

PROPOSED MIXED USE DEVELOPMENT

21 WHISTLER STREET, MANLY

***Preliminary Assessment of Traffic and
Parking Implications***

October 2018
(Rev E)

Reference 110/2018

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1. INTRODUCTION

This report has been prepared for the Pre-DA process with Northern Beaches Council for a proposed residential apartment development at 21 Whistler Street, Manly (Figure 1).

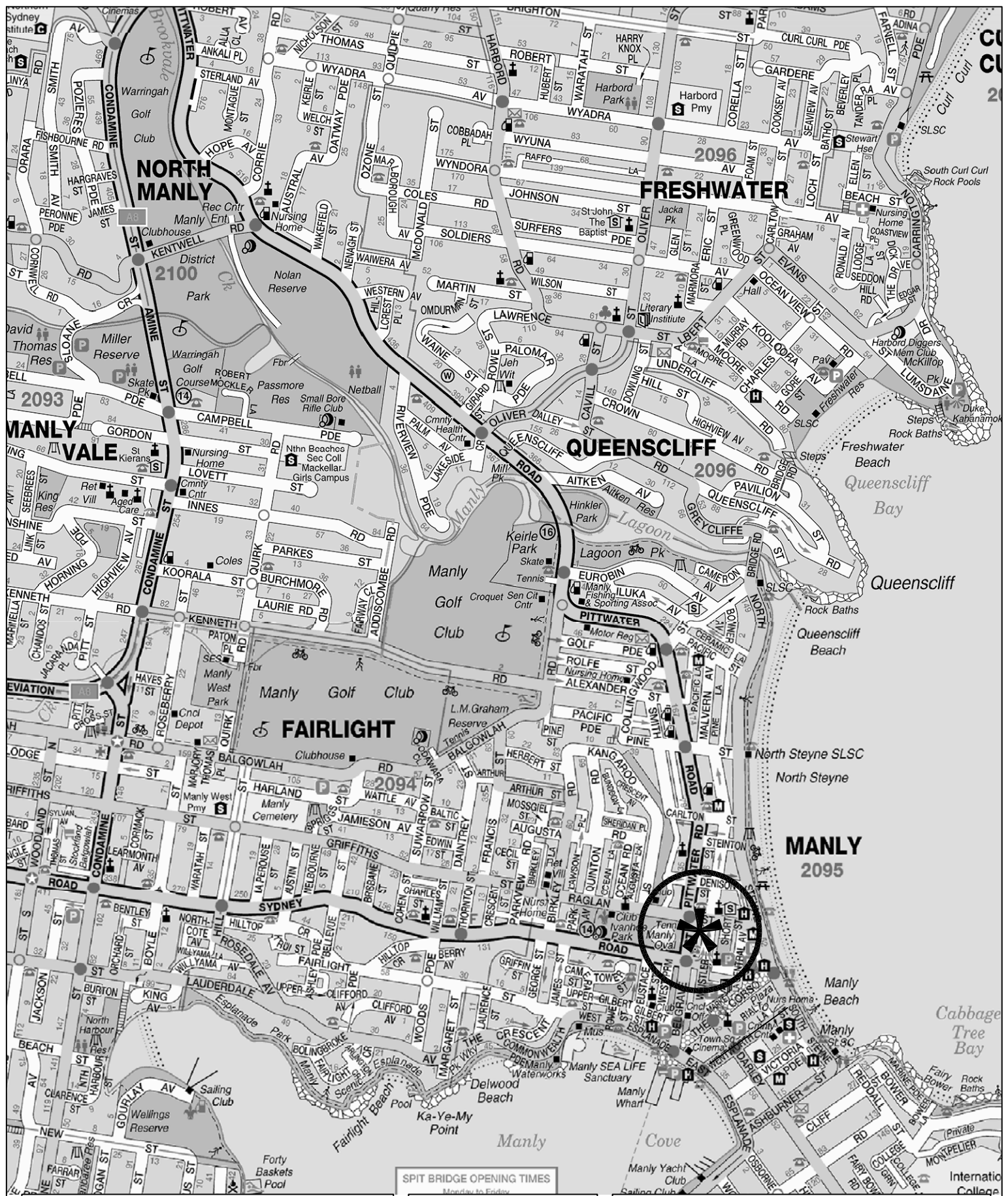
Manly is a very popular and scenic location which benefits from good public transport services and a vibrant commercial centre. The high demand for new residential apartments in the area has resulted in an ongoing process of underutilised sites.

The proposed development scheme comprises:

- 8 apartments
- 2 retail tenancies
- basement carparking with car lift access

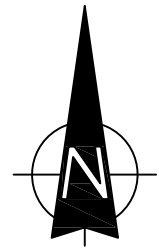
The purpose of this report is to:

- * describe the site, its context and proposed development scheme
- * describe the existing road network and conditions on that network
- * assess the adequacy of the proposed on-site parking provision
- * assess the proposed vehicle access and the potential traffic implications
- * assess the proposed internal circulation and servicing arrangements



SPIT BRIDGE OPENING TIMES
Monday to Friday

LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING CIRCUMSTANCES

The site (Figure 2) is Lot B in DP 368451 which occupies square shaped area of some 277m². The site has a frontage of some 17.75m to the eastern side of Whistler Street located within the Manly Commercial Centre. The surrounding uses comprise:

- * the small retail buildings which adjoin to the north and south
- * the commercial buildings and multi-level public car park on the eastern side of Whistler Street
- * the mixed retail and commercial uses which extend along Belgrave Street
- * the main commercial 'strip' along The Corso to the south
- * the Ferry Wharf and Bus Interchange located to the south

There is an existing older style 1 & 2 level building on the site.

2.2 PROPOSED DEVELOPMENT

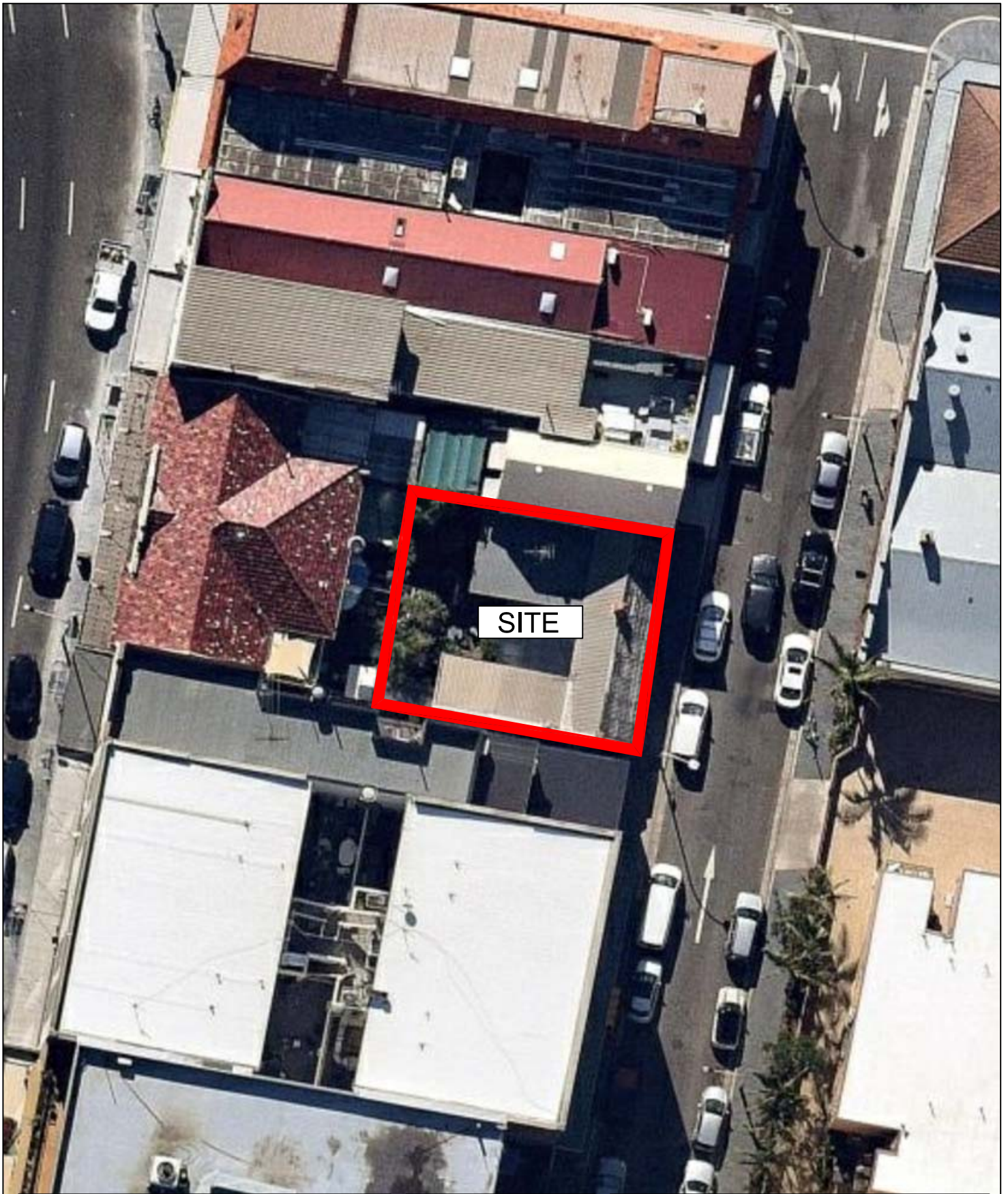
It is proposed to demolish the existing buildings and excavate the site to provide for basement parking and a level building platform. New 5-level building will be constructed comprising:

8 x Two-Bedroom Apartments

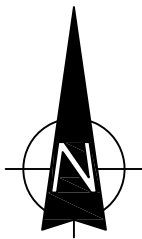
2 x Retail Units (181m²)

A total of 13 parking spaces will be provided in the basement level with access by car lift and a new driveway on the Whistler Street frontage.

Details of the proposed development are provided on the architectural drawings prepared by Wolski Coppin Architecture which accompany the Development Application and are reproduced in parts in Appendix A.

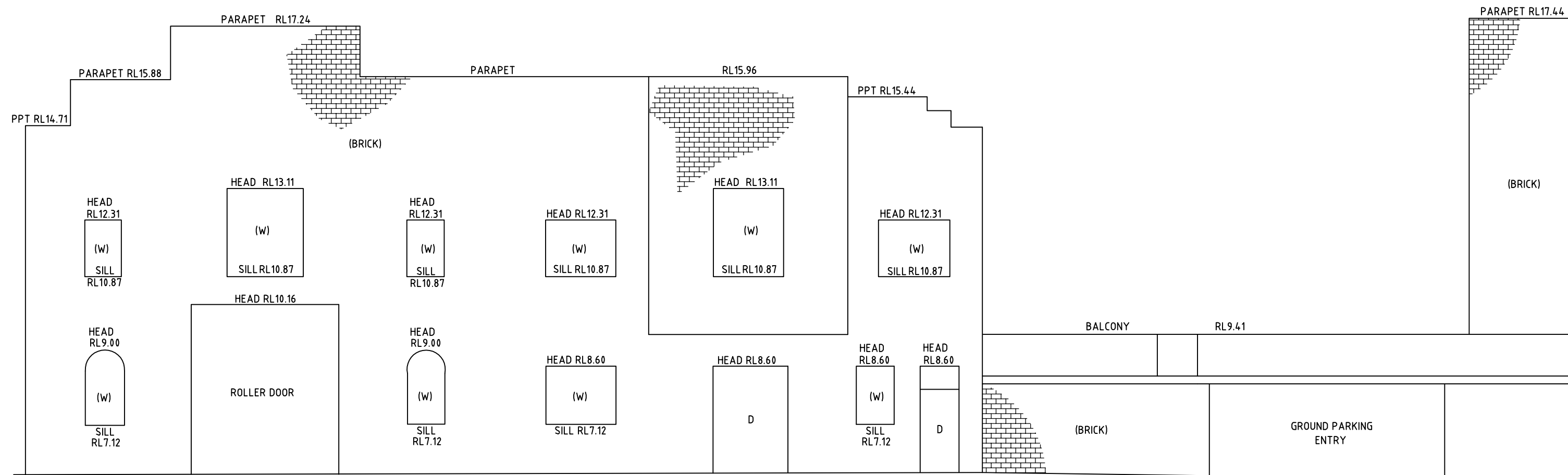


LEGEND



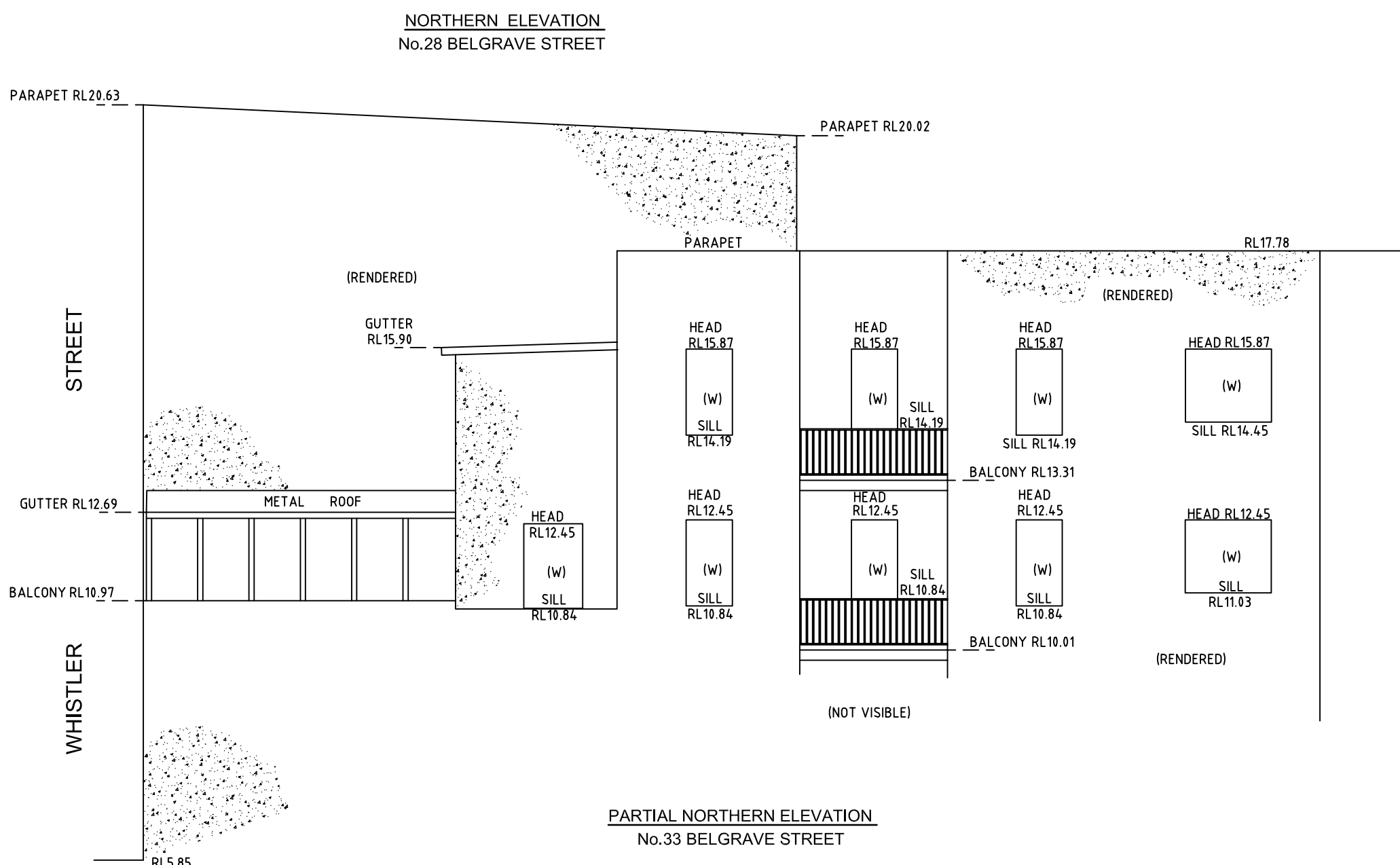
SITE

FIG 2

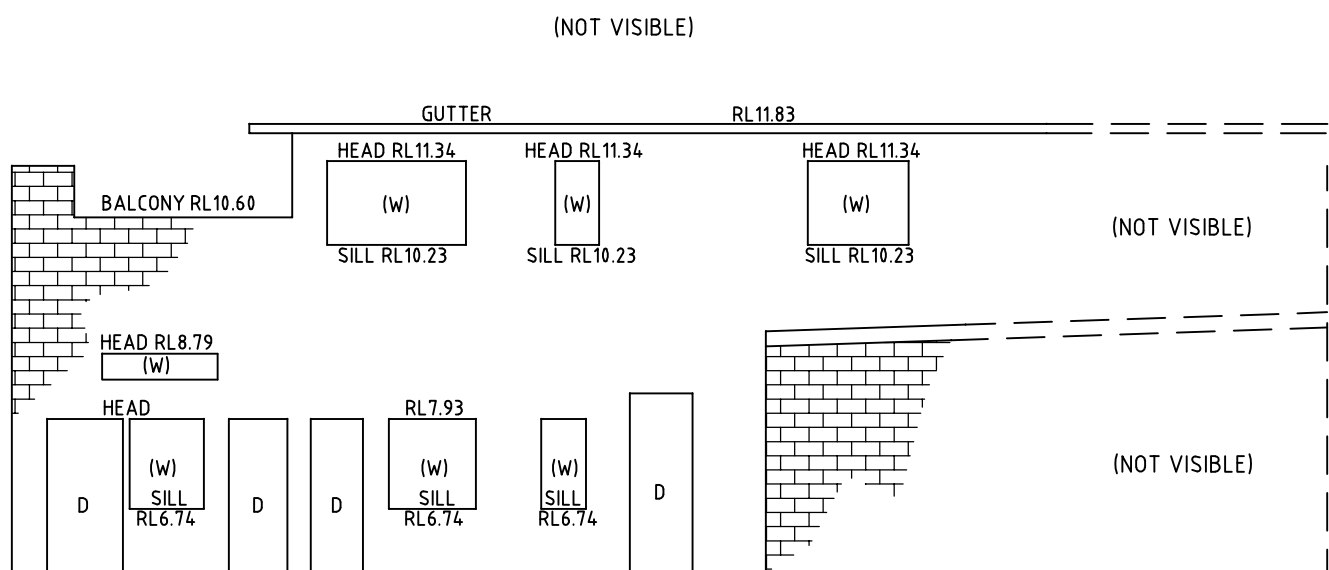


WESTERN ELEVATION
No.34 WHISTLER STREET

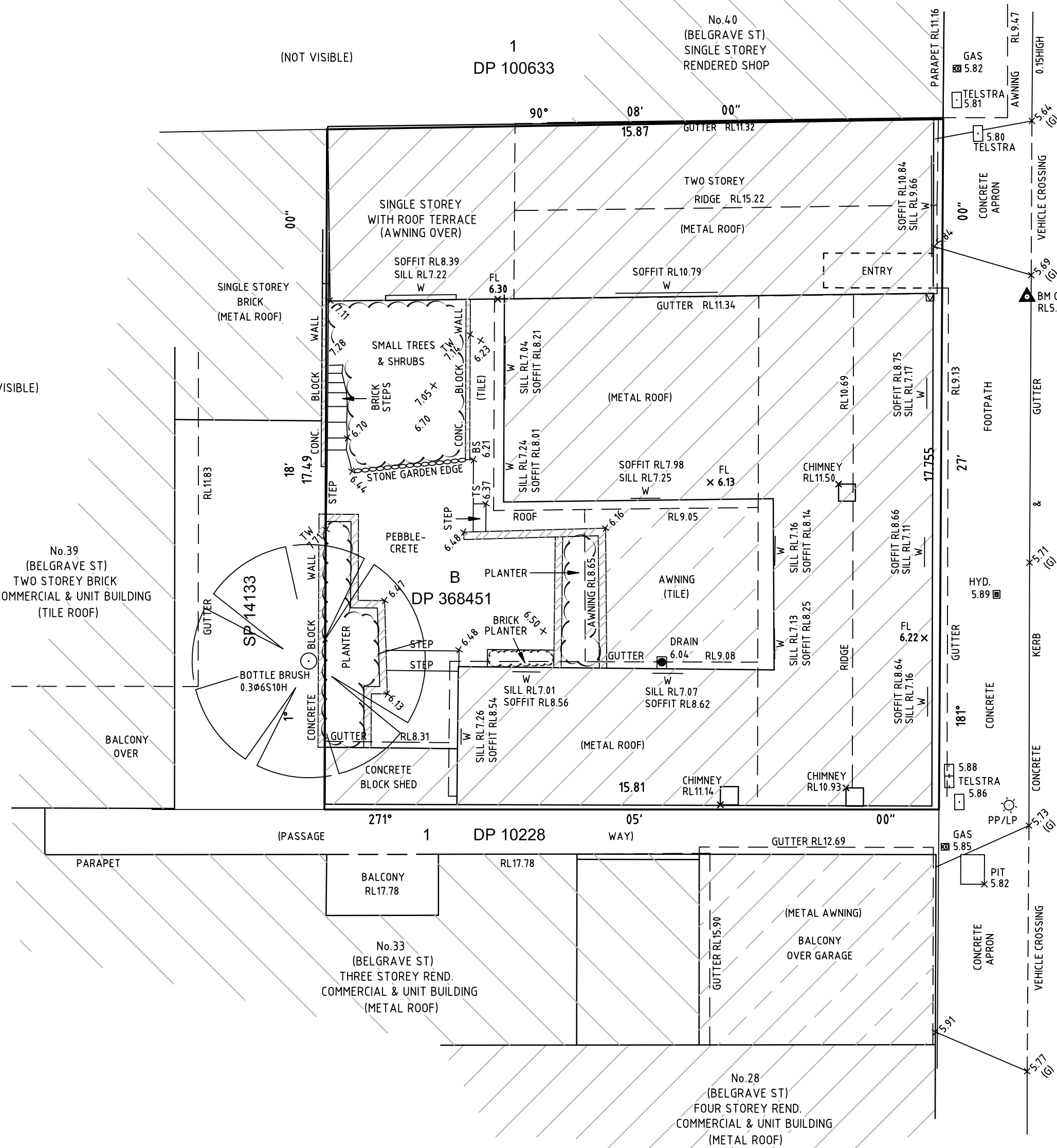
WESTERN ELEVATION
No.26-32 WHISTLER STREET



PARTIAL NORTHERN ELEVATION
No.33 BELGRAVE STREET

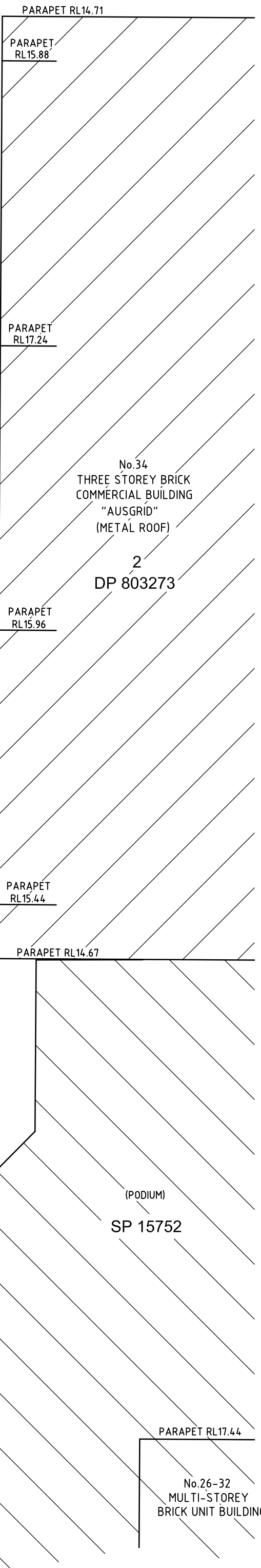


EASTERN ELEVATION
No.35-39 BELGRAVE STREET



STREET

WHISTLER



NOTES:

- 1) TITLE BEARINGS AND DIMENSIONS ARE SHOWN.
BOUNDARY REDEFINITION HAS NOT BEEN UNDERTAKEN
- 2) ORIGIN OF LEVELS: PM 620 RL 4.755 (A.H.D.) SCMS
- 3) SITE COMPRISES: LOT B D.P. 368451
- 4) TOTAL SITE AREA 279.1m² BY TITLE DIMENSIONS
- 5) UNDERGROUND SERVICES HAVE NOT BEEN INVESTIGATED.
- 6) (G) DENOTES GUTTER LEVEL.
0.3Ø10H.8S DENOTES TREE SIZE 0.3 TRUNK DIAMETER, 10 HIGH, 8 SPREAD.
TW DENOTES TOP OF WALL
TS DENOTES TOP OF STEP
BS DENOTES BOTTOM OF STEP
PP/LP DENOTES POWER/LIGHT POLE
- 7) TREE NAMES SHOWN CONSTITUTE OUR OPINION ONLY. IF TREE SPECIES IDENTIFICATION IS IMPORTANT
FOR DESIGN OR HERITAGE REASONS THEY SHOULD BE DETERMINED BY A QUALIFIED ARBORIST.



ISSUE	DATE	AMENDMENT	TITLE: PLAN SHOWING SELECTED DETAIL & LEVELS OVER No 21 WHISTLER STREET, MANLY		
			LGA: NORTHERN BEACHES	REFERENCE: 53011	
			CLIENT : MR T.BYRNE	DATE: 13.03.18	SHEET
			SCALE (AT A1) 1:100	DATUM : AHD	1
			SURVEYOR: MM		

Norton Survey Partners

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3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

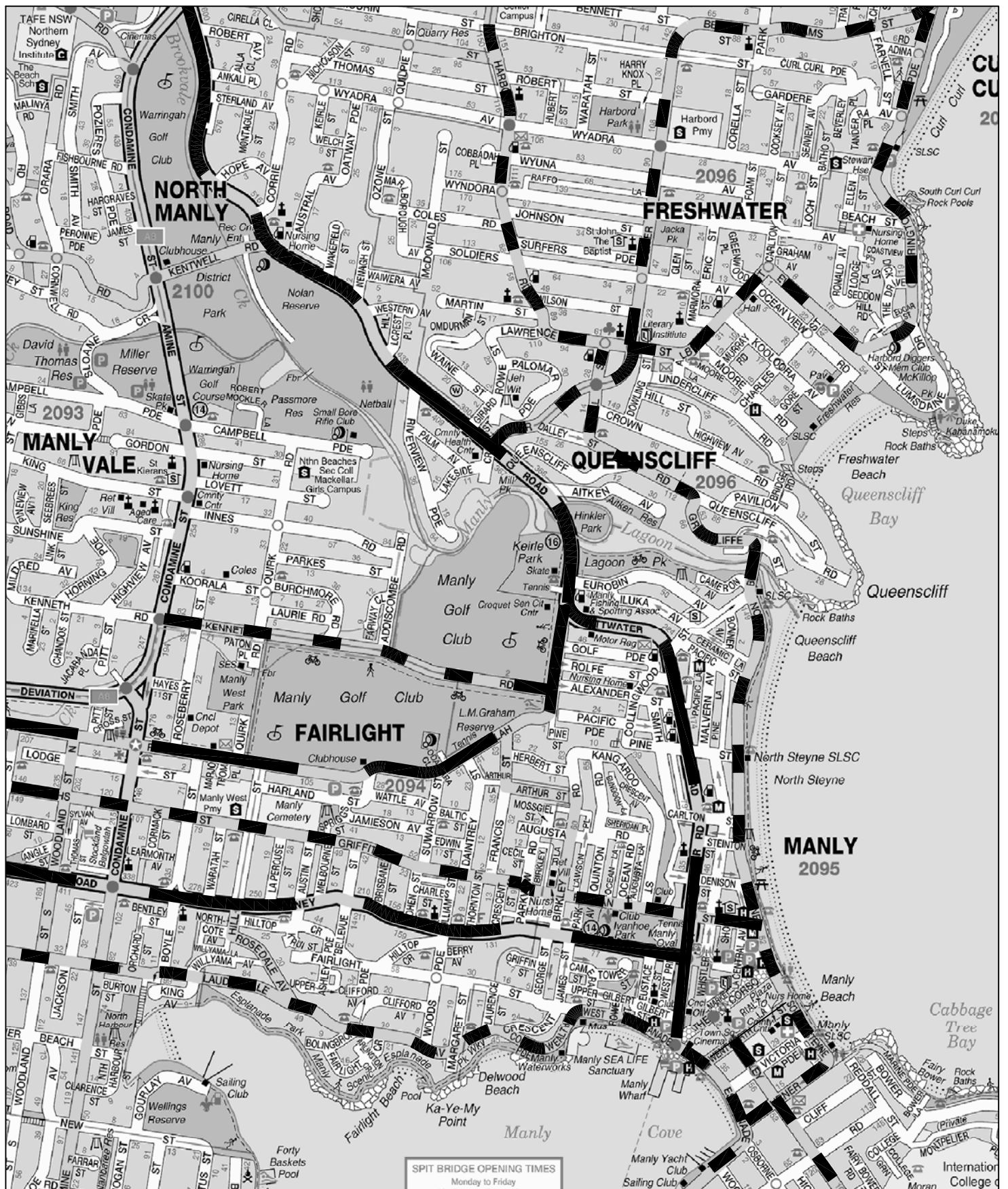
The road network serving the site (Figure 3) comprises:

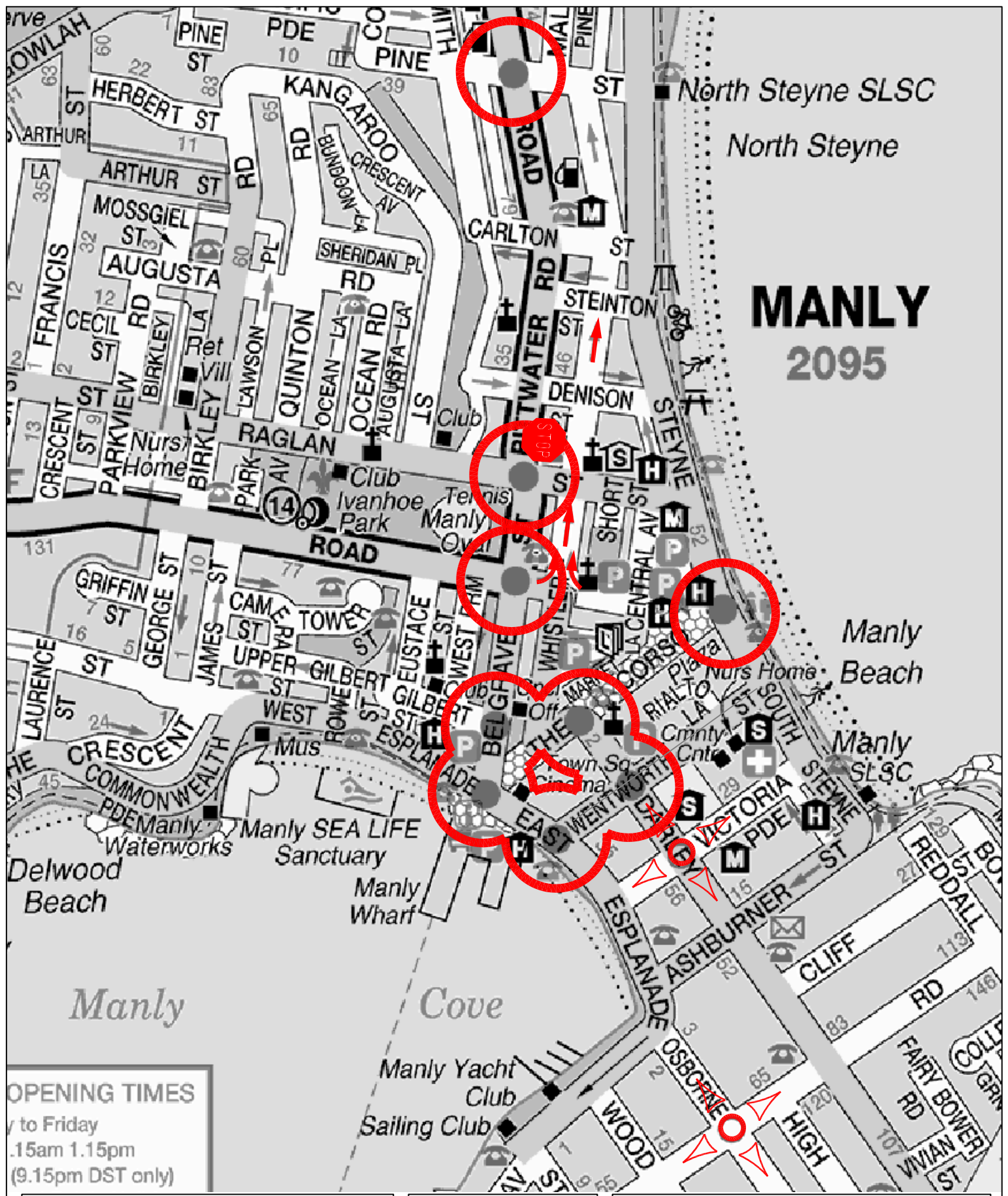
- * *Pittwater Road / Belgrave Street* – a State Road and arterial route linking between Manly and Mona Vale
- * *Sydney Road* – a State Road and sub-arterial road route linking between Manly and Balgowlah (local road east of Belgrave Street)
- * *North Steyne / South Steyne* – a Regional Road and part of a collector route connecting between Manly and Queenscliffe
- * *Whistler Street* – a local access road.

3.2 TRAFFIC CONTROLS

The existing traffic controls, which have been applied to the road system serving the site, (Figure 4) comprise:

- * the traffic signals on Belgrave Street/Pittwater Road at the:
 - Raglan Street intersection
 - Sydney Road intersection
 - Gilbert Street intersection
 - East Esplanade intersection
- * the ONE WAY northerly traffic flow on Whistler Street
- * the 1P restrictions along Whistler Street in the vicinity of the site





3.3 TRAFFIC CONDITIONS

An indication of the traffic conditions on the road system serving the site is provided by the data published by RMS. The data is expressed in terms of Annual Average Daily Traffic (AADT) and the most recent recorded volumes are provided in the following:

Location	AADT
Pittwater Road (W of Raglan St)	15,371
Sydney Road (W of Pittwater Rd)	16,523

The traffic movements along Whistler Street adjacent to the site are only some 150 vph during the AM and PM peak periods.

Traffic conditions in the vicinity of the site are generally satisfactory with a high level of control provided by the numerous traffic signals which provide for vehicle access and pedestrian crossing movements.

3.4 TRANSPORT SERVICES

There are convenient public transport services in the vicinity of the site including bus and ferry services (Appendix B details). These frequent high capacity services provide connections to the City, the rail network, other bus services and the surrounding residential areas. It is apparent that the site is conveniently located to take advantage of those frequent high capacity transport services.

4. ACCESS AND TRAFFIC

ACCESS

Vehicle access to / from the basement will involve a car lift which will be programmed to automatically “revert” to and “wait” at the ground level to facilitate ingressing car access. If a car approaches to enter while an egress movement is occurring (a small LED warning sign will be displayed externally), the entering car will wait in the frontage driveway and when the egressing car reaches ground level, the waiting car will reverse momentarily across the adjacent driveway to allow the other car to egress. The ingressing car will then enter the lift to descend after which the lift will return to ground level. Thus, the only potential for an ingressing car to wait on Whistler Street is when an egressing car is actually standing in the driveway waiting to egress.

In this regard:

- the proposed arrangement accords with Section 3.2.2 of AS2890.1.
- this circumstance would be an externally infrequent occurrence due to the very low traffic generation of the development.

TRAFFIC

RMS have released updated traffic generation data for high density apartments however, this is for sites in convenient proximity to railway stations.

Having regard for the earlier RMS criteria for “high density” residential developments, the following assessment is made:

Proposed 8 apartments @ 0.29 vtpH - 2-3 vtpH

Thus, the projected peak traffic generation is only some 2-3 vtpH and the potential impact of this on the access driveway and the surrounding road system will be entirely imperceptible.

5. PARKING

Council's DCP specifies a parking provision in relation to the proposed development as follows:

- 1 resident space per apartment plus
- 0.2 resident spaces per 2 bed apartment plus
- 0.5 resident spaces per 3 bed apartment plus
- 0.25 visitor spaces per apartment

Application of these criteria to the proposed development would indicate the following:

8 x Two-bedroom apartments	9.6 spaces (10)
Visitors (8 apartments)	2.0 spaces
Total:	12 spaces

It is not possible to provide for visitor parking and this is not considered necessary due to the large adjacent public car park and the convenience of the nearby public transport services.

It is proposed to provide a total of 13 spaces including 2 accessible spaces in the basement along with provision for bicycles in the resident stores which comply with Class 1 locker dimensions. The primary parking system is entirely independent and accommodates 11 spaces. It operates with a 'puzzle-like' arrangement, allowing vehicles to be moved vertically and horizontally within the system to 'receive' or 'present' vehicles to users. The remaining 2 spaces are provided in the form of conventional 2-level stackers.

It is apparent that the proposed parking provision will satisfy the demands of the proposed development and will not result in any on-street overflow.

6. INTERNAL CIRCULATION AND SERVICING

INTERNAL CIRCULATION

Provisions made for aisles and circulation area within the carpark will be generally consistent with the requirements of AS2890.1. The arrangement, which includes an appropriately located turntable, reflect the site constraints. However, it is demonstrated that there will be quite adequate provision for manoeuvring as indicated on the turning path assessment in Appendix C.

SERVICING

Refuse will be removed from the street by Council services while any small service vehicles (e.g. service personnel) will be able to park in the adjacent public car park. Any occasional delivery vehicle requirements will be satisfied by the available on-street parking as is normal for small developments of this nature.

7. CONCLUSION

Assessment of the proposed mixed use development at Manly has concluded that:

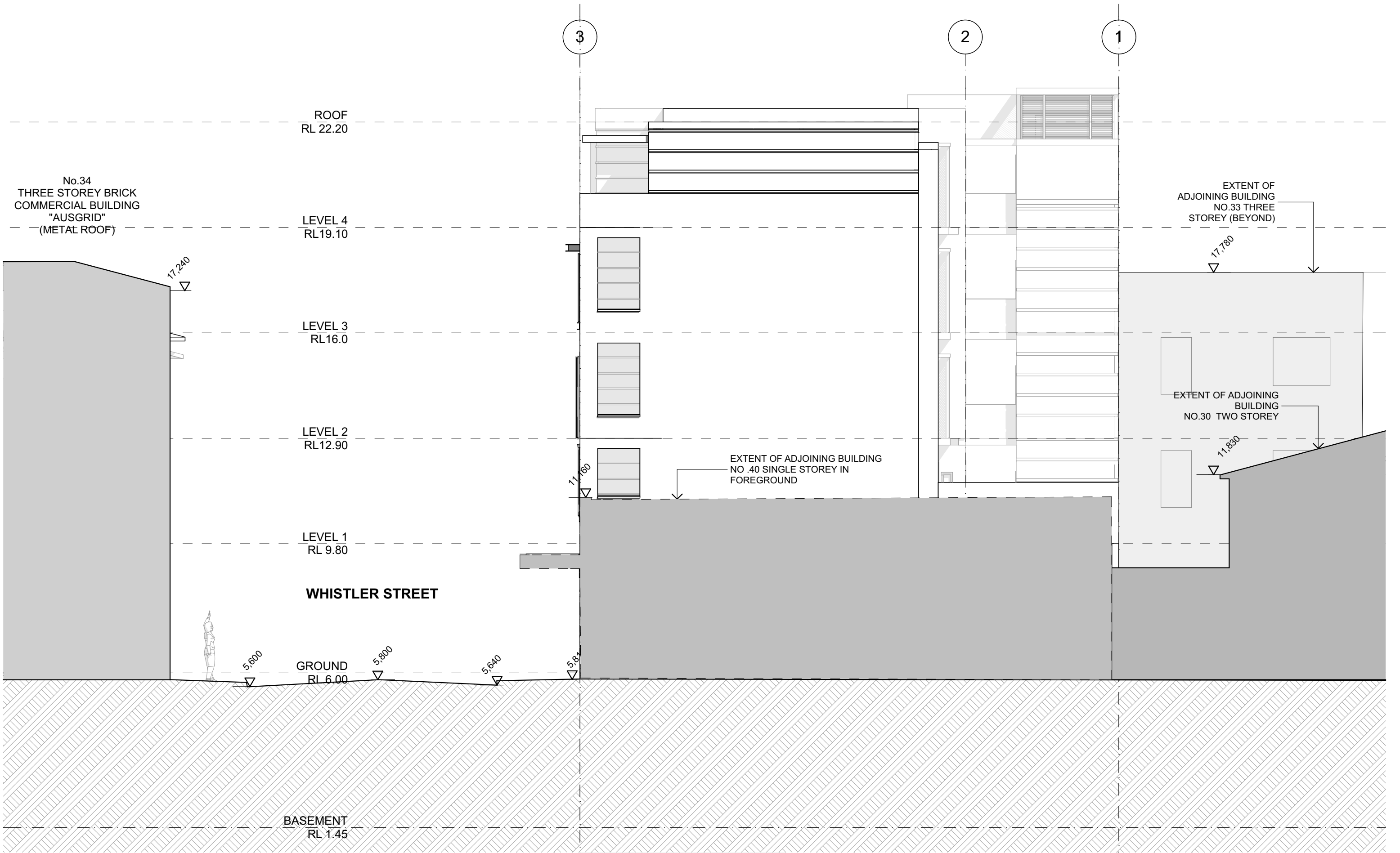
- * there will not be any adverse traffic / safety implications
- * the proposed parking provision will be adequate and compliant with Council's code
- * the proposed vehicle access, internal circulation and servicing arrangements will be suitable and appropriate.

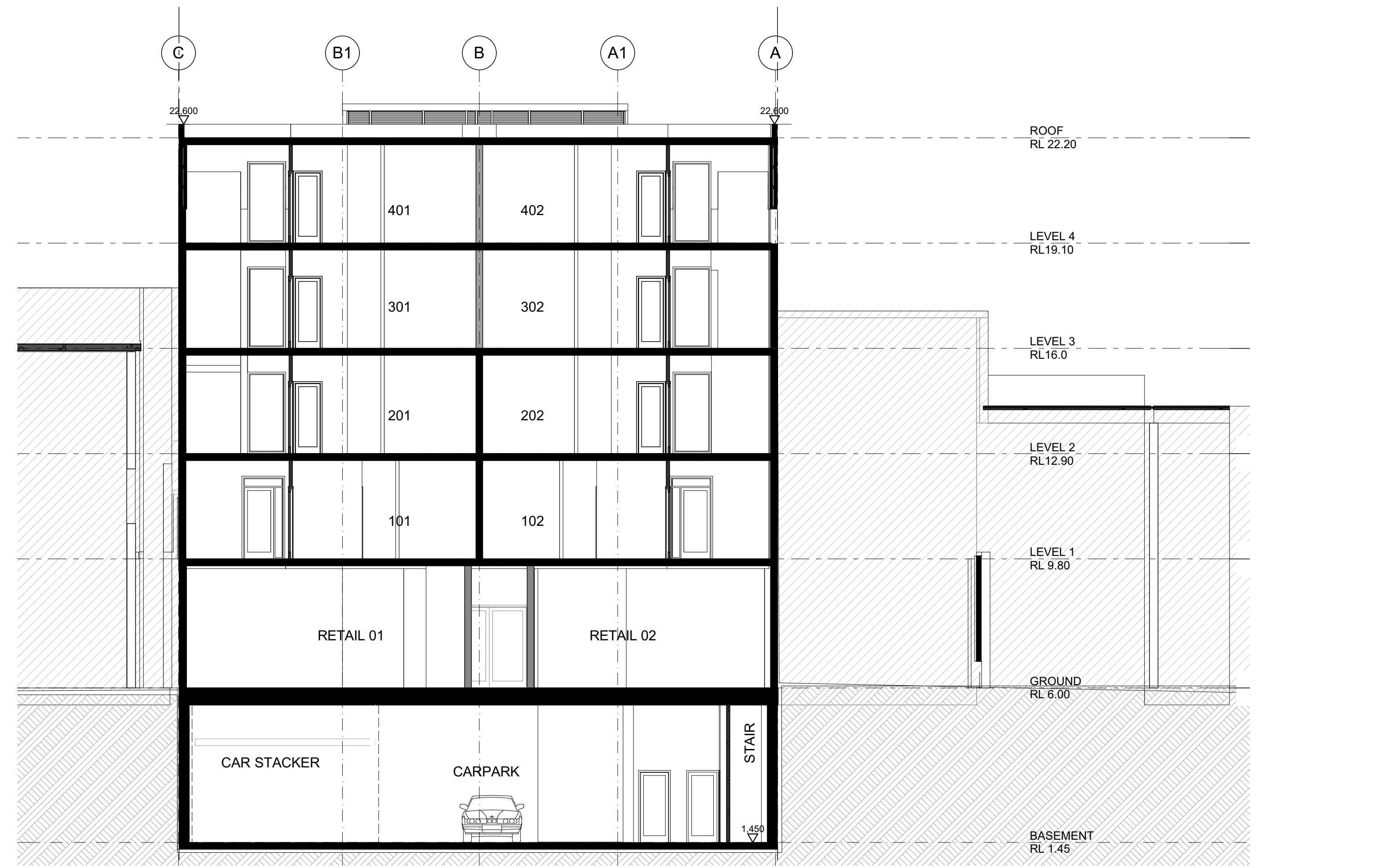
APPENDIX A

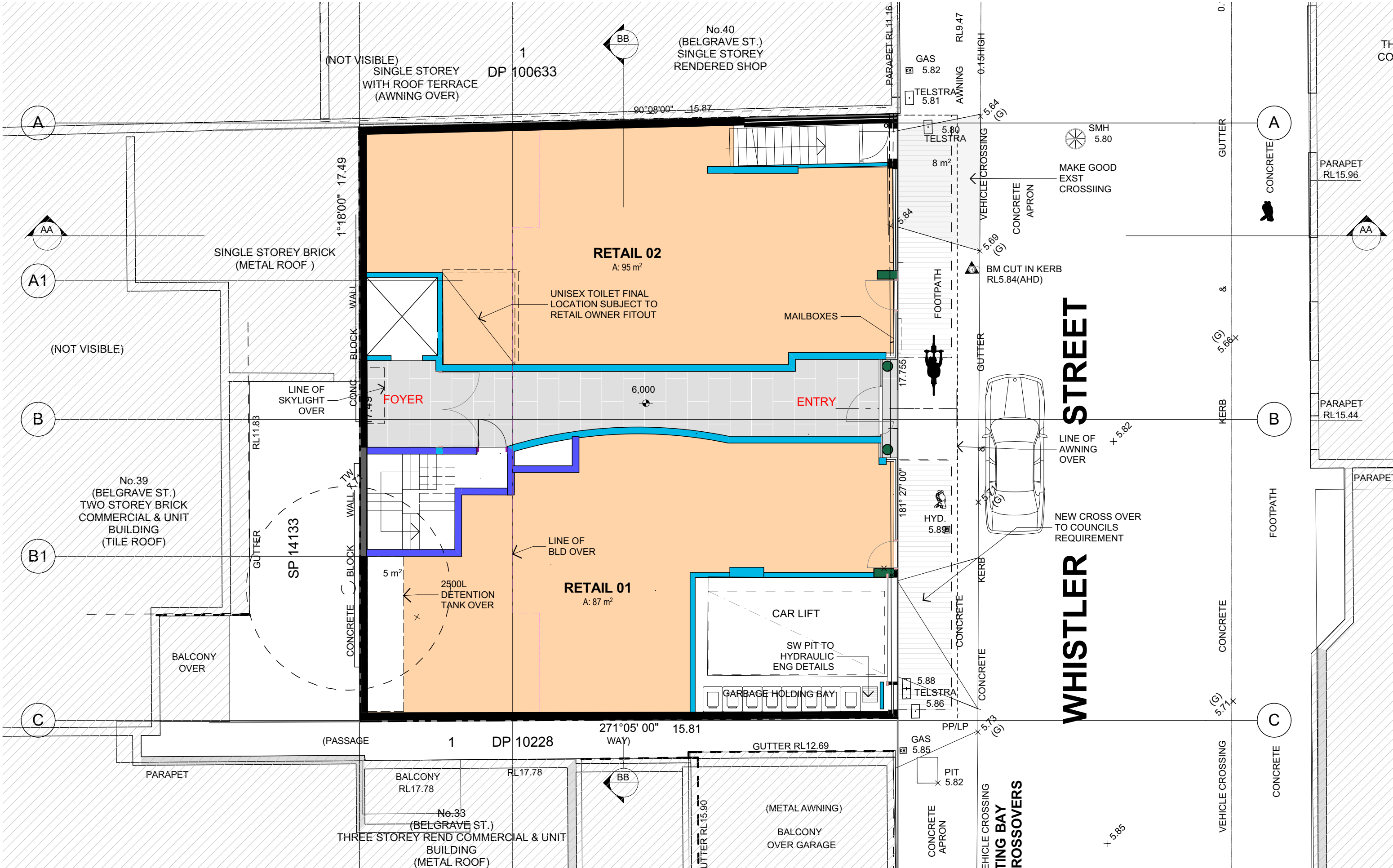
DEVELOPMENT PLANS



NOTES:	REVISIONS:	PROJECT TITLE:	CLIENT:	ARCHITECT:	DRAWING TITLE:	DRAWING No:	PROJECT No:	REVISION:	NORTH POINT:
FIGURED DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.	DATE	REV	DESCRIPTION	RESIDENTIAL DEVELOPMENT	Urban Partners	WOLSKI . COPPIN ARCHITECTURE	DA10	2 1 8 0 6	
THE CONTRACTOR IS TO CHECK AND VERIFY FIGURED DIMENSIONS PRIOR TO ANY COMMENCEMENT OF WORK ON SITE.				21 WHISTLER ST MANLY		SUITE 3, LEVEL 1, 507 MILITARY ROAD MOSMAN NSW 2088			
THIS DRAWING IS COPYRIGHT AND SHALL REMAIN THE PROPERTY OF WOLSKI COPPIN ARCHITECTURE.						T: 9953 8477 E: info@wolskicoppin.com.au			
						DAVID WOLSKI NSW ARB No. 5297			
								SCALE: 1:100 @ A3	DATE: 28/09/2018







NOTES:

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REVISIONS:

DATE	REV	DESCRIPTION

PROJECT TITLE:

RESIDENTIAL DEVELOPMENT

21 WHISTLER ST MANLY

CLIENT:

Urban Partners

ARCHITECT:

WOLSKI . COPPIN ARCHITECTURE

SUITE 3, LEVEL 1, 507 MILITARY ROAD MOSMAN NSW 2088

T: 9953 8477 E: info@wolskicoppin.com.au

DAVID WOLSKI NSW ARB No. 5297

DRAWING TITLE:

GROUND

DRAWING No:

DA02

PROJECT No:

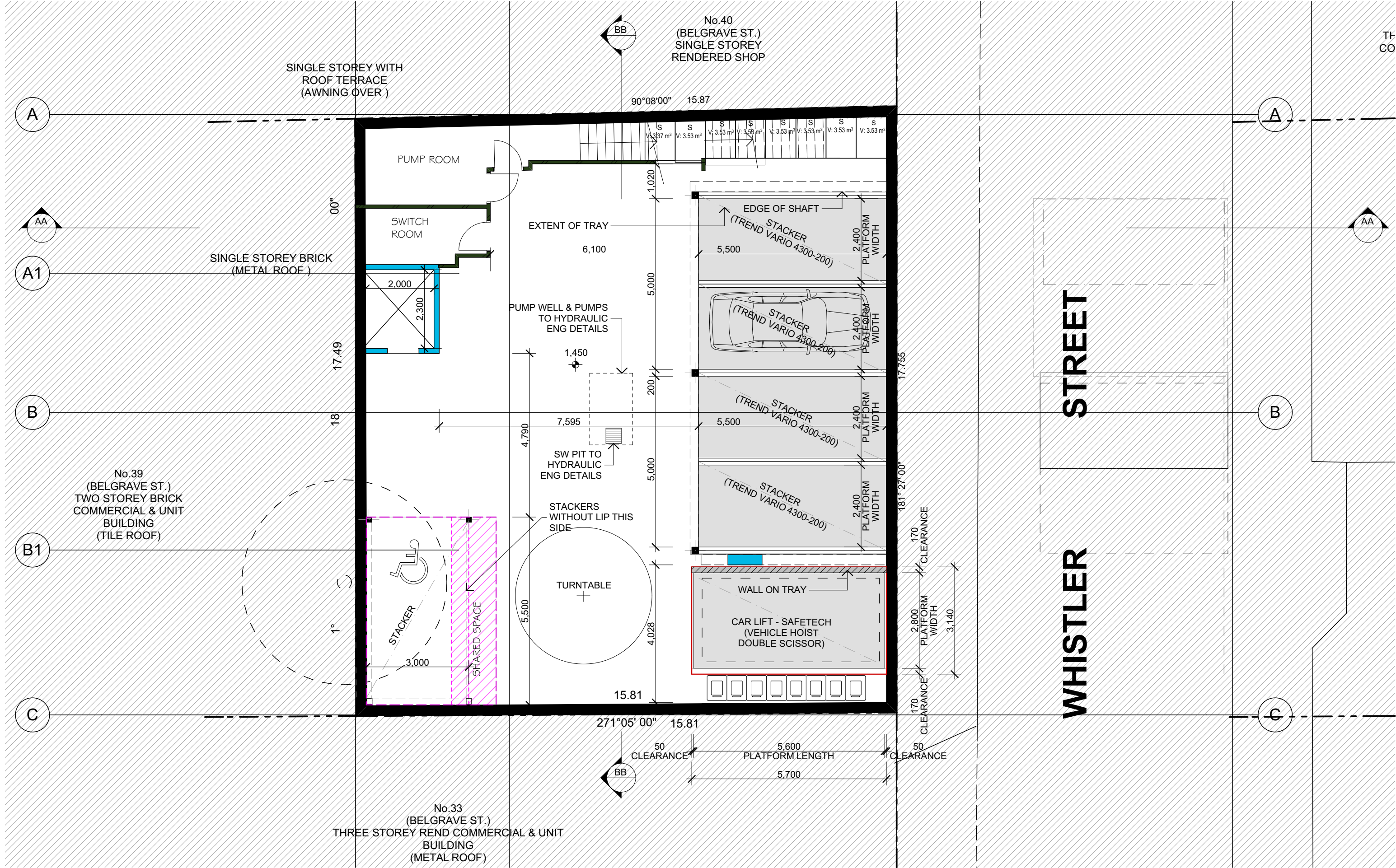
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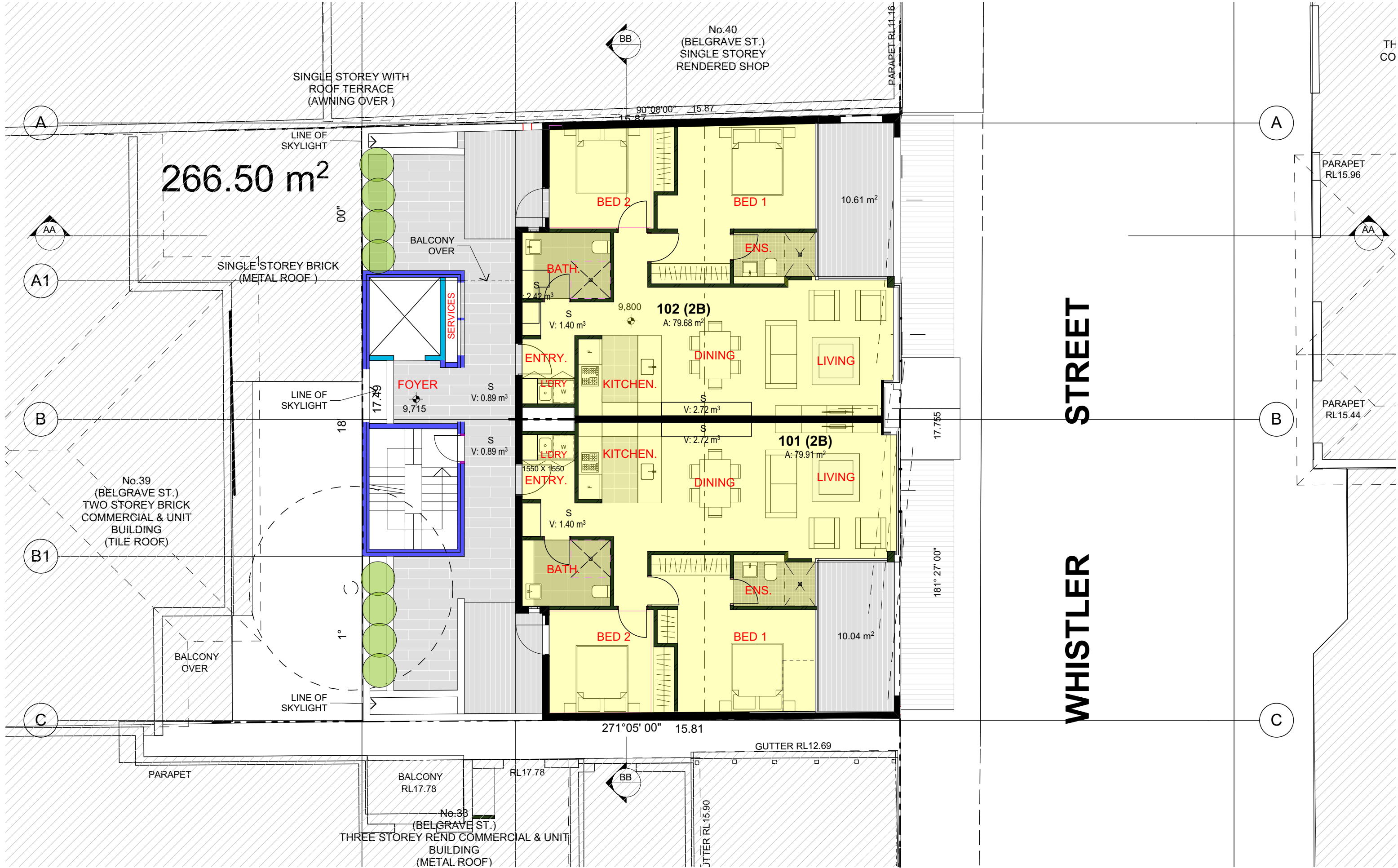
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SCALE: 1:100 @ A3

DATE: 2/10/2018

NORTH POINT:





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DATE	REV	DESCRIPTION

PROJECT TITLE:
RESIDENTIAL DEVELOPMENT
21 WHISTLER ST MANLY

CLIENT:
Urban Partners

ARCHITECT:
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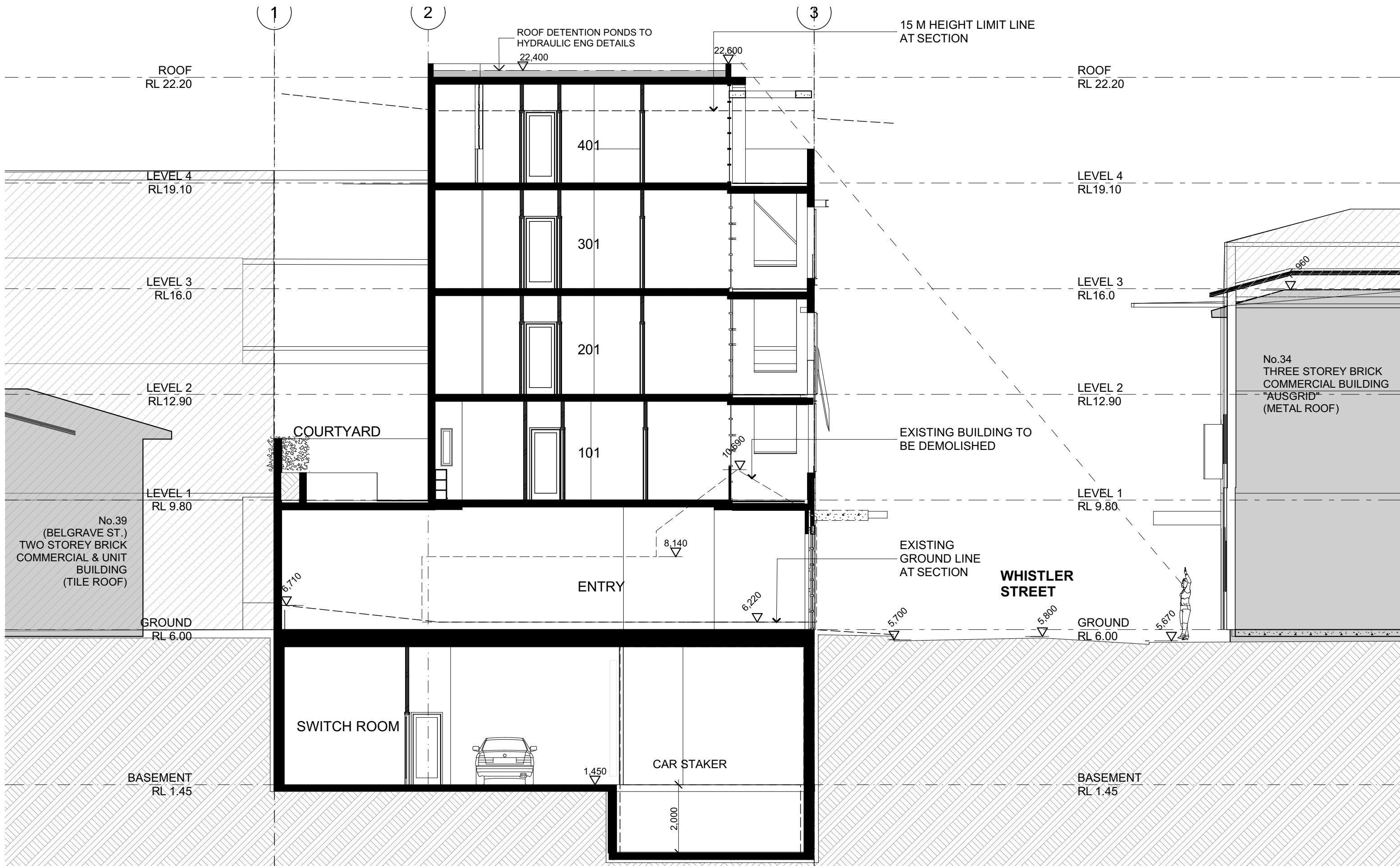
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DRAWING No:
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PROJECT No:
21806

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DATE: 28/09/2018

NORTH POINT:

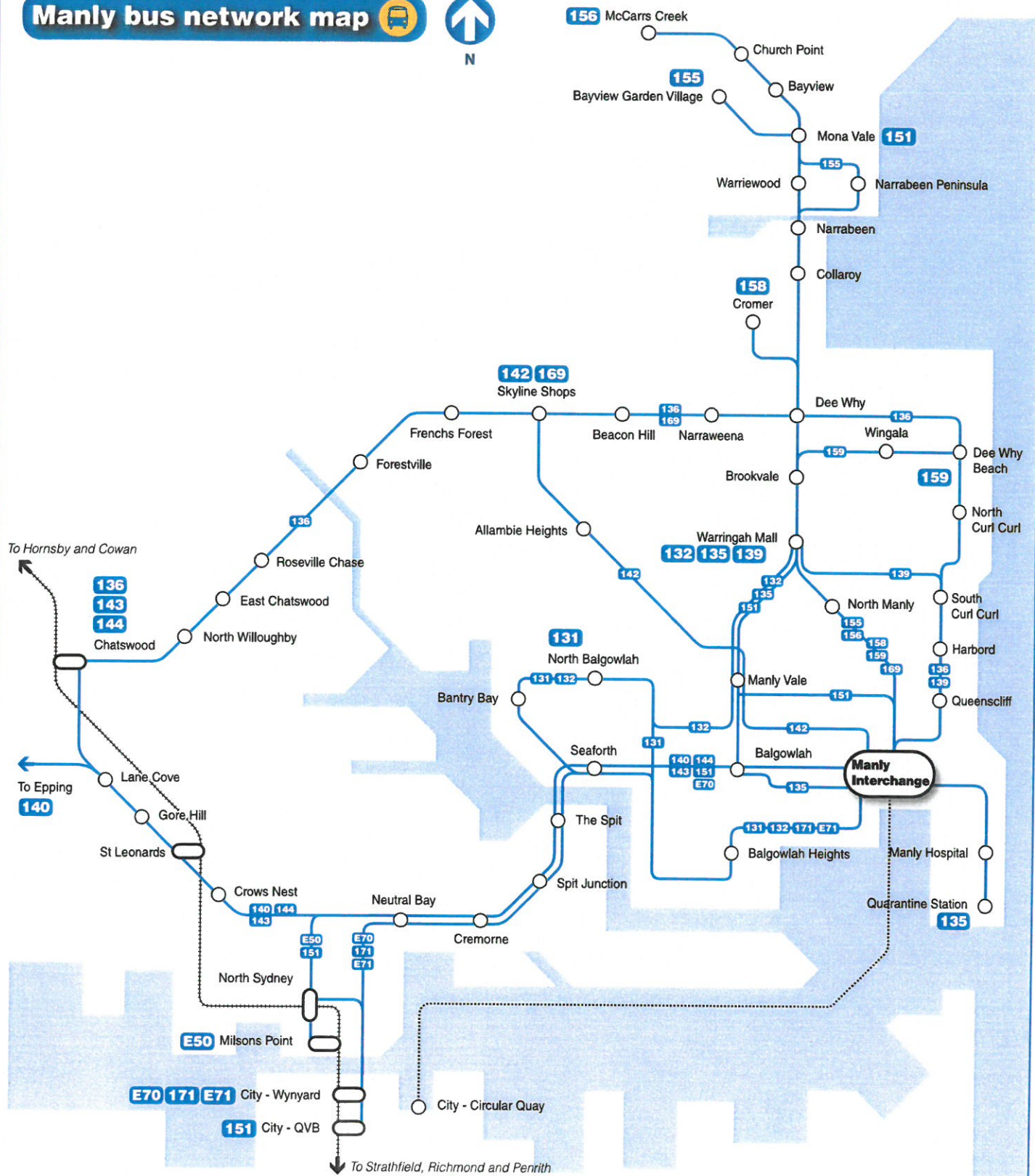


| NOTES:

APPENDIX B

TRANSPORT SERVICES

Manly bus network map



Legend

- Sydney Buses routes
- Ferry
- Diagrammatic Map - Not to Scale
- Rail line
- Railway station
- Bus route/suburb
- Bus/Rail interchange



Legend

-  Bus stand
-  Kiss and ride
-  Walking Route
-  Taxi rank
-  Ferry Wharf
-  Bus zone
-  Parking

Bus services at Manly

Bus departure information

Please use this listing to find your bus number, route destination and bus stand.
Refer to the Interchange Map to find the bus stand location.



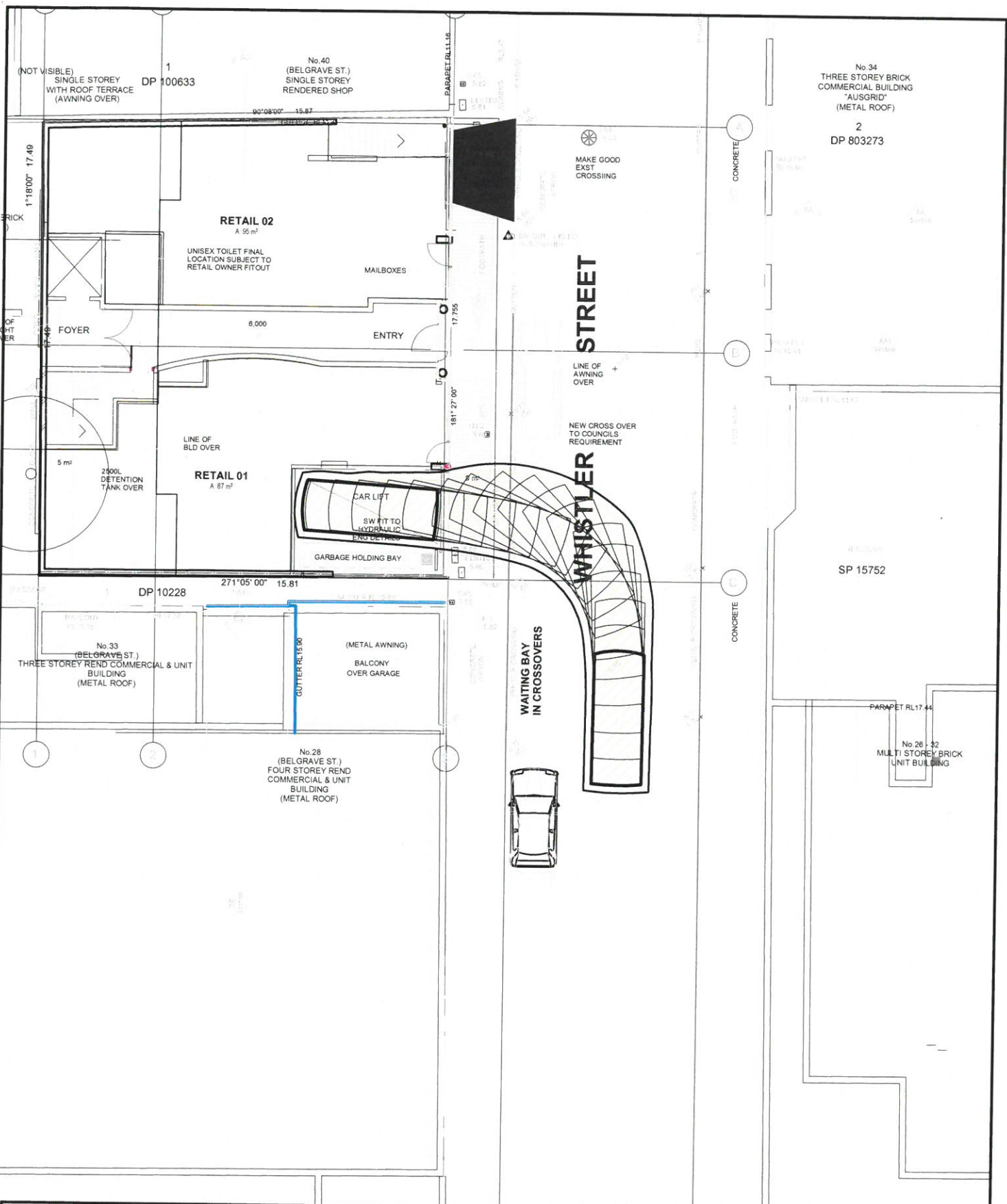
Bus Stand	Route Number	Bus Route Destination
A	135	Warringah Mall via Balgowlah & Manly Vale
A	136	Chatswood via Curl Curl, Narrabeena & Frenchs Forest
A	139	Warringah Mall via Harbord & South Curl Curl
B	155	Bayview Garden Village via Dee Why & Mona Vale
B	156	McCarrs Creek via Dee Why & Mona Vale
B	158	Cromer via Dee Why
B	159	Dee Why via Wingala
B	169	Narrabeena via Dee Why
C	131	North Balgowlah via Balgowlah Heights
C	132	Warringah Mall via Balgowlah Hts & North Balgowlah
C	171/E71	City - Wynyard via Balgowlah Heights
D	143	Chatswood via Neutral Bay & St Leonards
D	144	Chatswood via Neutral Bay & RNS Hospital
E	140	Epping via Neutral Bay (Limited Stops)
E	142	Skyline Shops via Balgowlah & Allambie Heights
E	E50	Milsons Point (Express)
F	E70	City - Wynyard (Express)
G	151	City - QVB via Neutral Bay & North Sydney
H	151	Mona Vale via Manly Vale & Dee Why
J	135	Quarantine Station via Manly Hospital

Bus Operator Legend

 Sydney Buses

APPENDIX C

TURNING PATH ASSESSMENT



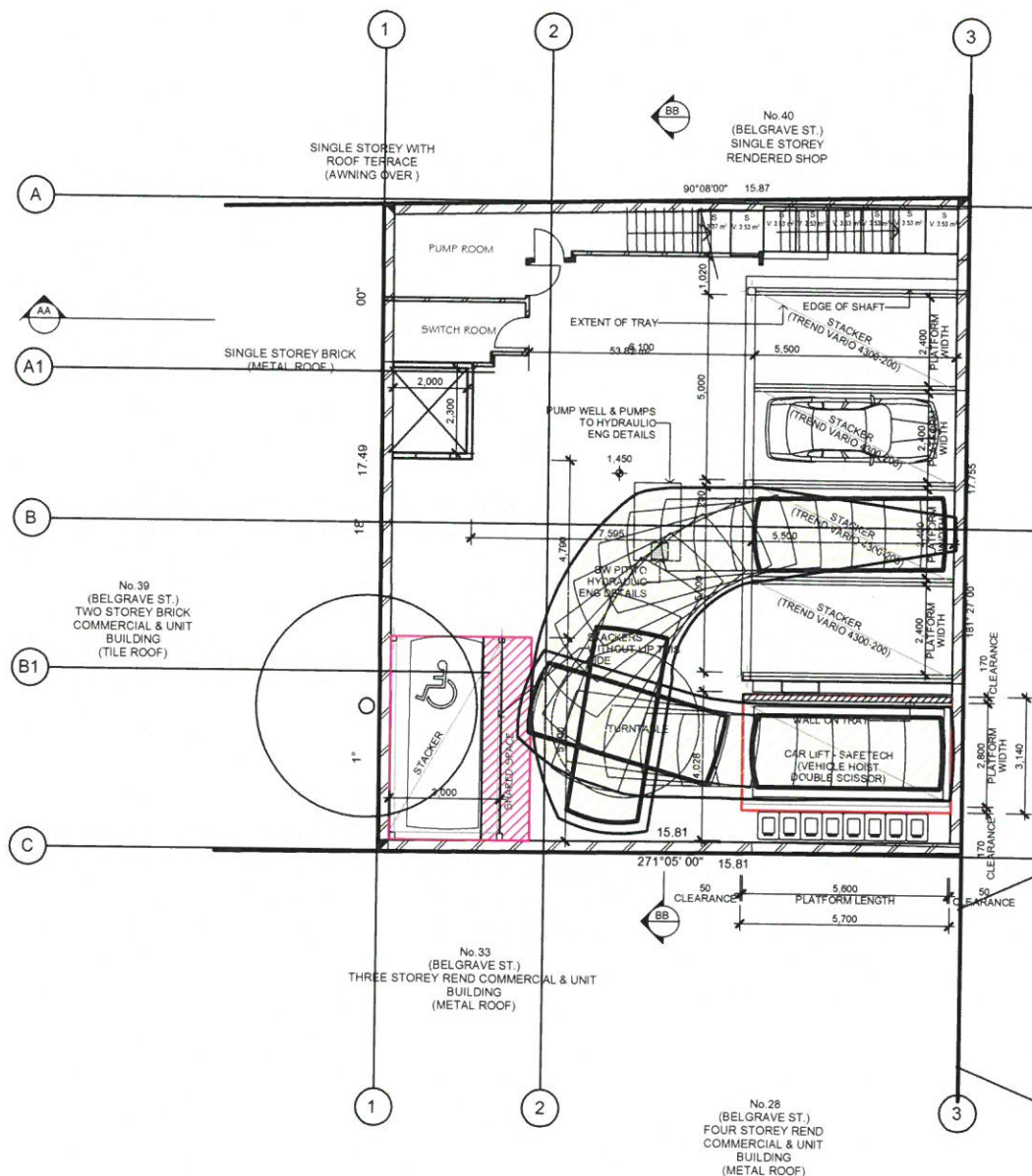
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ENTERING THE SITE
(GROUND FLOOR)**

SP 1



STREET
WHISTLER

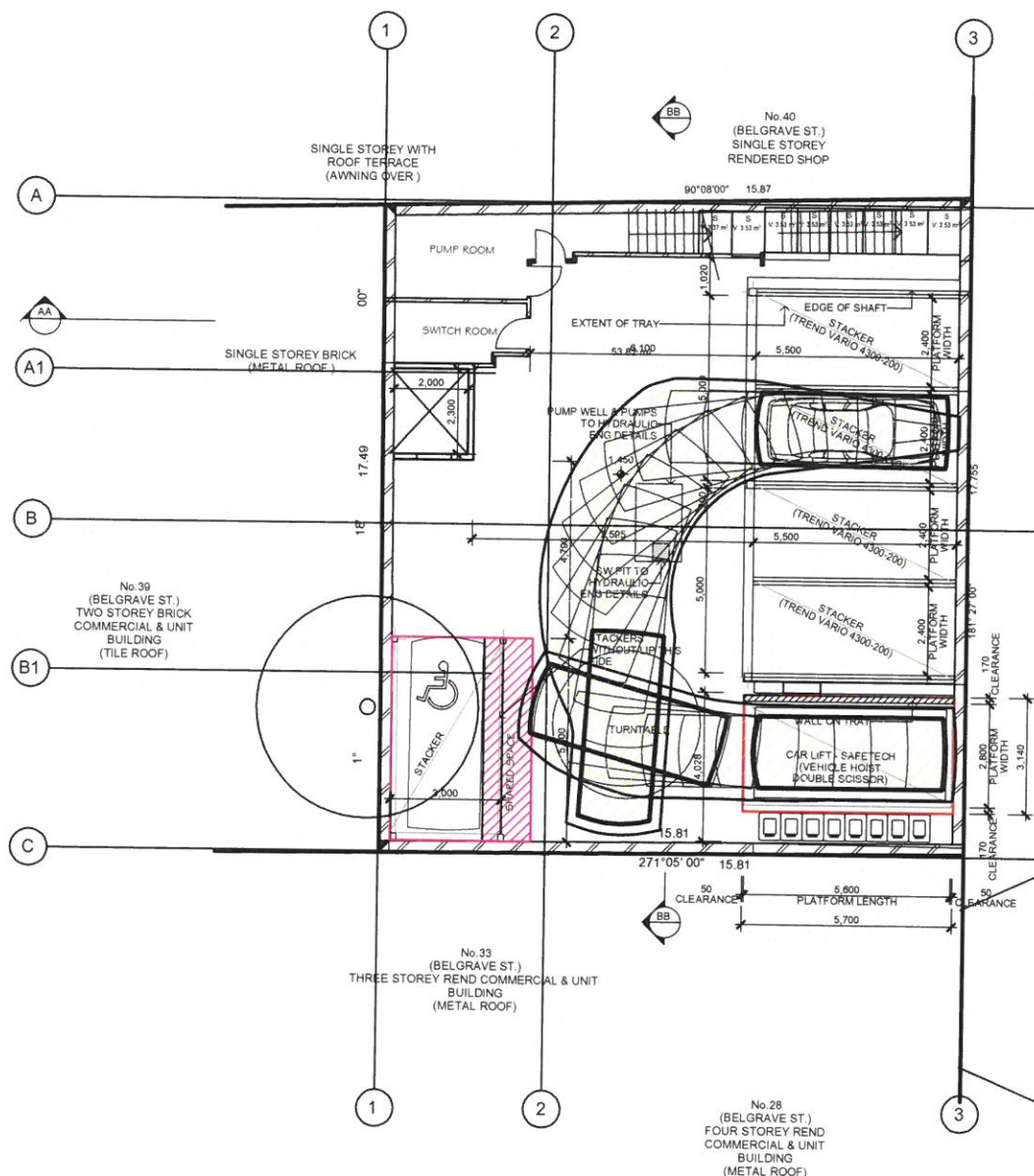
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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE EXITING THE LIFT
AND ENTERING STACKER
(BASEMENT FLOOR)**

SP 4



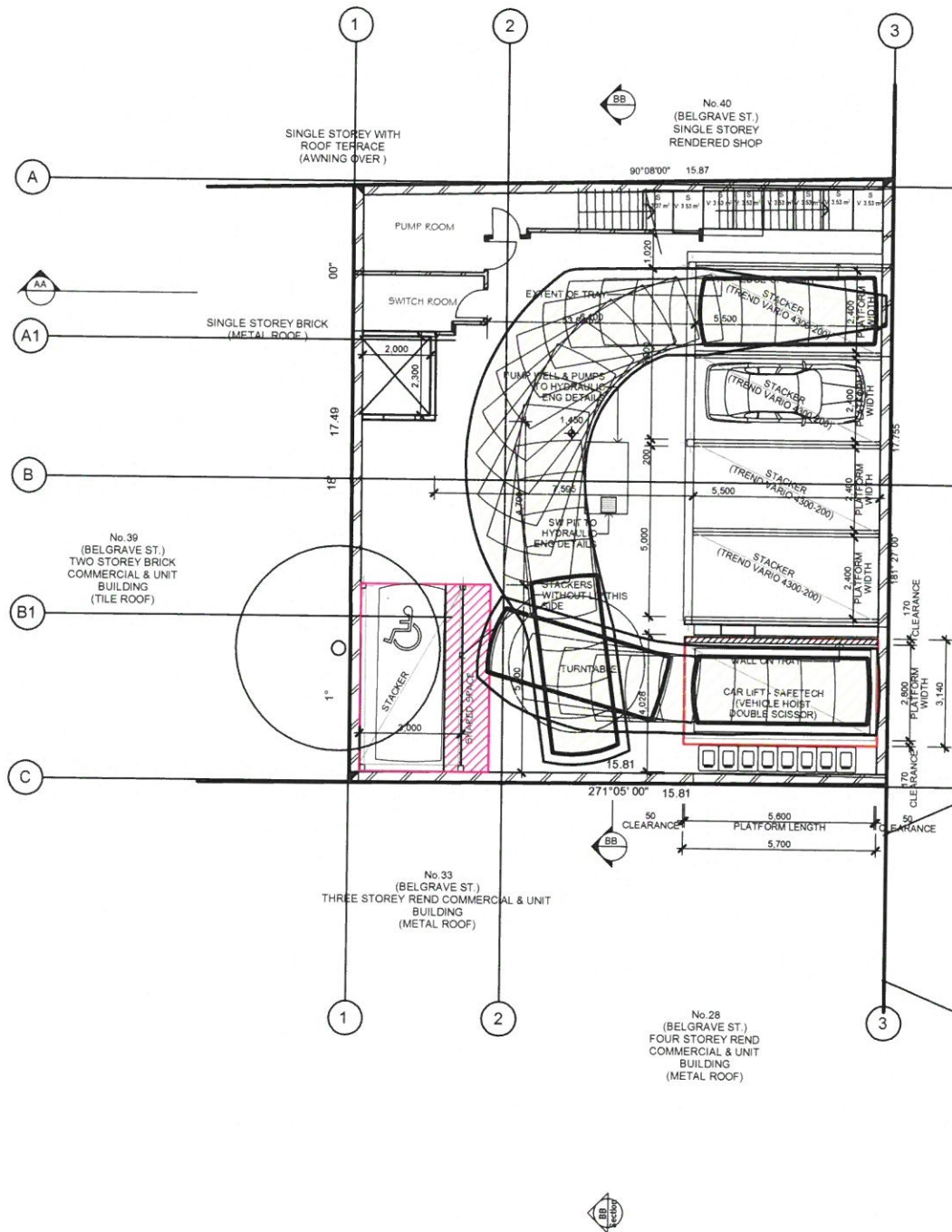
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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE EXITING THE LIFT
AND ENTERING STACKER
(BASEMENT FLOOR)**

SP 5



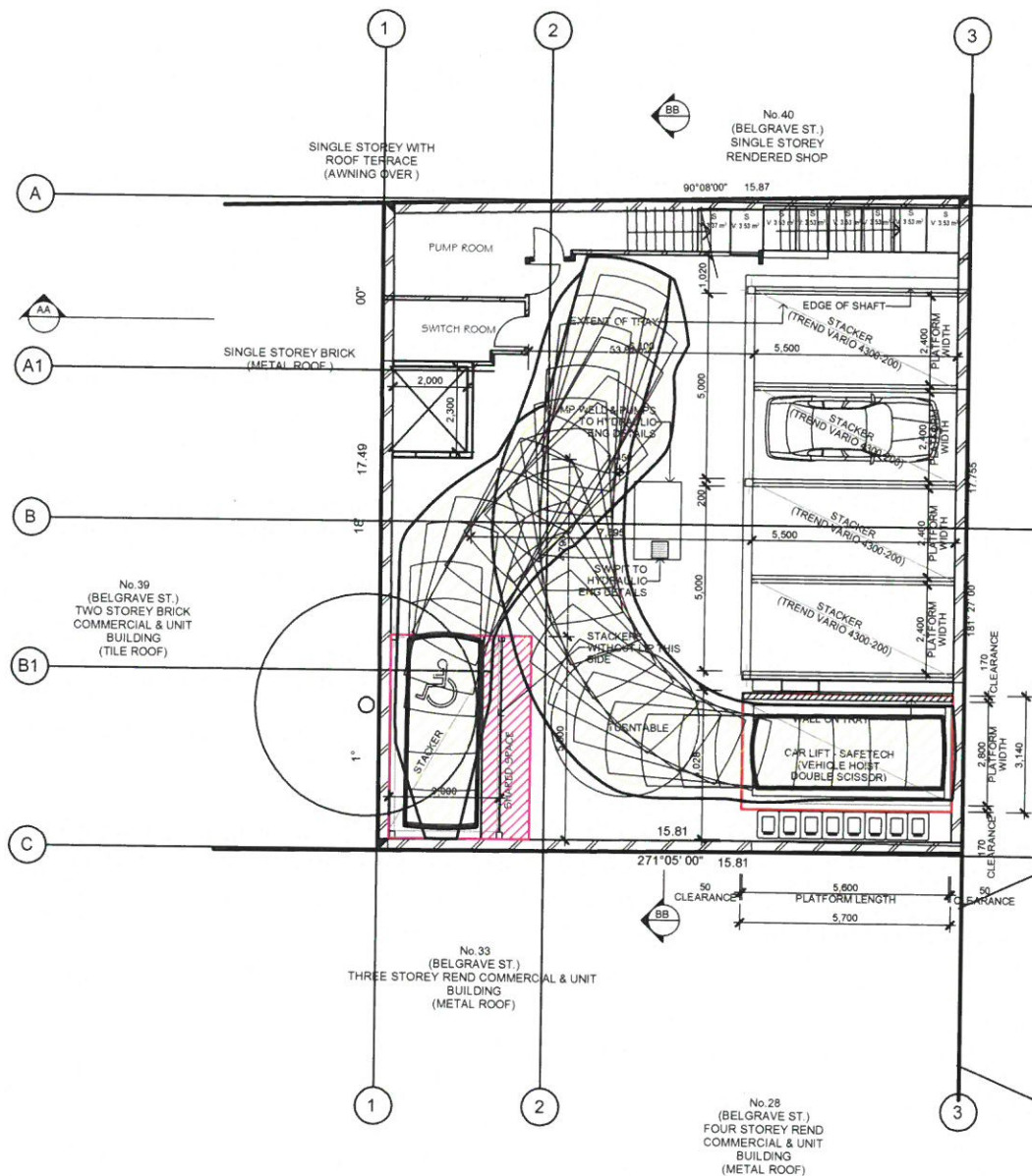
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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE EXITING THE LIFT
AND ENTERING STACKER
(BASEMENT FLOOR)**

SP 6



STREET
WHISTLER

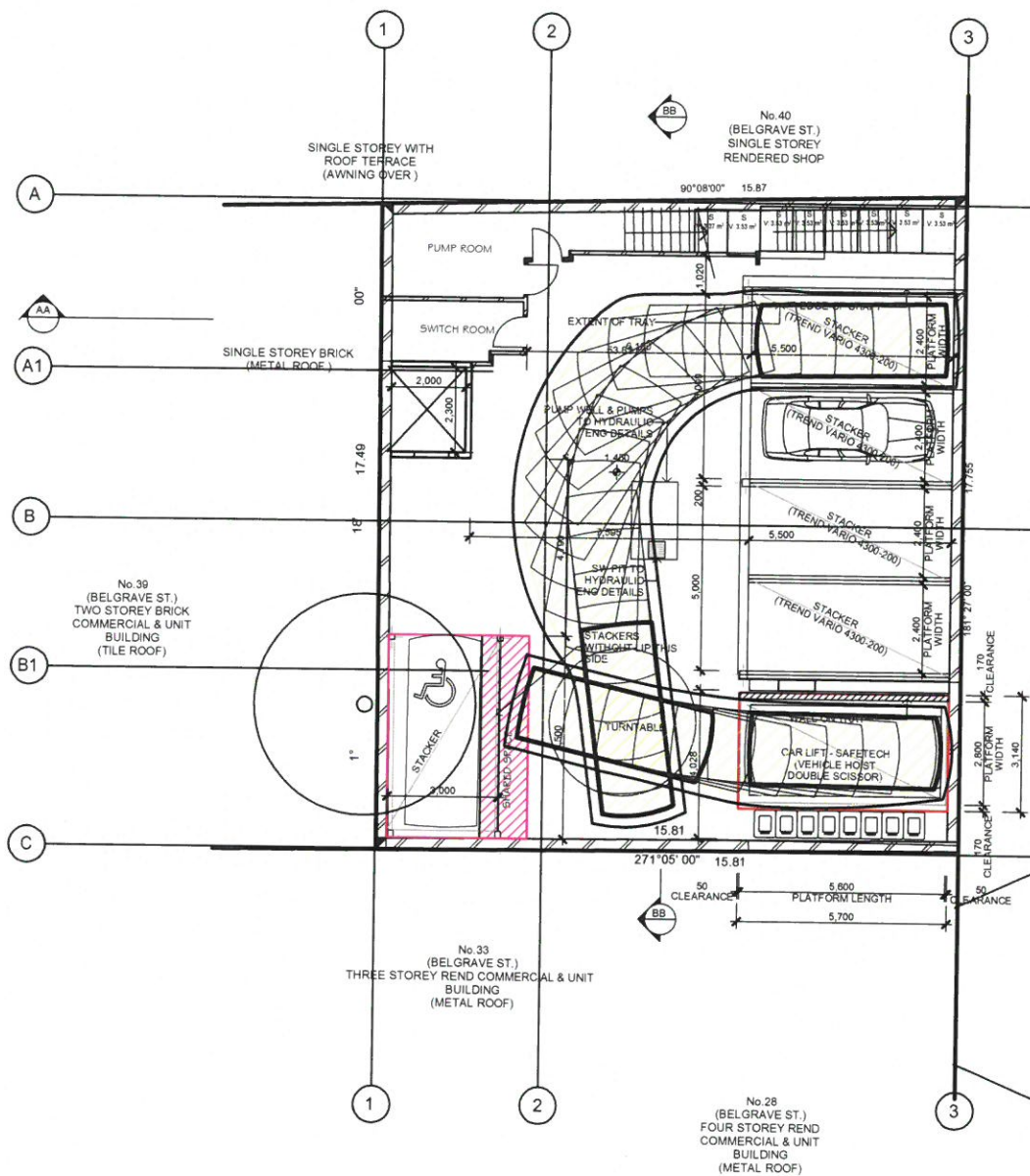
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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE EXITING THE LIFT
AND ENTERING STACKER
(BASEMENT FLOOR)**

SP 7



STREET

WHISTLER

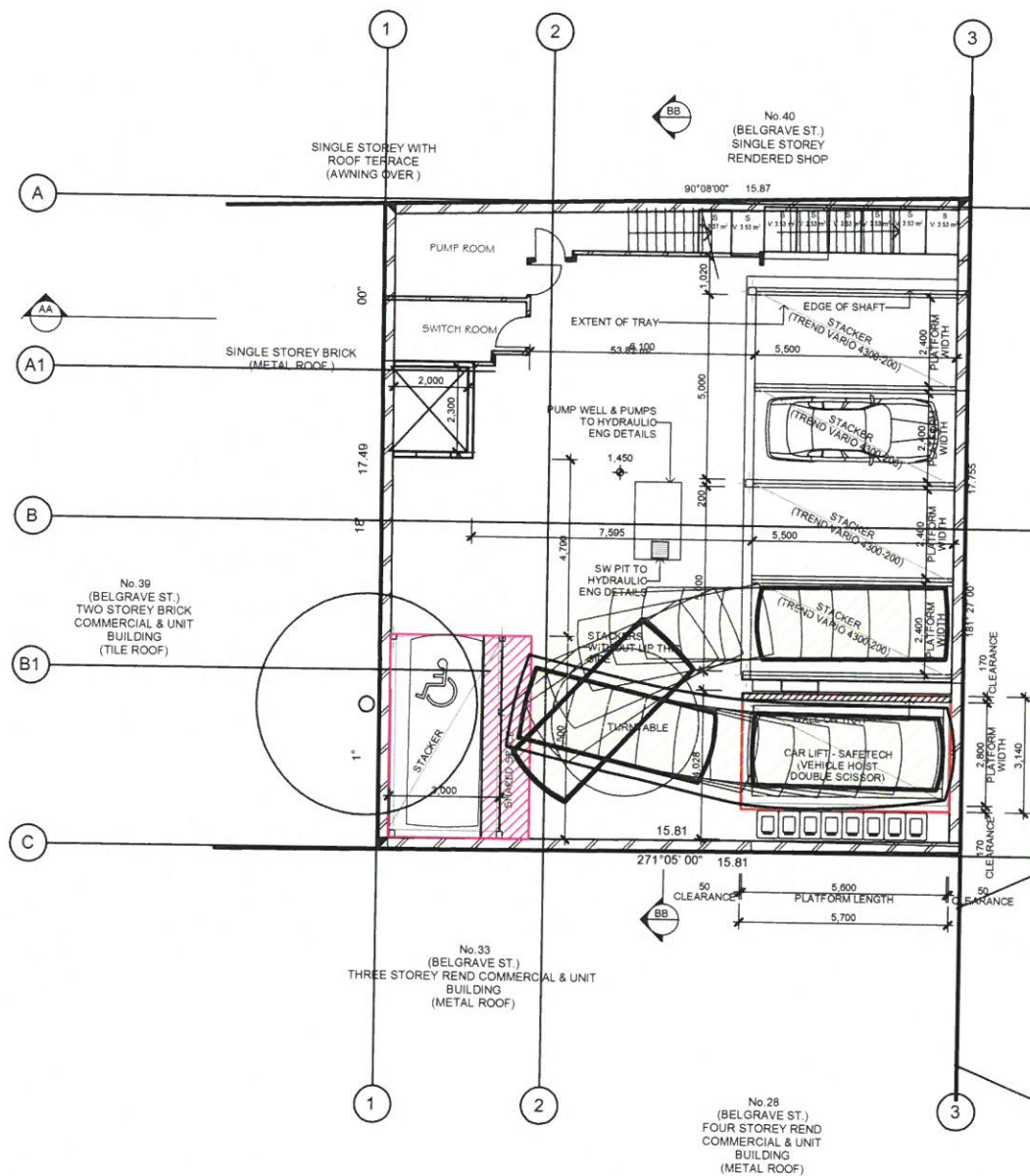
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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE EXITING THE
STACKER AND ENTERING LIFT
(BASEMENT FLOOR)**

SP 9



STREET
WHISTLER

LEGEND

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**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE EXITING THE
STACKER AND ENTERING LIFT
(BASEMENT FLOOR)**

SP 10