



TTPS

Reference: N335/2024/TIA

16 July 2024

### Mr Tarek Gergis

c/- Sandbox Studio 47 The Corso Manly NSW 2095

Dear Tarek,

### **RE: Traffic and Parking Impact Assessment**

### Alterations and additions to an existing development at 47 The Corso, Manly

### Introduction

A Development Application (DA) is to be lodged with Northern Beaches Council (Council) for the proposed alterations and additions to the existing development at 47 The Corso, Manly (see below figure for the site location plan and Attachment A for architectural plans).



Figure 1: Site location

Traffic and Transport Planning Solutions (TTPS) Pty Ltd has been commissioned by Mr. Tarek Gergis (client) to prepare a traffic and parking impact assessment and assess the adequacy of the proposed bicycle parking provision for the subject development.



### Existing Condition

The site is a rectangular-shaped lot with a total area of approx. 150m<sup>2</sup> and has a 5m long street frontage to The Corso to the south and Market Place to the north. The site is currently zoned as Local Centre E1. Pedestrian access to the site is via a door opening through the Market Place frontage of the site. The existing development does not provide any carparking spaces. As such, regular vehicle access to the site is not practical, given both frontage roads are designated pedestrian zones only. See the following figure showing the site and its surrounds.

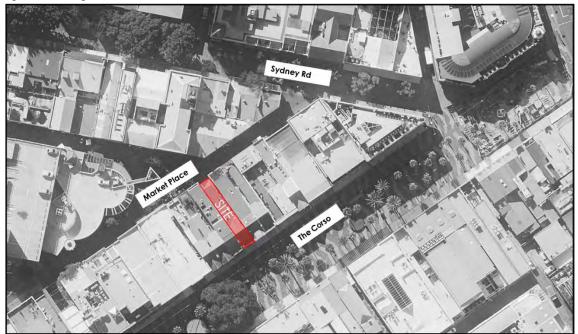


Figure 2: Site and surrounds

### **Surrounding Road Network**

As discussed above, the site has frontages with Market Place to the north, The Corso to the south and mixed-use developments to the east and west.

<u>The Corso</u> is a local road, and in the vicinity of the site, is aligned in a northeast and southwest direction. In the vicinity of the site, The Corso is a designated pedestrian zone that allows vehicle access between 5am and 8am only. The Corso has active street frontages with commercial shops, bars, cafes and restaurants located on both sides of the street. The street serves as a primary pedestrian thoroughfare between Many Wharf and Many Beach.

<u>Market Place</u> is a local road that runs in a northeast and southwest direction parallel to The Corso and generally provides service access to the properties along The Corso. Like The Corso, Market Place is also a designated pedestrian zone and allows vehicle access between 5am and 8am only. Market Place also has an active street frontage with cafés and outdoor seating arrangements. The laneway also provides pedestrian access to Manly Library.

<u>Whistler Street</u> is a local road and runs in a north-south direction. Whistler Street intersects with Market Place and allows vehicular access to Market Place and Council carpark at Whistler Street.



### **Public Transport**

### Ferry Services

Manly Wharf is located within a 300m radius and some 4 minutes walking distance from the subject site. Manly Wharf serves as a major public transport hub for the residents of Manly and its surrounds. The wharf is serviced by direct ferry route F1 (Manly to Circular Quay) with an average frequency of approximately 20 minutes during morning and afternoon peak periods.

### <u>Bus</u>

Manly Town Centre is currently well-serviced by buses, providing a strong interchange between bus and Ferry Services. The bus stands near Manly Wharf are located along East Esplanade and Belgrave Street. These bus stands are serviced by multiple express and regular bus services connecting the area with Northern Beaches suburbs and provide express connections to Sydney CBD.

Service frequency varies for each route and time of day; however, on average, service is due to arrive every 10 to 20 minutes in the morning and afternoon peak hours.

The location of bus stands and other support facilities around Manly Wharf is shown in the figure below, with details of bus routes outlined in Table 1 below.



Figure 3: Manly Wharf and nearby bus stand locations with other available support facilities

Table 1: Bus routes servicing bus stands near Manly Wharf

Bus Routes	Bus Stand
161 (Manly to North Head (Loop Service))	С
162 (Seaforth to Manly)	C



166 (Frenches Forest to Manly via Dee Why Beach)	A
167 (Warringah Mall to Manly via South Curl Curl)	A
141 (Austlink to Manly via Frenchs Forest & Seaforth)	F
142 (Allambie Heights to Manly)	F
144 (Chatswood to Manly via St Leonards)	G
199 (Palm Beach to Manly via Mona Vale & Dee Why)	В
150X (Manly to Milsons Point (Express Service))	E
170X (Manly to City Wynyard (Express Service))	E

### <u>Train</u>

The nearest available train station to the site is Circular Quay, which can be accessed by Ferry Service F1 (Manly), CCWM (Manly to City via Watsons Bay) and MFF (Manly Fast Ferry). Ferry Services are readily available and can be accessed via Manly Wharf.

Circular Quay Station is serviced by three major train services, namely T2 (Inner West and Leppington Line), T3 (Bankstown Line) and T8(Airport and South Line). The station provides the opportunity to connect with the wider Sydney Trains Network.

The maps of above discussed ferry, bus and train services are provided in Attachment B of this report.

### **On-Street Parking and Council Carpark**

In the vicinity of the site, on-street parking is very limited in numbers, available along the western portion of The Corso and Darley Road. An off-street public parking plaza is also available along Whistler Street.

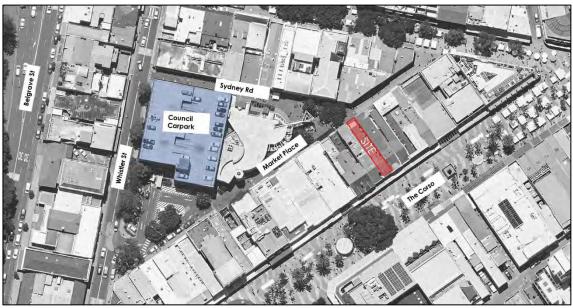


Figure 4: Location of Council carpark in the vicinity of site



### Cycling

Cycling routes servicing the Manly area are generally of medium difficulty on the on-street. Moreover, a shared path is available along Many Beach to the east and East Esplanade to the west of the site. The figure below shows the available cycle routes in the surroundings of the proposed development and Manly Wharf.



Figure 5: Available bicycle paths in the surrounding of the site

### Car share

The figure below shows the location of 'GoGet' cars in the surroundings of the proposed development. There are currently seven car share vehicles available in around a 500m radius of the site. GoGet is currently the only operator in the area with a dominant market position.

Car share is an excellent option for people who may not want the expense of purchasing and maintaining their own car, may not have parking available at their residence, or may want the diversity of different vehicle options, including luxury cars, vans or utility vehicles.



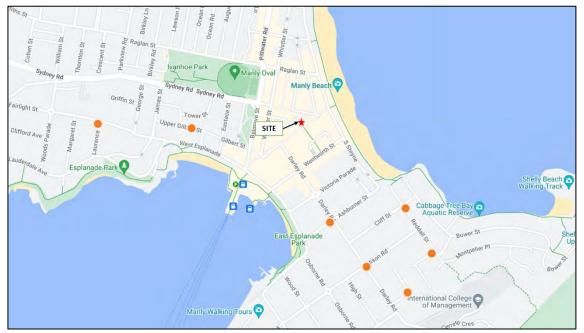


Figure 6: GoGet cars available near to the development site

#### **Proposed Development**

The proposed development includes the construction of an additional storey containing two new residential units, a roof terrace, a new retail tenancy on the ground floor facing Market Lane and reconfiguring the existing floor area on the first floor to include a studio and offices on 47 The Corso, Manly. The proposed development also includes the provision of wall-mounted bicycle racks and storage on the ground floor. Detailed floor plans of the proposed development prepared by Sandbox Studio are reproduced in Attachment A of this letter.

#### **DCP Parking Requirements**

#### Cars

Based on the car parking provision rates outlined in Schedule 3 – Part A1 of Manly Development Control Plan (DCP) 2013, the proposed development is required to provide 6 parking spaces as ascertained in the table below:

Landuse	Yield	DCP Parking Rates	DCP Parking Requirements
Commercial	94.53m <sup>2</sup>	1 space per 40m <sup>2</sup> of GFA	2
Residential	- 3 units	1 space for each dwelling	3
Residential Visitors		0.25 space for each dwelling	1
Total Required Parking Spaces			6

Table 2: DCP parking requirements for the proposed development



### Bicycle

Based on the bicycle parking provision rates outlined in Schedule 3 – Part A2 of Manly DCP 2013, the proposed development is required to provide 1 bicycle parking stand for every three car parking spaces with a minimum provision of one stand for each premises.

It is understood that the development proposes a total of 3 residential units, 3 office premises, 1 café and 1 retail premises. At the same time, the development is required to provide 6 parking spaces. Upon application of the above rates, the proposed development is required to provide 10 bicycle stands (1 stand x 8 premises + 2 stands for 6 parking spaces).

### Adequacy of Parking Provision

Given the existing heritage nature of the site combined with other site constraints, such as both frontage streets being dedicated pedestrian zones, it is not practicable to provide vehicle parking within the site. This fact has been acknowledged by Council's Traffic Engineer in the pre-DA meeting.

The proposed development provides a total of 13 bicycle racks, which is 3 racks more than the required provision. As such, this generous provision of bicycle racks is meant to offset the absence of vehicle parking spaces and encourage the proposed development users to adopt sustainable transport options as part of their daily routine.

The proposed development with bicycle parking provision is anticipated to function satisfactorily due to the following reasons:

- Manly Wharf is located within 300m radius of the subject site and serves as a strong interchange between buses and ferry services
- The availability of readily available ferry services to Circular Quay, bus services to surrounding Northern Beaches Suburbs and express bus services to Sydney CBD would make peak hour travelling easier for the site users.
- Limited parking availability in the surroundings and a strong public transport presence would encourage site users to adopt public transport and active travel options as their primary means of travel.
- Based on the 2016 census data, 41% of Manly residents were found to be using public transport
  as their mode of travel to work, whereas only 33% chose to travel to work by car. These stats
  prove that residents living in the area are already well informed of public transport options and
  prefer public transport for daily trips.
- The provision of on-site bicycle racks would also encourage the development users to adopt bicycles as a mode of travel for short trips.
- The availability of carsharing cars in the surroundings would allow commercial tenants to use them for business purposes. In contrast, residents are likely to use them for long trips or for shopping and day long trips.
- People who choose to live or work in the proposed development would be well aware of the parking situation and are likely to adopt an active lifestyle by walking and cycling to and from the proposed development.
- A green travel plan will also be provided to the residents and commercial/retail users to encourage modal shift and active travel.



### Traffic Impact Assessment

Since there is no provision for on-site parking spaces, the application of traffic generation rates outlined in the Transport for NSW Guide to Traffic Generating Developments would not reflect a real picture of the development's traffic generation.

As such, the proposed development is likely to generate more person-based trips than vehicular trips. The peak vehicular trips related to the site would generally be related to staff who get dropped off by someone else and are likely to be very limited in numbers. The retail element of the site is likely to attract visitors who are already present in the area and is unlikely to generate dedicated vehicular trips to the facility.

Nevertheless, the proposed development is expected to generate minimalistic traffic generation and is not expected to exacerbate the traffic conditions in the surrounding area.

### **Loading Activities**

All loading/unloading activities via service vehicles are likely to occur from Market Place street frontage during the early morning hours of 5am to 8am when Council permits vehicle access to Market Place.

### Construction Traffic Management Plan (CTMP)

It is understood that the construction vehicle access to the site will be allowed during Council permitted vehicular access hours to The Corso and Market Place. The client acknowledges the need for a detailed CTMP for the development site and is committed to working out an effective and safe construction traffic management strategy in coordination with the appointed builder and Council's Traffic Engineer.

### **Conclusion**

Based on the above, it is my assessment that:

- The proposed development is unlikely to add any significant number of vehicular traffic to the area.
- Due to no on-site parking provision and limited on-street and commuter parking opportunities, the development user is likely to adopt active travel and public transport for daily travel needs.
- The availability of bicycle parking and end of trip facilities to commercial tenants would also encourage commercial users to modal shift and adopt an active lifestyle.
- The proposed development is unlikely to generate any negative impact on the surrounding streets and overall traffic environment and is supportable on traffic planning grounds.



I trust the above is sufficient for your purpose. Should you have any questions or require further information, please do not hesitate to contact me on 02 8005 8042.

Yours faithfully

**Sid Ali** Technical Director Traffic and Transport Planning Solutions Pty Ltd



# ATTACHMENT A

# **Architectural Plans**

# **DEVELOPMENT APPLICATION**

# 47 THE CORSO MANLY NSW 2095

### **DRAWING LIST**

### LOCATION PLAN (NTS)

NO.	DESCRIPTION
A01	TITLE PAGE
A02	AREA DIAGRAMS
A03	SITE ANALYSIS
A04	EXISTING PLANS
A05	DEMOLITION PLANS
A06	PROPOSED - FLOOR PLANS
A07	PROPOSED - FLOOR PLANS
A08	SOUTH EAST ELEVATION
A09	NORTH WEST ELEVATION
A10	NORTH EAST ELEVATION
A11	SOUTH WEST ELEVATION
A12	SECTIONS
A13	SECTIONS
A14	FINISHES SCHEDULE
A15	FINISHES SCHEDULE
A16	FINISHES SCHEDULE
A17	SHADOW DIAGRAM - 21 JUN 900h
A18	SHADOW DIAGRAM - 21 JUN 1200h
A19	SHADOW DIAGRAM - 21 JUN 1500h
A20	VIEW ANALYSIS
A21	HEIGHT PLANE DIAGRAM
A22	INTERNAL SOLAR ACCESS DIAGRAMS - FIRST FLOOR - WINTER SOLSTICE
A23	INTERNAL SOLAR ACCESS DIAGRAMS - FIRST FLOOR - EQUINOX
A24	INTERNAL SOLAR ACCESS DIAGRAMS - SECOND FLOOR - WINTER SOLSTICE
A25	INTERNAL SOLAR ACCESS DIAGRAMS - SECOND FLOOR - EQUINOX
A26	BASIX COMMITMENTS
A27	PHOTOMONTAGE

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PERSPECTIVE OF PROPOSED REAR ELEVATION (MARKET PLACE)



FROM THE CORSO)

DATE 08.07.2024

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REVISION DESCRIPTION A DEVELOPMENT APPLICATION

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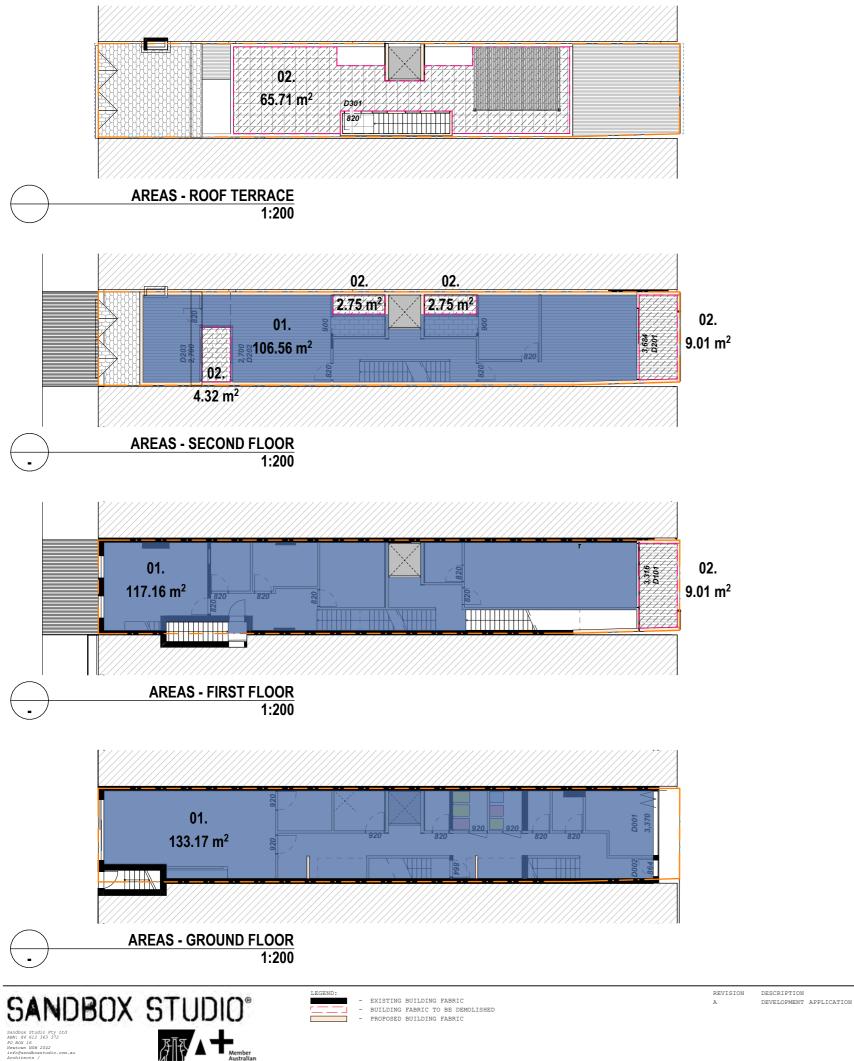
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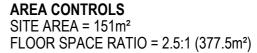
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DATE 08.07.2024

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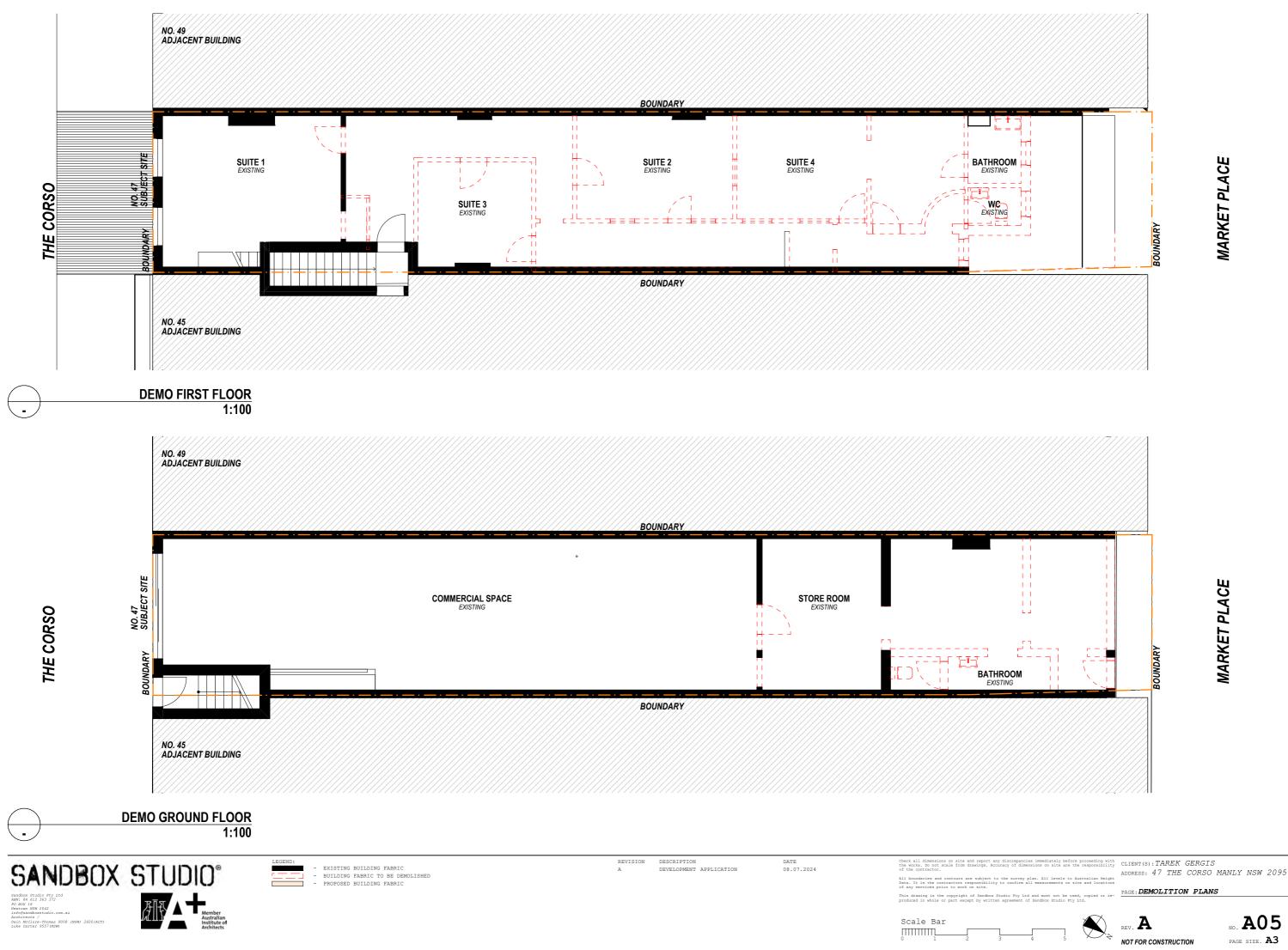


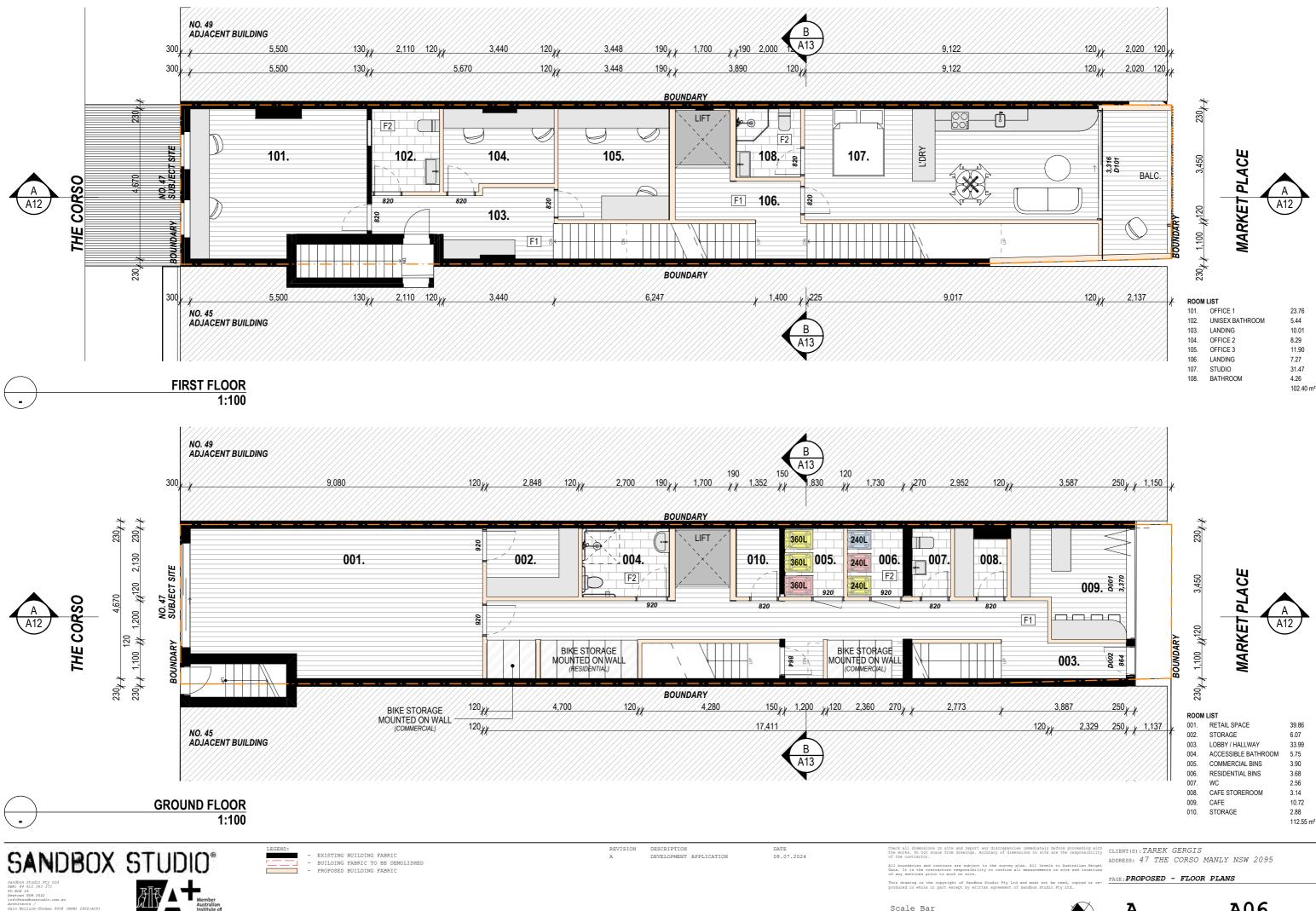








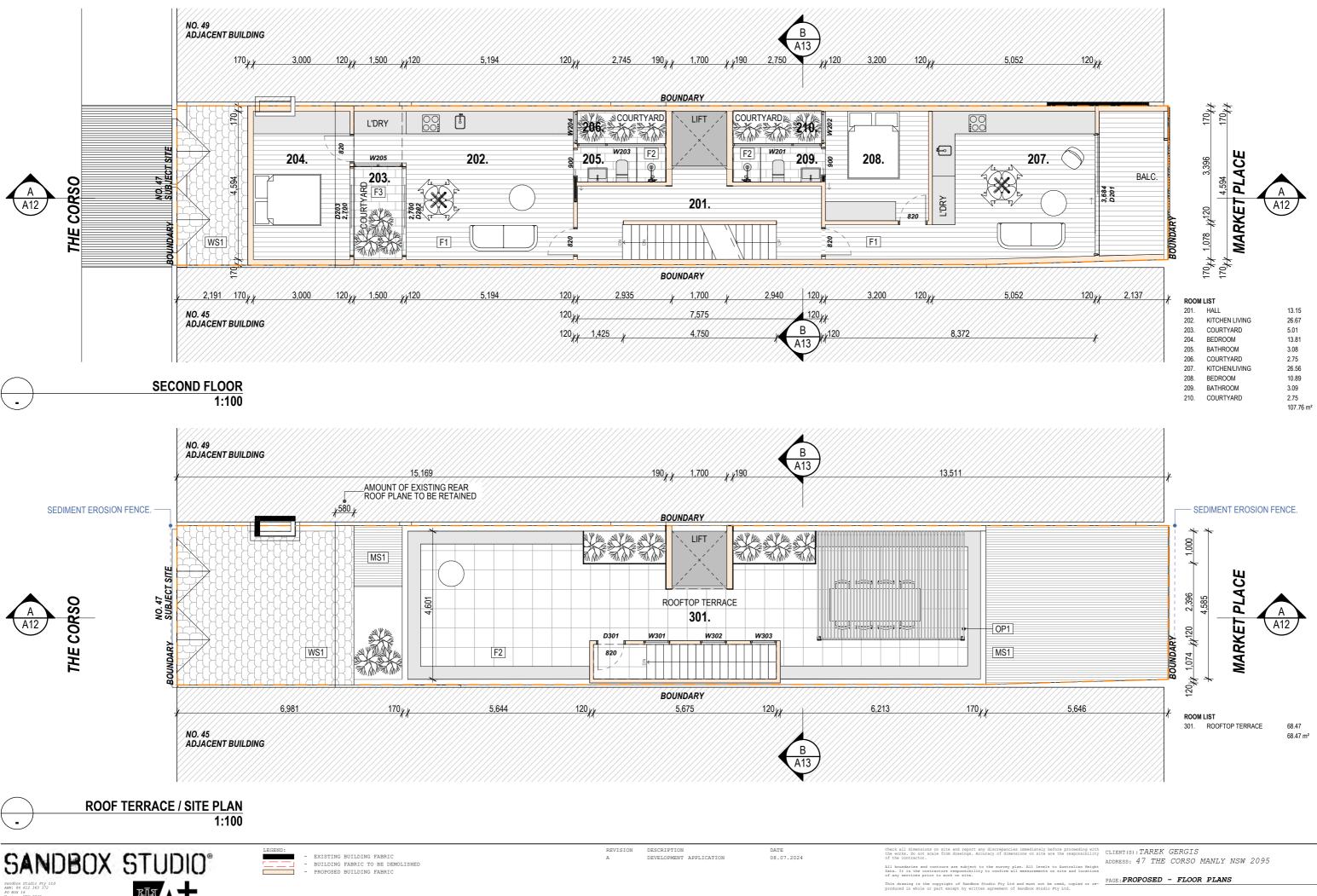


























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DATE 08.07.2024

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PAGE: NORTH WEST ELEVATION









# ATTACHMENT B Public Transport Maps



#### How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures at transportnsw.info

#### **Real-time planning**

You can plan your trip with real-time information using the Trip Planner or Departures at **transportnsw.info** or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick-up and arrival times
- · receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at transportnsw.info/apps

#### Accessible services

All ferries and new wharves on the network are wheelchair accessible. Wheelchair accessible wharves are indicated with a **B** icon on the map at the back of this timetable. However, some older wharves may not have the facilities you need. Visit **transportnsw.info** to find wharves with the facilities to help you get around. At low tide, ramp gradients increase. Wheelchair assistance may be required.

#### Who is providing my ferry services?

The ferry services shown in this timetable are run by Sydney Ferries.

#### Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.



#### **Opal cards**

An Opal card is a smartcard you keep and reuse. Add value before you travel, and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, the Central Coast, the Hunter and the Illawarra.

#### Which Opal card is right for you?

Adult - Customers 16 years or older who are not entitled to any concessions and normally pay full fare.

**Child/Youth** – For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

Gold Senior/Pensioner - For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.

**Concession** – For eligible tertiary students, job seekers, apprentices and trainees.

#### How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign Q. To find your nearest retailer visit **transportnsw.info/opal** 

If you are eligible to travel with concession fares, you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit **transportnsw.info/opal** for more information.

#### **Contactless payments**

If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at transportnsw.info/contactless

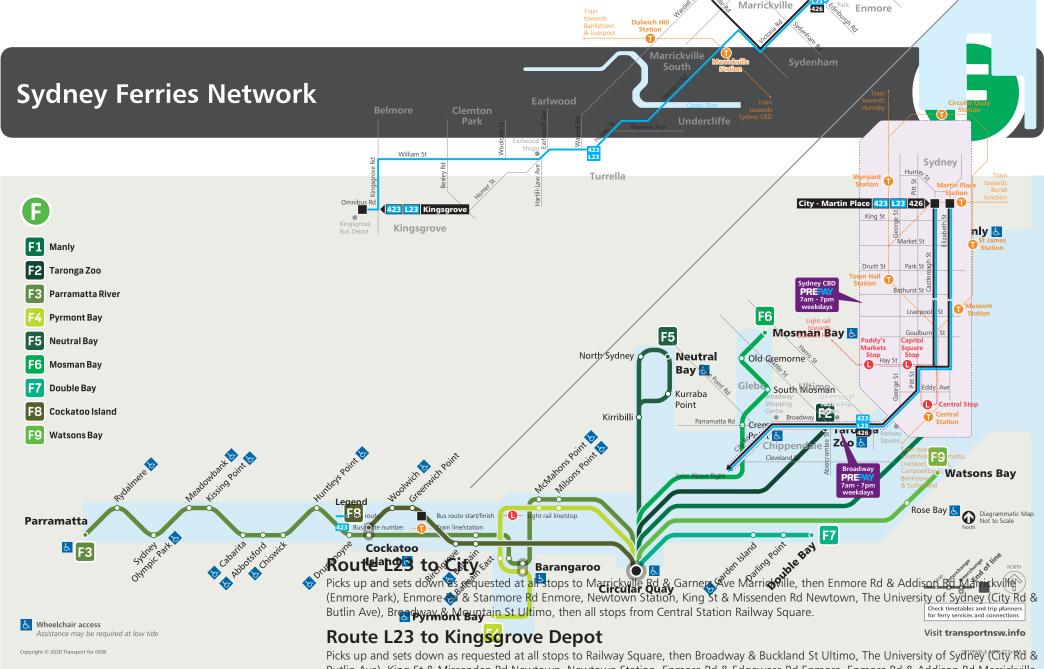
#### **Explanation of definitions and symbols**

At Circular Quay, departure or arrival wharf may change at short notice. Please check indicator boards and listen for announcements.

Image: Wheelchair AccessibleFWFreshwater FerryFFriday onlySaSaturday onlyESaEaster Saturday only

Manly Ferry gates close two minutes before scheduled departure times.

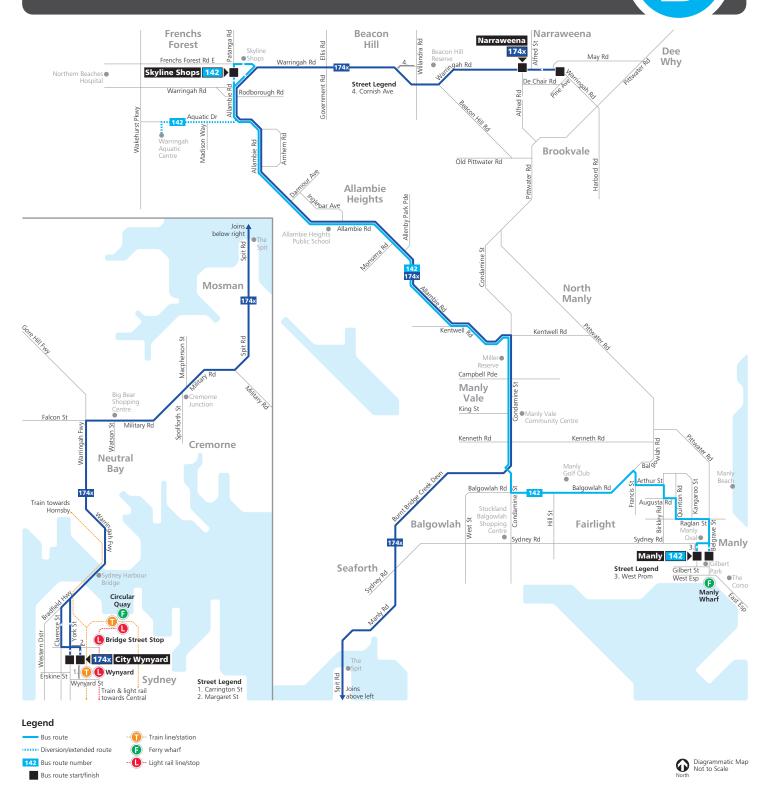




Picks up and sets down as requested at all stops to Railway Square, then Broadway & Buckland St Ultimo, The University of Sydney (City Rd & Butlin Ave), King St & Missenden Rd Newtown, Newtown Station, Enmore Rd & Edgeware Rd Enmore, Enmore Rd & Addison Rd Marrickville (Enmore Park), then all stops from Marrickville Rd & Illawarra Rd Marrickville.



# Routes 142, 174x



# Route 174x to City Wynyard

Picks up and sets down passengers at all stops to Kenneth Road Manly Vale, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

### Route 174x to Narraweena

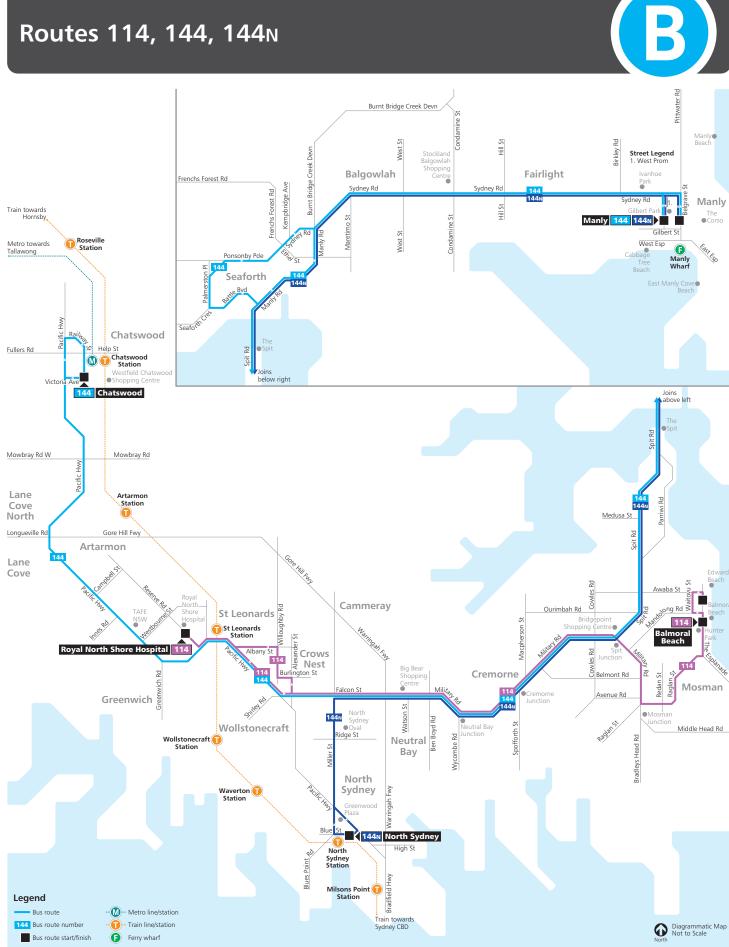
Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, Kenneth Road Manly Vale, then all stops.



# transportnsw.info

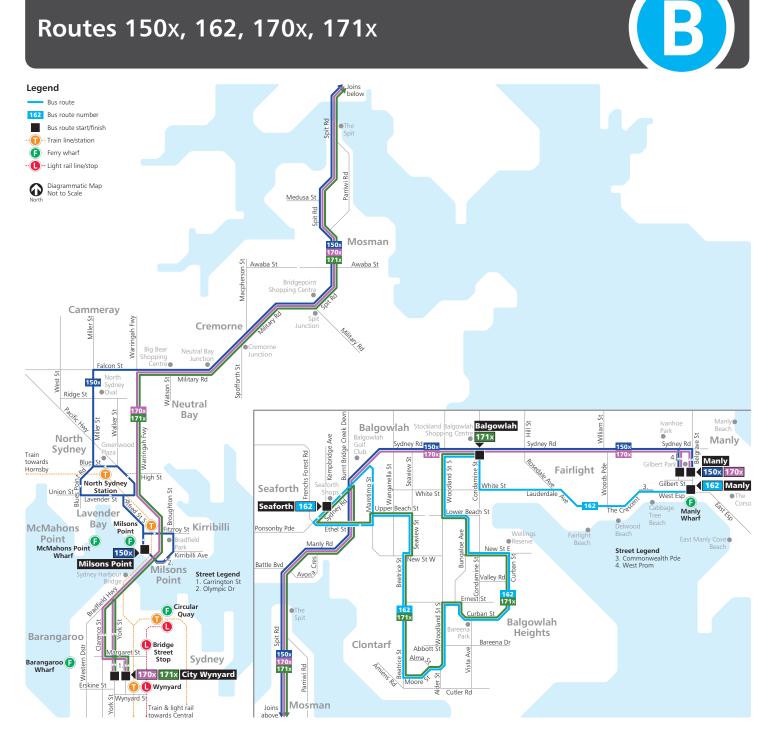
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# Routes 114, 144, 144N





# Routes 150x, 162, 170x, 171x



### Route 150x to Milsons Point

Picks up passengers only at Manly Wharf, then picks up and sets down passengers at all stops to Spit Junction, then Cremorne Junction, Watson Street (Neutral Bay), then all stops.

# Route 170x to City Wynyard

Picks up and sets down passengers at all stops to Avona Crescent Seaforth, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

### Route 171x to City Wynyard

Picks up and sets down passengers at all stops to Spit Junction, then Neutral Bay Junction, and Wynyard.



# Route 150x to Manly

Picks up passengers only at Milsons Point Wharf, then picks up and sets down passengers at all stops to Big Bear (Neutral Bay), then Cremorne Junction, Spit Junction, then all stops.

### Route 170x to Manly

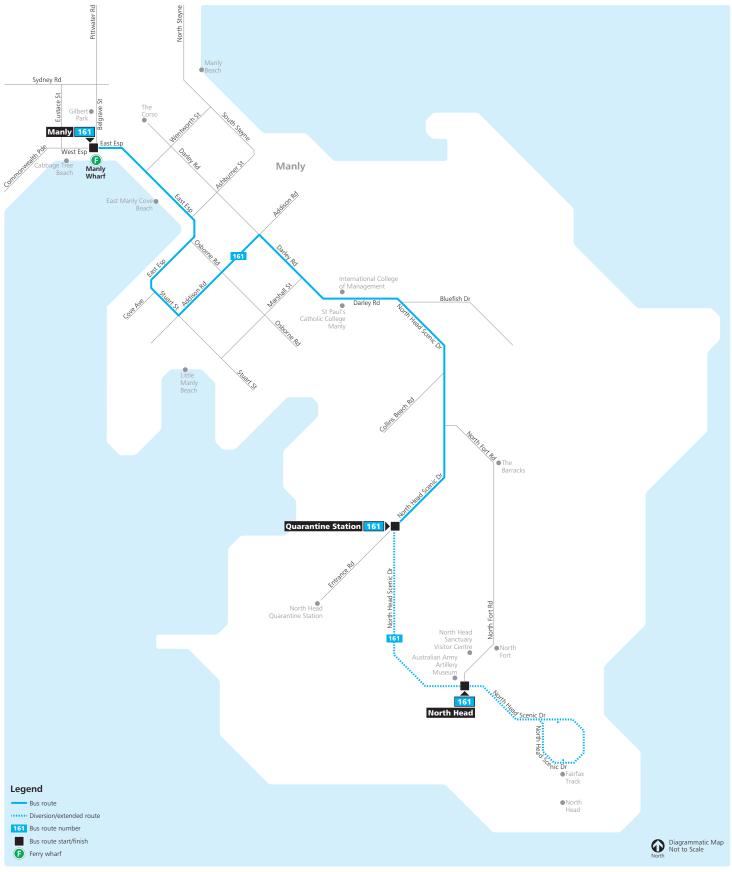
Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, then all stops from Avona Crescent Seaforth.

# Route 171x to Balgowlah

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, then all stops.

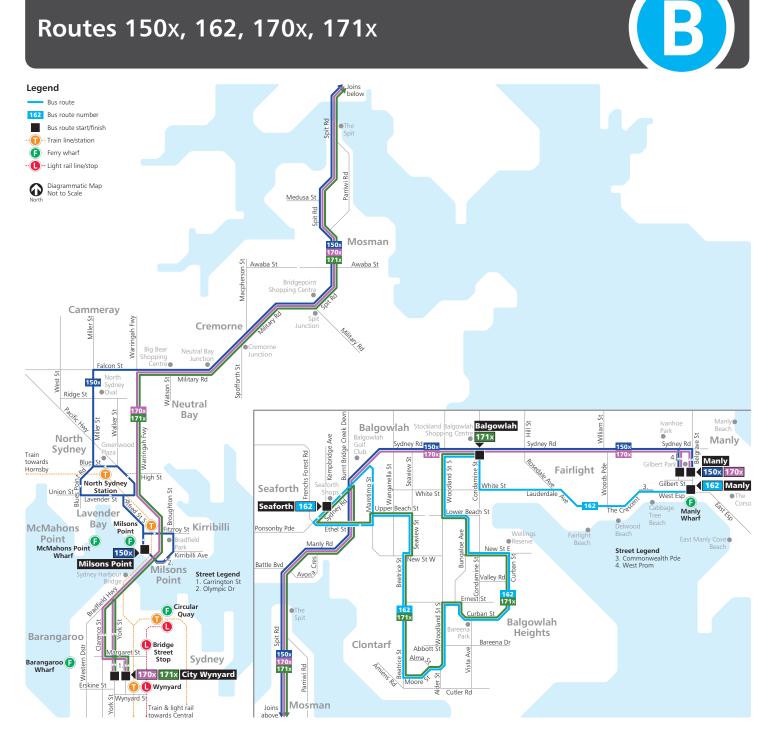
Route 161







# Routes 150x, 162, 170x, 171x



### Route 150x to Milsons Point

Picks up passengers only at Manly Wharf, then picks up and sets down passengers at all stops to Spit Junction, then Cremorne Junction, Watson Street (Neutral Bay), then all stops.

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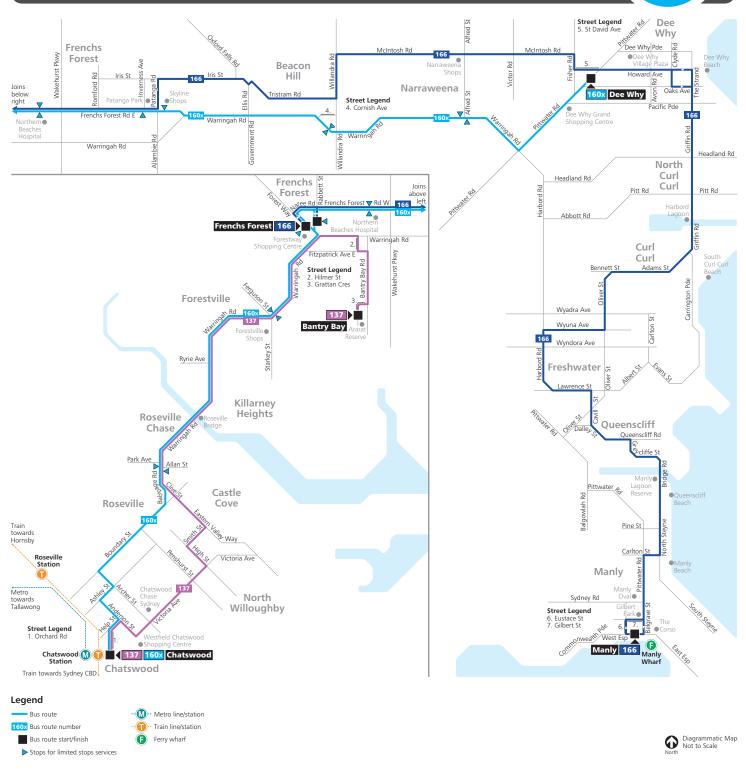
### Route 170x to Manly

Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, then all stops from Avona Crescent Seaforth.

# Route 171x to Balgowlah

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, then all stops.

# Routes 137, 160x, 166



### Route 160x to Dee Why

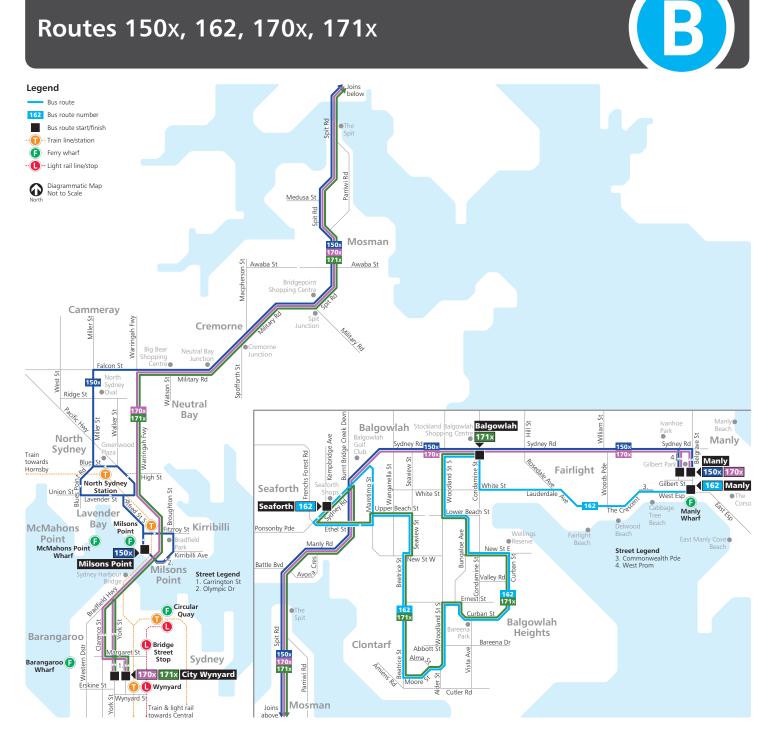
Picks up passengers only at Chatswood Interchange, then picks up and sets down passengers at Park Ave Roseville, Ferguson St Forestville, Forestway Shopping Centre, Northern Beaches Hospital, Skyline Shops, Willandra Rd Beacon Hill, Alfred St Narraweena, and Dee Why B-Line.

### Route 160x to Chatswood

Picks up passengers only at Dee Why Shops, then picks up and sets down passengers at Alfred St Narraweena, Willandra Rd Beacon Hill, Skyline Shops, Northern Beaches Hospital, Forestway Shopping Centre, Starkey St Forestville, Allan St Roseville Chase, and Chatswood Interchange.



# Routes 150x, 162, 170x, 171x



### Route 150x to Milsons Point

Picks up passengers only at Manly Wharf, then picks up and sets down passengers at all stops to Spit Junction, then Cremorne Junction, Watson Street (Neutral Bay), then all stops.

# Route 170x to City Wynyard

Picks up and sets down passengers at all stops to Avona Crescent Seaforth, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

### Route 171x to City Wynyard

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Picks up passengers only at Milsons Point Wharf, then picks up and sets down passengers at all stops to Big Bear (Neutral Bay), then Cremorne Junction, Spit Junction, then all stops.

### Route 170x to Manly

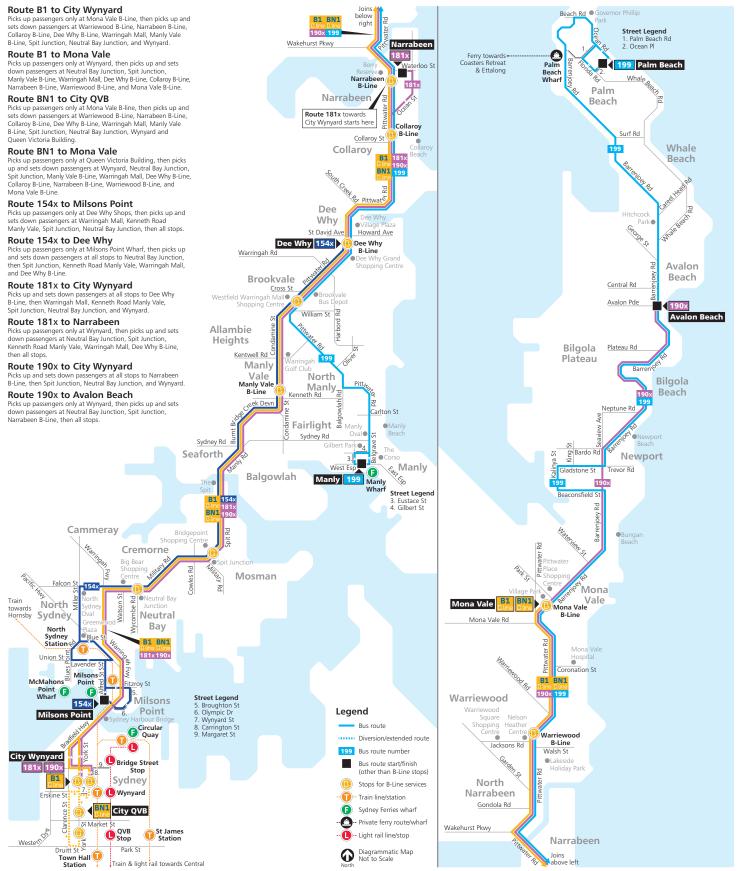
Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, then all stops from Avona Crescent Seaforth.

# Route 171x to Balgowlah

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, then all stops.

# Routes B1, BN1, 154x, 181x, 190x, 199

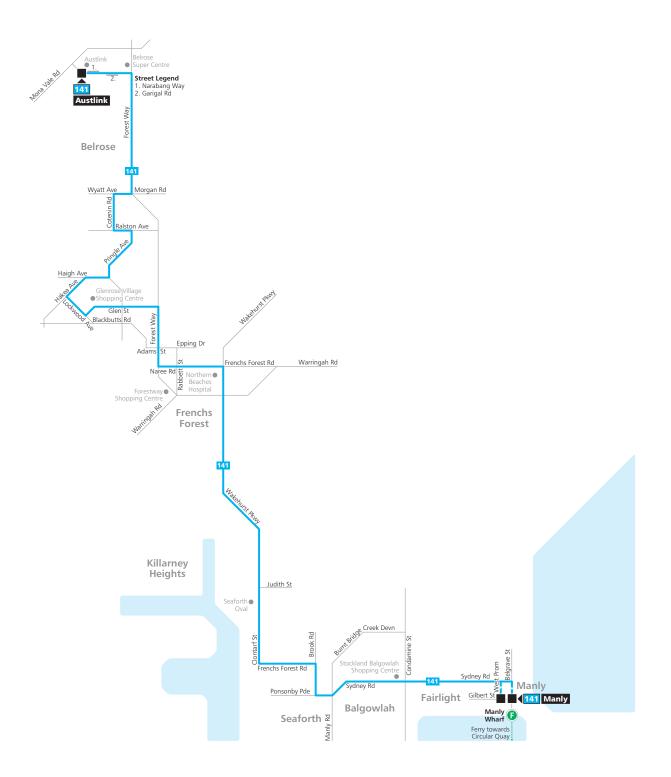






Route 141







Diagrammatic Map Not to Scale

