beaches. The key elements of Council's zoning framework were presented in the *LEP/ DCP Discussion Paper – Planning our Sustainable Future*, prepared by Northern Beaches Council (June 2021). This discussion paper indicated that Council is looking to include reduced parking provision rates and introduce maximum parking rates in strategic centres, to encourage active and public transport options. Additionally, the maximum parking rates in strategic centres would seek to assist in reducing traffic and parking demand in these centres. With Manly identified as a strategic centre, it is anticipated that these maximum parking rates would apply.

Manly is in a unique location with the site being around 300 metres from the Manly Wharf which provides key ferry and fast ferry access directly to/ from Sydney's CBD. Overall it is expected that a large proportion of visitors to Manly arrive by ferry and the site is also serviced by an extensive bus services network. *My Place: Manly* is a draft Manly Place Plan developed in September 2023 that sets out a community vision, the principles, priorities and actions to make Manly the best place to live, work and visit, establishing a sustainable place that is fit for potential future growth. Manly is not just a strategic centre but is the premier gateway to the Northern Beaches and tourist destination. The Manly Place Plan outlines six principles to guide the vision for Manly, Principle 6 is to be “connected and accessible for all” with the following objectives:

1. Prioritise people over cars by improving accessibility for all and increase walking and cycling opportunities to and within the Manly centre.
2. Improve functionality, safety and pedestrian experience.
3. Improve and increase bicycle parking spaces and associated facilities
4. Improve public transport services into Manly, particularly outside of peak periods and on weekends to reduce reliance on private vehicles.

The proposed provision of five residential visitor spaces is therefore considered appropriate and acceptable from a transport perspective and aligns with the strategic planning for Manly.

The proposal to provide more bicycle parking spaces than the DCP minimum requirements aligns with Council's aim of reducing private vehicle travel within strategic centres and the objectives of the Manly Place Plan.

Tandem Spaces

The modified basement plans provide an increase in tandem parking spaces from the approved DA. The DA plans included eight tandem spaces allocated to the commercial tenancies. This modification to reduce the basement footprint results in an increase to a total of 17 tandem spaces for commercial tenancies. This parking arrangement for the commercial tenancies is supported based on the intention that these spaces will be allocated and managed by the commercial tenancies.

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 119 spaces, three accessible parking spaces are required. The revised development plans include the provision of four accessible spaces (including the two existing accessible spaces in the CCK basement which will be retained). Therefore, the accessible parking requirement is exceeded.

An accessible parking space is to be provided for each residential adaptable unit. 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 which meets this requirement.

Therefore, the accessible parking requirements continue to be met.

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 total car parking provision of 213 spaces, the proposed development is required to provide a minimum of 71 bicycle spaces. The revised layout shows a provision of 120 bicycle parking spaces which exceeds the minimum requirement.

Revised Basement Layout Review

The revised basement layout has been reviewed against the requirements of the Australian Standard for Off Street Car Parking (AS2890 series). This assessment included a review of the following:

- bay and aisle widths
- adjacent structures
- turnaround facilities
- circulation roads and ramps
- bicycle parking
- motorcycle parking
- loading and unloading facilities
- parking for persons with disabilities

Details of the design review are provided in Appendix A. This review indicates that the proposed site arrangements, internal circulation and car parking layout is expected to operate well. The main circulation aisles ensure adequate widths and sightlines with convenient access to and from lifts.

All vehicles can enter and exit the site in a forward direction with independent movements throughout, where necessary and security measures are proposed to allow for intended use and to maintain security across the development.

Traffic Assessment

The proposed modification has a slight reduction of 15m² GFA in commercial/ retail space, based on this, the proposed S4.55 scheme is not expected to have any materially different impact to the surrounding road network compared to the DA approved yield.

Conclusion

Considering the above assessments, the revised scheme is considered appropriate from a traffic and parking perspective. The reduced residential visitor parking rate is considered justified and is aligned with Council's vision and objectives for the Manly precinct.

Should you have any questions, please do not hesitate to contact me directly.

Yours sincerely

Stantec Australia Pty Ltd



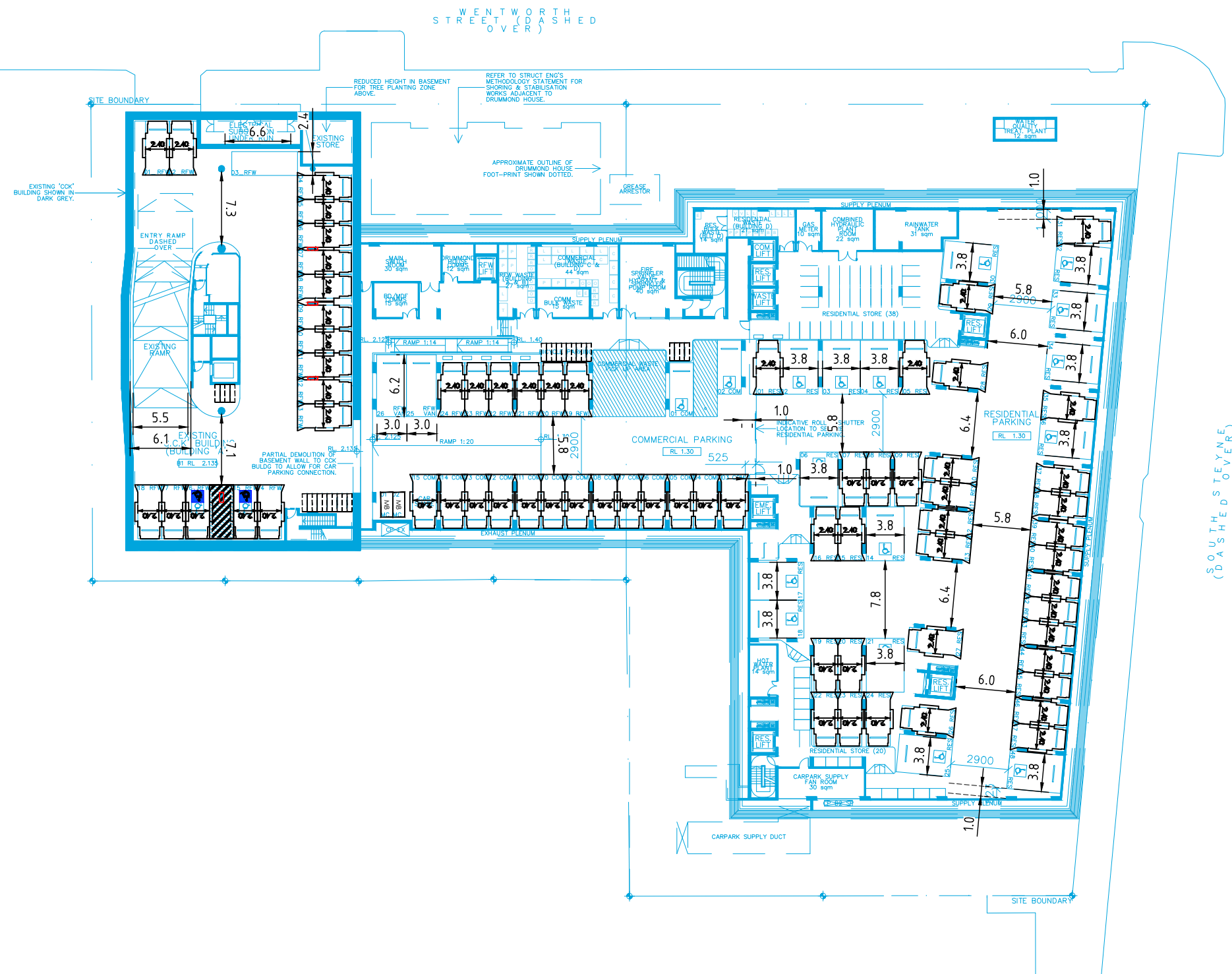
Karen McNatty
Senior Principal – Transport
Group Leader, NSW

Encl Appendix A – Design Review & Swept Paths

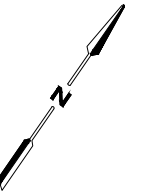
Appendix A. Design Review & Swept Paths

DIMENSIONS ABOVE SHOULD BE REDUCED BY 0.2m TO ACCOMMODATE SMALL CARS (5m LONG SMALL CAR BAYS).

ACCESS CONSULTANT TO CONFIRM
SUITABILITY OF DISABLED PARKING
SPACES.



ARCHITECTURAL BASE IN BLUE
DRAWING S4.55-111
ISSUE A
BY MURCUTT CANDALEPAS
DATED 11.12.2023



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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.

APPROVED BY
K. MCNATTY

DATE ISSUED
12 DECEMBER 2023

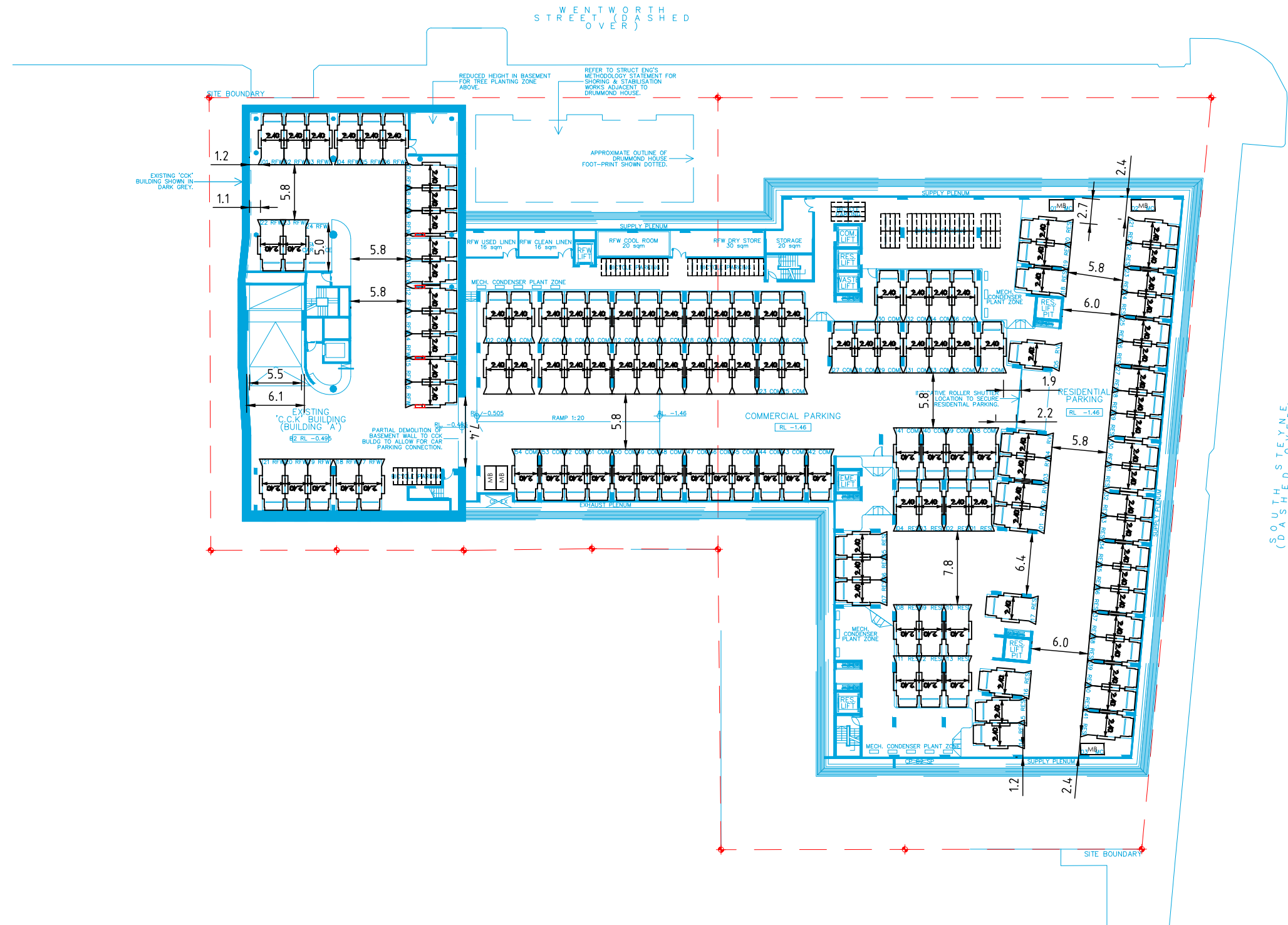
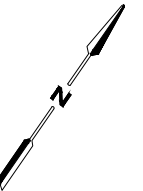
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COMPLIANCE REVIEW

SHEET 01 OF 09

SUE P5

NOTE: CYCLISTS WILL LIKELY HAVE TO USE LIFTS TO ACCESS BASEMENT PARKING FACILITIES, AS GRADES ON RAMPS WOULD BE CONSIDERED TOO STEEP FOR MOST USERS.



ARCHITECTURAL BASE IN BLUE
DRAWING S4.55-110
ISSUE A
BY MURCUTT CANDALEPAS
DATED 11.12.2023



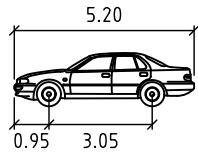
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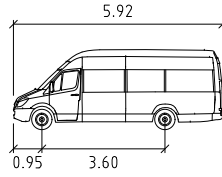
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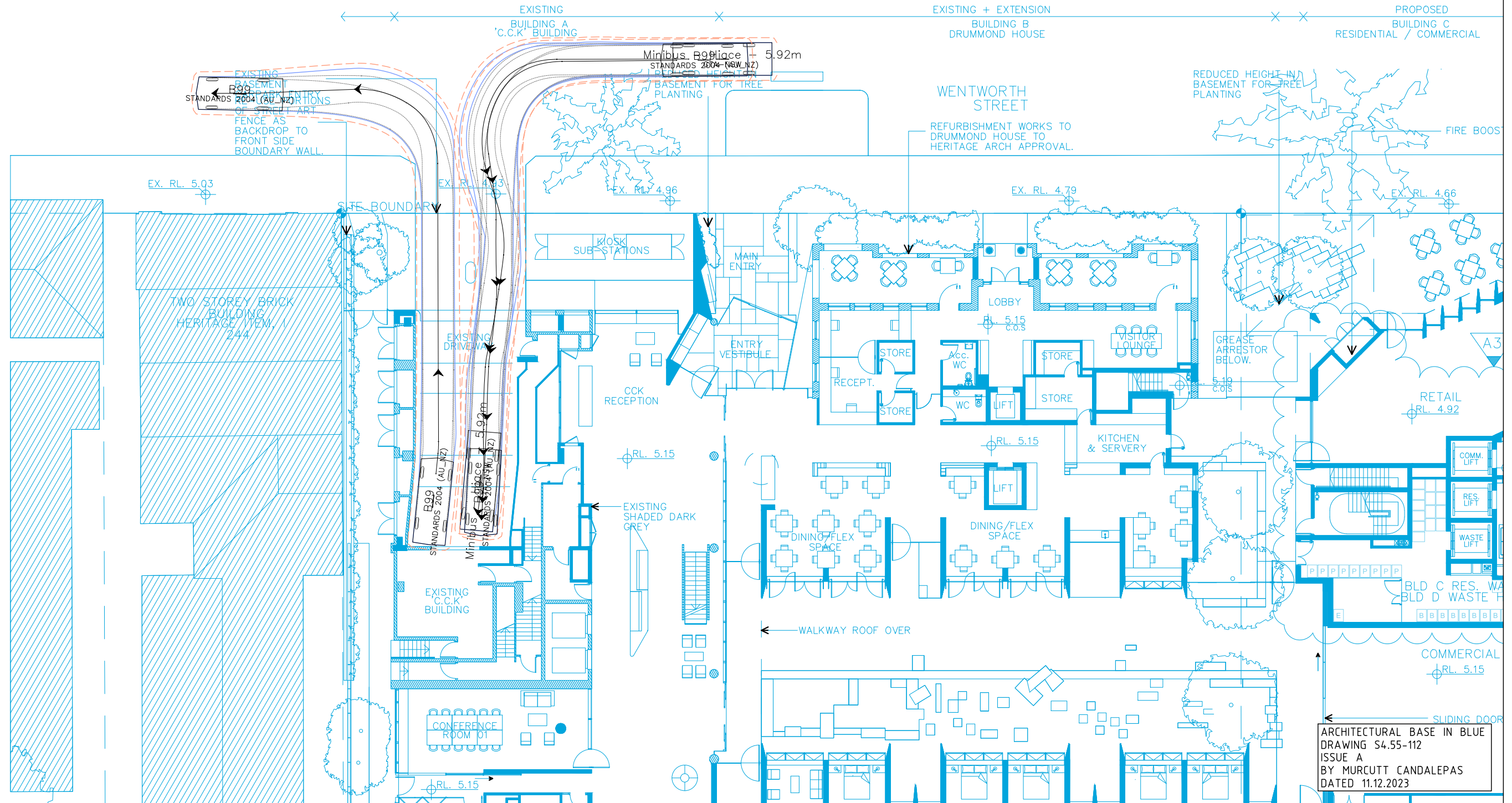
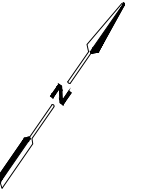
B99

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



Minibus - Hiace - 5.92m

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



PRELIMINARY PLAN

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DESIGNED
S.HONG/ W.XIE

APPROVED BY
K. MCNATTY

DESIGN CHECK
D. SALANGSANG

DATE ISSUED
12 DECEMBER 2023

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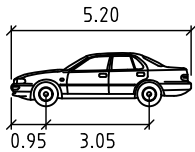
ROYAL FAR WEST CAMPUS REDEVELOPMENT, MANLY
BASEMENT LEVEL 2

COMPLIANCE REVIEW

DRAWING NO. 300305176-01-05

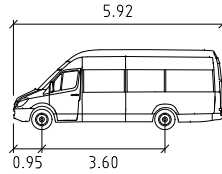
SHEET 03 OF 09

ISSUE P5



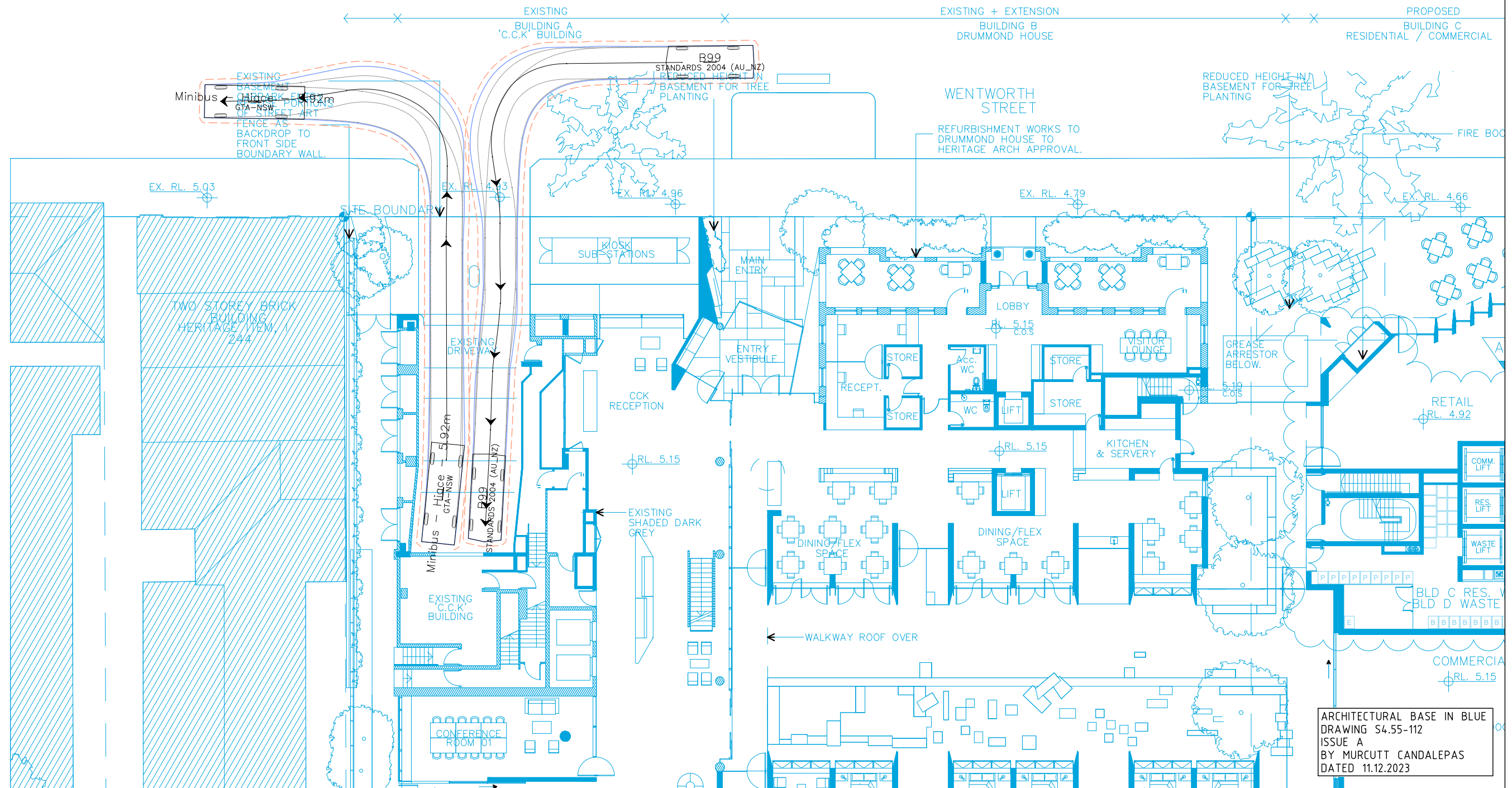
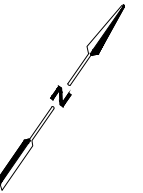
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Minibus - Hiace - 5.92m

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DESIGN CHECK
D. SALANGSANG

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12 DECEMBER 2023

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ROYAL FAR WEST CAMPUS REDEVELOPMENT, MANLY
BASEMENT LEVEL 2

COMPLIANCE REVIEW

DRAWING NO. 300305176-01-05

SHEET 04 OF 09

ISSUE P5

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SWEPT PATH

KEY

—

VEHICLE CENTRE LINE

—

VEHICLE TYRE PATH

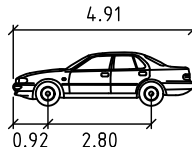
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VEHICLE BODY PATH

—

300mm CLEARANCE FROM VEHICLE BODY ASSUMED SPEED5km/h

4.91



0.922.80

B85

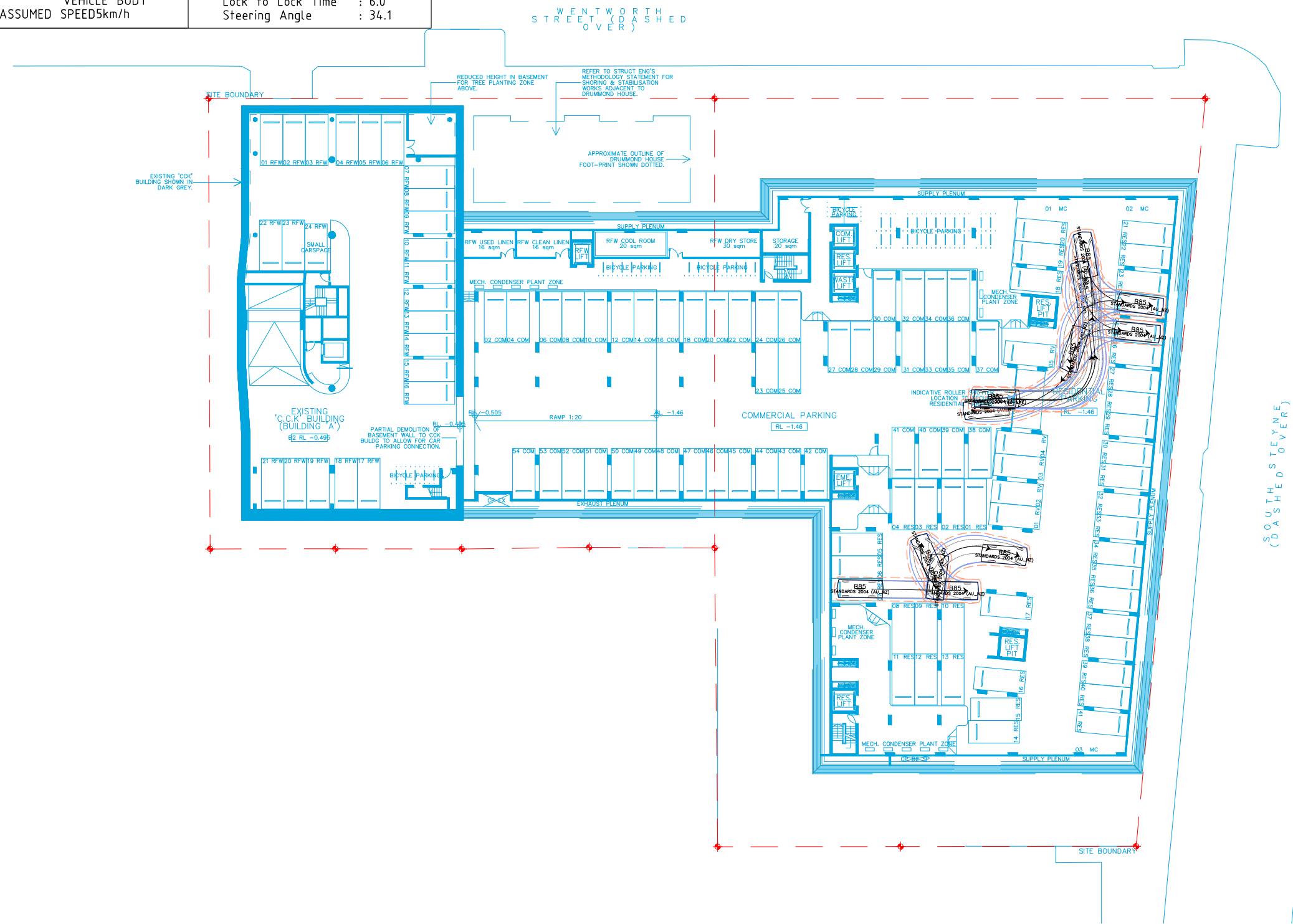
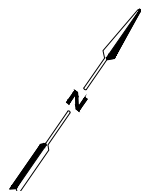
Width : 1.87

Track : 1.77

Lock to Lock Time : 6.0

Steering Angle : 34.1

meters



ARCHITECTURAL BASE IN BLUE
DRAWING S4.55-110
ISSUE A
BY MURCUTT CANDELPAS
DATED 11.12.2023



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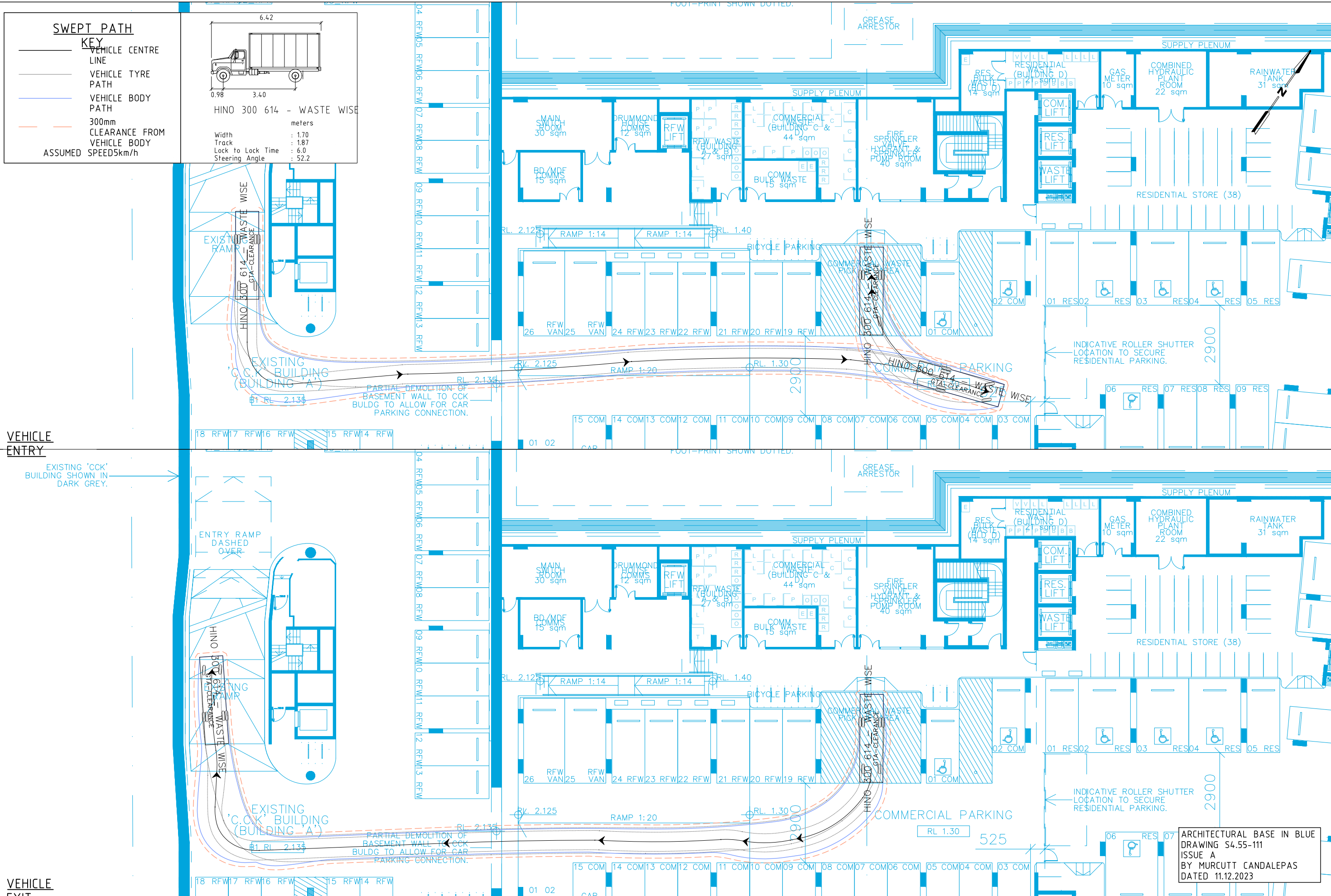
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ROYAL FAR WEST CAMPUS REDEVELOPMENT, MANLY
BASEMENT LEVEL 2

VEHICLE SWEEP PATH ASSESSMENT
DRAWING NO. 300305176-01-05 SHEET 07 OF 09 ISSUE P5

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DESIGNED
S.HONG/ W.XIE

DESIGN CHECK
D. SALANGSANG

APPROVED BY
K. MCNATTY

DATE ISSUED
12 DECEMBER 2023

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CAD FILE NO.
300305176-01-P5.DWG

ROYAL FAR WEST CAMPUS REDEVELOPMENT, MANLY
BASEMENT LEVEL 1

VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. 300305176-1-05

SHEET 08 OF 09

ISSUE P5

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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

VEHICLE ENTRY

VEHICLE EXIT



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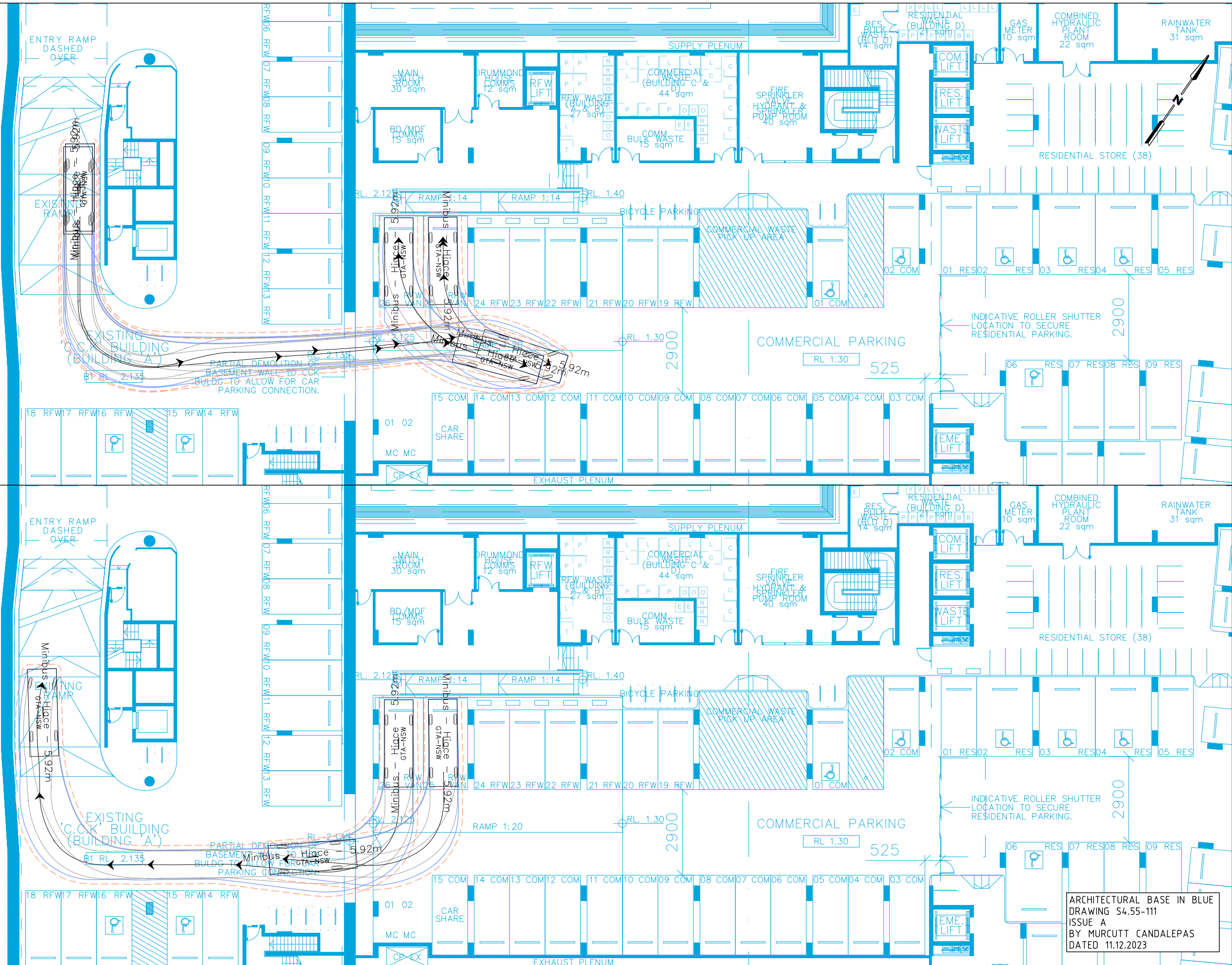
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CAD FILE NO.
300305176-01-P5.DWG

**ROYAL FAR WEST CAMPUS REDEVELOPMENT, MANLY
BASEMENT LEVEL 1**

VEHICLE SWEPT PATH ASSESSMENT

DRAWING NO. 300305176-01-05 SHEET 09 OF 09 ISSUE P5



ARCHITECTURAL BASE IN BLUE
DRAWING S4.55-111
ISSUE A
BY MURCUTT CANDALEPAS
DATED 11.12.2023