Suite 1 No.9 Narabang Way Belrose NSW 2085 • acn 121 577 768
t (02) 9986 2535 • f (02) 99863050 • www.bbfplanners.com.au
Boston Blyth Fleming
Town Planners

21st March 2023

The General Manager
Northern Beaches Council
Po Box 882
MONA VALE NSW 1660

Attention: Alexander Keller – Principal Planner

Dear Mr Keller,

Application Mod2022/1164
Development Application DA2022/1164
Further Issues response/ addendum Statement of Environmental Effects
Demolition and construction of a commercial building
34-35 South Steyne, Manly

Reference is made to Council's emails of 3rd March 2023 detailing residual issues in relation to the traffic engineering and stormwater referral responses. This submission represents a considered response to the issues raised and is to be read in conjunction with the following amended/ updated documentation:

- Architectural plans A-DA-110-000(C), DA-110-001(C), A-DA-110-003(C), DA- 310-002(C) and Diagram "Carpark No. 8 Detail View" dated 16th March 2023 prepared by Durbach Block Jaggers,
- Updated survey plan 63293(B) showing location and detail of Council stormwater infrastructure prepared by Hill & Blume Consulting Surveyors,
- Council stormwater infrastructure pipe survey report, dated 10th March 2023, prepared by ALS Australian Locating Services, and
- Traffic and parking issues response, dated 16th March 2023, prepared by Varga Traffic Planning Pty Limited.

We respond to the issues raised as follows.

Stormwater

Applicant shall provide pipe survey, by a service locating contractor and registered surveyor, to demonstrate that the pit in Rialto Lane has a pipe connection to the Council system at the corner of Wentworth Street. The survey shall include the location , size and depth of the pipe in Rialto Lane.

Response: As requested, please find attached a pipe survey and associated report which confirms that the pit in Rialto Lane has a pipe connection to the Council system at the corner of Wentworth Street with the information confirming the location, size and depth of the pipe in Rialto Lane.

The previously submitted stormwater plans confirm that stormwater from the site will be connected into this existing Rialto Lane pit.

Traffic and parking

- *The parking requirements for the development are 39.6 parking spaces (rounded up to 40). The development proposes a total of 13 car parking spaces including two (2) carshare parking spaces, and two (2) tandem stackers. There is therefore a shortfall of 27 parking spaces.*

Response: Noted.

- *As outlined in the Traffic Referral comments dated 11/11/2022, a 50% reduction in parking requirements is considered the maximum that could be supported and the use of car share spaces at this site is not supported, and it does not reduce the development's parking requirements. In the Traffic Referral comments, it was also suggested that the removal of the basement commercial floor space could free up space below ground for additional parking/loading areas as well as reducing parking requirements associated with the development.*

Response: Reference is made to the accompanying traffic and parking issues response, dated 16th March 2023, prepared by Varga Traffic Planning Pty Limited in relation to the operation of proposed car share spaces. In this regard, the proposed car share spaces will operate as follows:

- The car share spaces will be provided by the developer and operated by the tenants.
- The car share spaces will be reserved for the *exclusive use of the employees* who require a vehicle during the day to attend meetings and site inspections.
- In effect, the car share spaces will become "car pool" spaces, to be used by staff only when they are at work.
- The car share spaces will alleviate the need for employees to bring their own vehicle to work to attend meetings and site inspections, thus enabling them to travel to work by public transport.
- Accordingly, the proposed car share spaces will reduce the developments parking demand requirements.

The proposed car share spaces will also contribute to a more sustainable mode of transport thus making development environmentally sustainable.

We are of the opinion that the quantum of car parking proposed is appropriate for the development on this particular site for the following reasons. Clause 4.2.5.4 of Manly Development Control Plan (the DCP) contains the following provisions in relation to car parking within the Manly Town Centre:

In exceptional circumstances and having regard to the merits of the application, Council may be prepared to allow a reduction in the any parking rate/ requirements in Manly Town Centre (including residential and commercial) where the applicant has demonstrated that:

(i) in the case of all uses other than dwellings, the dimensions or topography of the site would physically prevent the provision of some or all of the required spaces;

Response: Vehicular access to the subject property is only possible from Rialto Lane where the site has an L-shaped frontage of between 4.105 and 5.935 metres as depicted in Figure 1 below. The overall width of the site tapers from approximately 15.9 metres adjacent to Rialto Lane to a width at the sites South Steyne frontage of 15.3 metres over a length of approximately 46 metres. The Rialto Lane frontage of the property as depicted in Figure 2 over page.

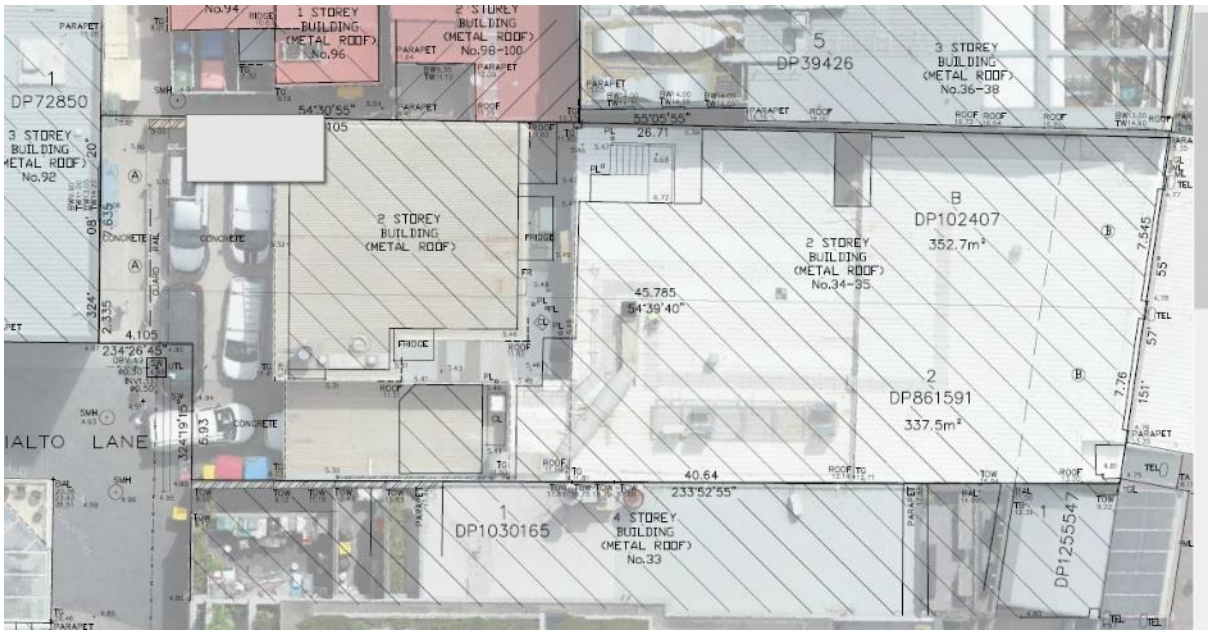

Figure 1 - Survey extract showing dimensions of the subject property including its limited frontage to Rialto Lane

Figure 2 - Photograph looking east towards subject property form Rialto Lane

The limited and irregular frontage to Rialto Lane makes the provision of basement car parking challenging particularly in circumstances where the western edge of the property is burdened by a right of carriageway benefiting the western adjoining properties and where Council's controls require active street frontages (clause 6.11 Manly LEP 2013) and encourage through site links in appropriate locations. In this regard, the Access/ Carparking and Rialto Lane Area guidelines at clauses 2.1.2 and 3.1.2.2 of Manly Town Centre Urban Design Guidelines 2002 contain the following commentary:

> *Pedestrian through-site links are encouraged at key locations…*
>
> *Increase the active street/lane frontage to Rialto Lane. Any future development here must incorporate active frontage to the lane…*

In response to these provisions, the proposal provides basement car parking accessed via a single lane driveway from Rialto Lane and utilising a traffic signal arrangement as detailed in the accompanying traffic and parking response prepared by Varga Traffic Planning Pty Limited. The balance of the ground floor plate is available for commercial/active street frontages to both South Steyne and Rialto Lane and the provision of a publicly accessible through site link in recognition of the site's key location at the eastern end of Rialto Lane where direct access is able to be provided to the South Steyne frontage. The proposal's presentation to Rialto Lane is depicted in Figure 3 over page.

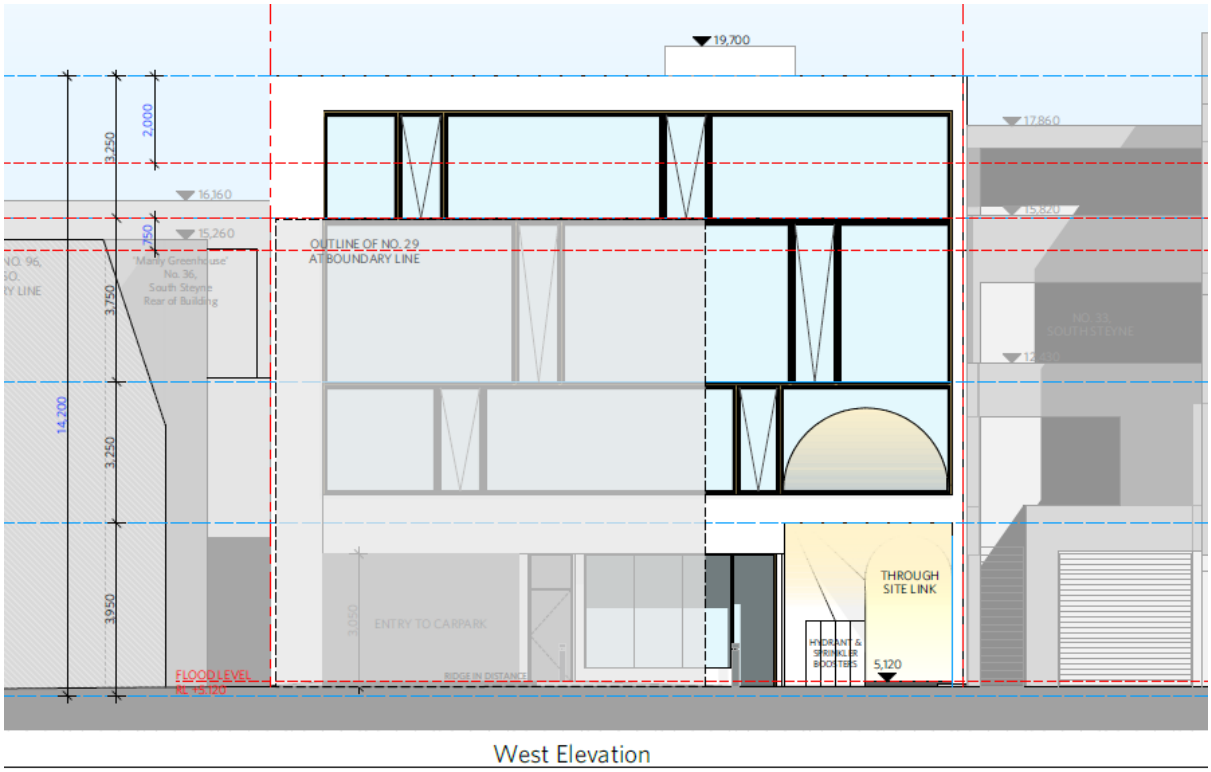

Figure 3 - Plan extract showing the developments presentation to Rialto Lane including the proposed through site link and commercial frontage activation

The basement 1 floor plan incorporates end of trip facilities, void space to facilitate the provision of car stackers in basement 2 below, commercial bin storage and commercial floor space and associated amenities. Such floor space seeks to take advantage of some of the FSR bonus available for commercial development within the B2 Local Centre zone pursuant to clause 4.4 of Manly LEP 2013. The basement 2 floor plan incorporates off-street carparking for a total of 13 car parking spaces including two (2) carshare parking spaces, and two (2) tandem stackers.

Whilst it would be possible to provide some additional car parking at basement 1 level such car parking would displace the commercial floor space and to that extent would not only compromise the amenity of the development but also its commercial viability through the loss of additional floor space in addition to that displaced by the proposed through site link. This would defeat the objectives of the B2 Local Centre zone namely:

- *To encourage employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*

Such outcome would also defeat the objective of the FSR standard namely:

> *(e) to provide for the viability of business zones and encourage the development, expansion and diversity of business activities that will contribute to economic growth, the retention of local services and employment opportunities in local centres.*

Such outcome would also defeat the objectives of the Environmental Planning and Assessment Act 1979 namely:

> *(c) to promote the orderly and economic use and development of land,*
> *(g) to promote good design and amenity of the built environment,*

To insist upon the provision of additional car parking in circumstances where the dimensions/geometry of the site make it physically difficult to provide all of the required car parking on land within the most accessible local centres on the Northern Beaches would also defeat the following objective of the B2 Local Centre zone namely:

- *To maximise public transport patronage and encourage walking and cycling.*

We are of the opinion that the proposal satisfies this exemption criteria on the basis of the site's dimensions and geometry.

> *(ii) the required access interferes with the continuity of retail frontage or interrupts the frontage of the property in other ways such that there would be a conflict with any other provisions of this DCP in particular the townscape objectives; or*

Response: We rely on our commentary in relation to the previous exemption provisions. Further, compliance with the applicable MLEP and DCP provisions in relation to the provision of active street frontages and through site links result in a single lane access arrangement to the site via a vehicular access ramp located at right angles to the property frontage. There is no doubt that there is conflict between the desire to provide increased off-street carparking on this particular site and the provisions of MLEP and the DCP as previously outlined.

We are of the opinion that the proposal satisfies this exemption criteria.

> *(iii) the movement of vehicles to and from the site would cause unacceptable conflict with pedestrian movements, special servicing arrangements for pedestrianised areas or contribute to congestion at key intersections.*

Response: As previously indicated, all vehicular access to the site is via Rialto Lane being a laneway which Council and its controls are actively seeking to activate and pedestrianise.

It is considered that the proposed quantum of car parking strikes a balance between the provision of off-street carparking to satisfy the reasonable needs of the development and the minimisation of potential conflicts between vehicles entering and exiting the site and pedestrian movements along Rialto Lane and through the proposed through site link.

In this regard, we are of the opinion that there are exceptional circumstances and sufficient site specific planning and design merits to justify a partial exemption in relation to the provision of offstreet car parking on this particular site with the development providing appropriately for the offstreet car parking. Approval of the car parking variation will ensure the development achieves the zone objectives, the objectives of the FSR standard and the objectives of the Environmental Planning and Assessment Act and to that extent will facilitate the orderly and economic use and development of the land.

- *Swept path plots for access to and from the development have been provided for a largest vehicle (Waste truck) entering/exiting the site from Rialto Lane and then entering/exiting the carpark ramp. It is noted that that this turning path is based upon entry via eastbound travel on Rialto Lane considering a parked truck within the Loading Bay on the north side of Rialto Lane.*

Response: Noted.

- *Given that the ramp and the carpark circulation roadway are single-width, a waiting bay inside the carpark and a signal system to manage ingress/egress movements should be included in the amended plans. Passing opportunities for vehicles passing in opposing directions within the carpark are to be available and shall be demonstrated by swept path plots for a B99 passing a B85 vehicle.*

Response: We refer to the swept path analysis and signal system design detail contained within the traffic and parking issues response, dated 16th March 2023, prepared by Varga Traffic Planning Pty Limited.

- *A vertical clearance assessment on the driveway ramps should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a B99 car entering and accessing the carpark to show any scraping and bottoming.*

Response: This has been addressed on the accompanying architectural plans and within the traffic and parking issues response.

- *It is noted that stairs are proposed above car space number 8. For compliance with AS2890.1 section 5.3.1, the height between the floor and an overhead obstruction shall be a minimum of 2.2m. This should be confirmed in the amended Traffic report.*

Response: This has been addressed on the accompanying architectural plans and within the traffic and parking issues response.

Loading/servicing

- *The Traffic report attaches a letter from a waste service provider confirming that their rear-loading vehicle is 6.4m in length and 2.2m in height. A dimension diagram attached to that letter shows an overhead clearance of 2.08m. The traffic report also advises that it requires an overhead clearance of 2.08m. As noted in the Traffic Referral Responses, it is unclear if the rear loading of the vehicle requires an increased overhead clearance beyond the quoted 2.2m. Further information clarifying the space requirements is required to verify that the 2.5m overhead clearance above the loading bay is adequate.*

Response: This has been addressed on the accompanying architectural plans and within the traffic and parking issues response.

- *Some information regarding future deliveries/loading arrangements, together with details of the delivery arrangements for the proposed development are required. This should include an analysis of future delivery frequency and the suitability of the proposed loading bay to cater for such deliveries. It is required to demonstrate that the development can operate effectively without any reliance on an on-street loading bay.*

Response: This has been addressed on the accompanying architectural plans and within the traffic and parking issues response.

Pedestrian through Site Link

- *As per the Traffic Referral comments, for the pedestrian through site link, measures to enhance the Shared Zone and cater for pedestrian safety at the junction with Rialto Lane should be considered. The corner splay and the sight line triangle should be plotted and dimensioned on the plans.*

Response: This has been addressed on the accompanying architectural plans and within the traffic and parking issues response.

We trust that this submission comprehensively addresses the issues raised by Council and DSAP and will enable the favourable assessment and determination of the application.

Please do not hesitate to contact me to discuss any aspect of this correspondence.

Yours sincerely
BOSTON BLYTH FLEMING PTY LIMITED

Greg Boston
B Urb & Reg Plan (UNE) MPIA
B Env Hlth (UWS)
Director