

Proposed Alterations & Additions to an  
Existing Mixed Use Building

**19-21 The Corso, Manly**

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**TRAFFIC AND PARKING ASSESSMENT REPORT**

30 April 2019

Ref 18795

**VARGA TRAFFIC PLANNING** Pty Ltd  
**Transport, Traffic and Parking Consultants** 

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## 1. INTRODUCTION

This report has been prepared to accompany a development application to Council for the proposed alterations and additions to an existing mixed use residential/commercial building located at 19-21 The Corso, Manly (Figures 1 and 2).

The proposed development involves the alterations and additions to the existing residential shop top building on the site, including the extension of the existing third floor level to accommodate an additional two bedroom apartment.

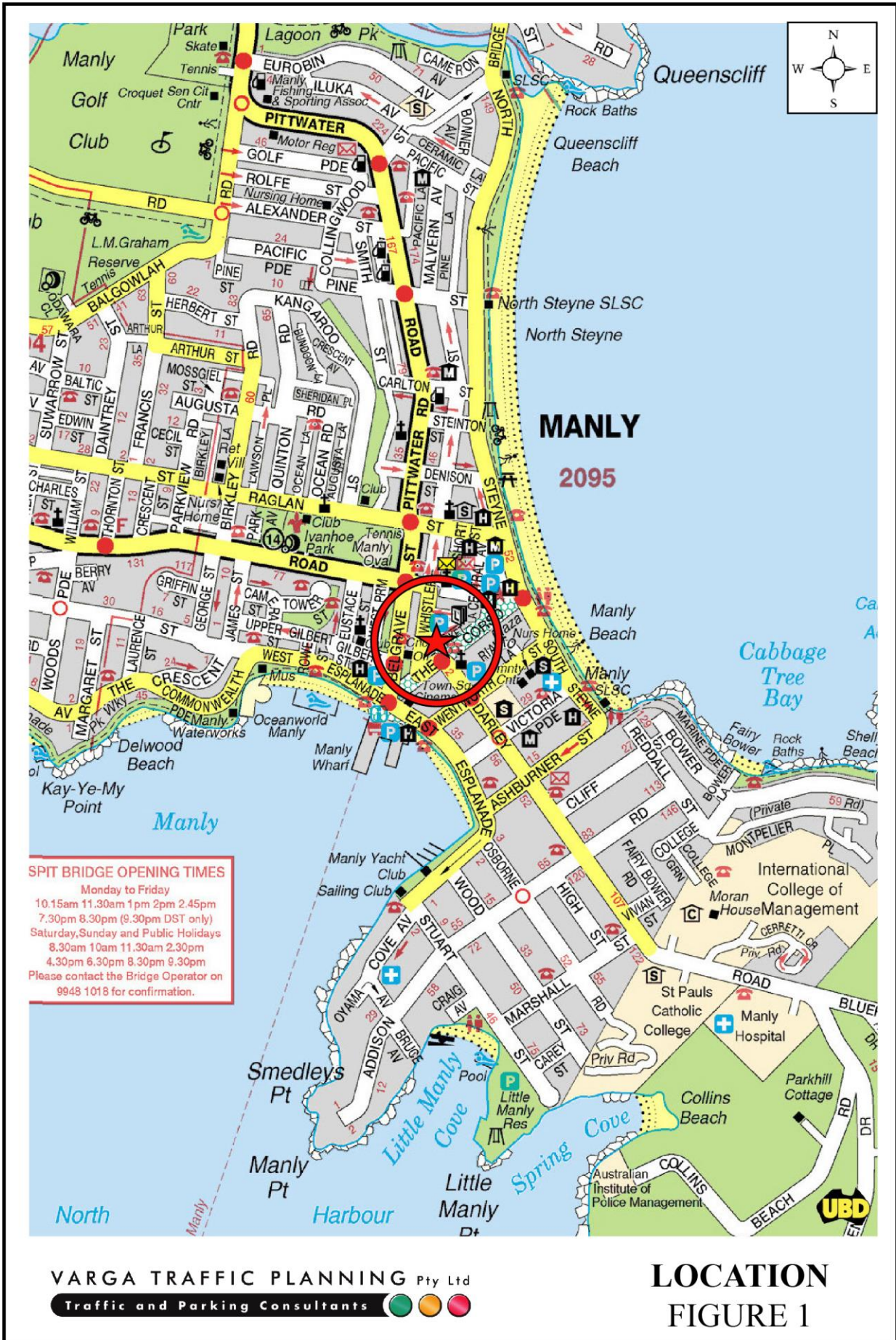
Due to existing site constraints, no off-street car parking can be provided on the site, noting that the existing mixed use building also does not provide any off-street parking.

Notwithstanding, the site is ideally located to discourage private car ownership and usage, and to encourage greater use of alternate forms of transport such as walking, cycling or public transport. In particular, the site is readily accessible via a significant number of bus routes operating along Belgrave Street and West Esplanade. Furthermore, the site is located approximately 200m north of the Manly Wharf Ferry.

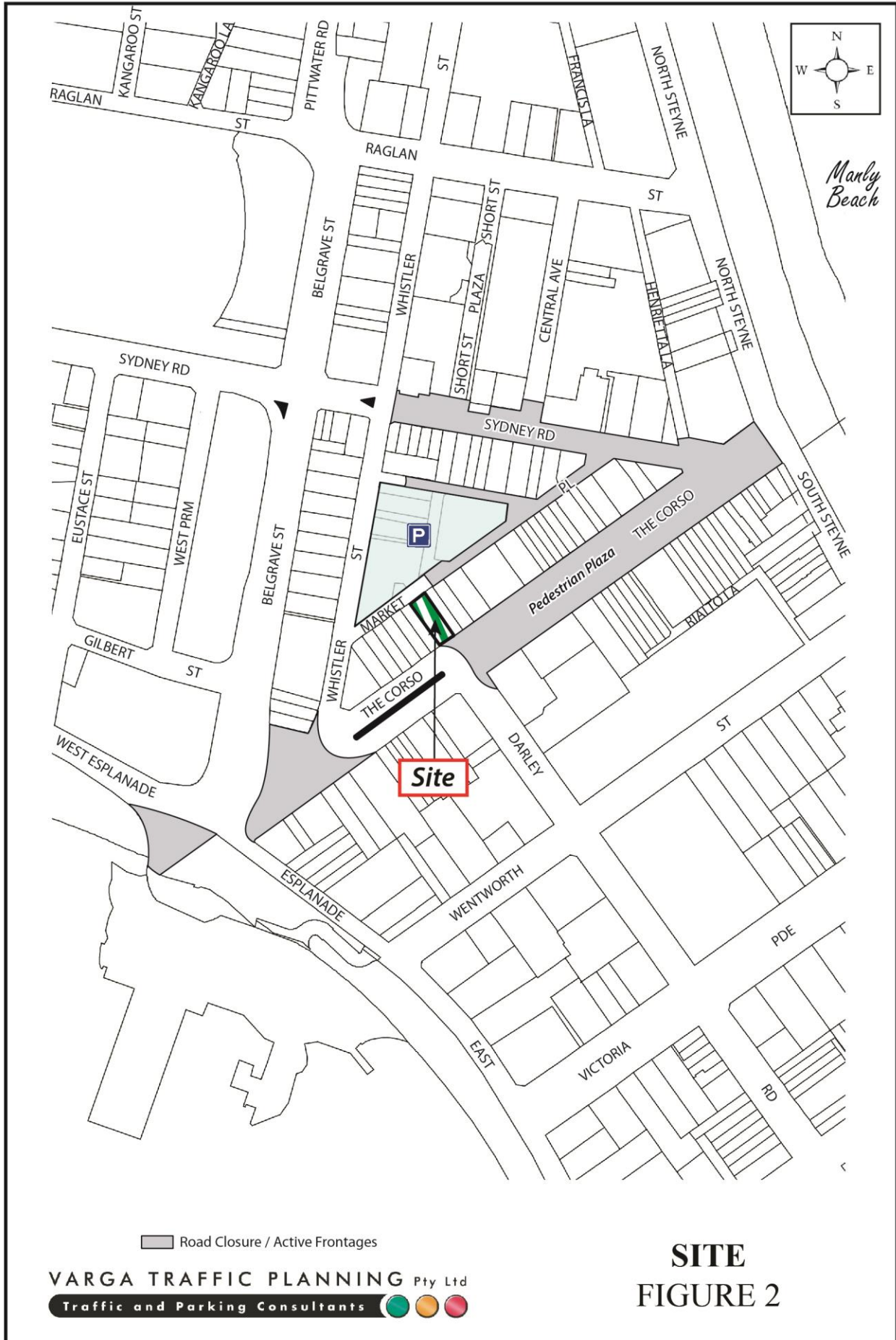
The purpose of this report is to assess the traffic, parking and loading implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- reviews the alternative forms of transport available in the vicinity of the site
- estimates the traffic generation potential of the development proposal, having regard for the lack of existing and future off-street parking on the site
- assesses the traffic implications of the development proposal in terms of road network capacity

- reviews the existing and proposed car parking provisions on the site
- assesses the adequacy of the public bicycle facilities available in the vicinity of the site.







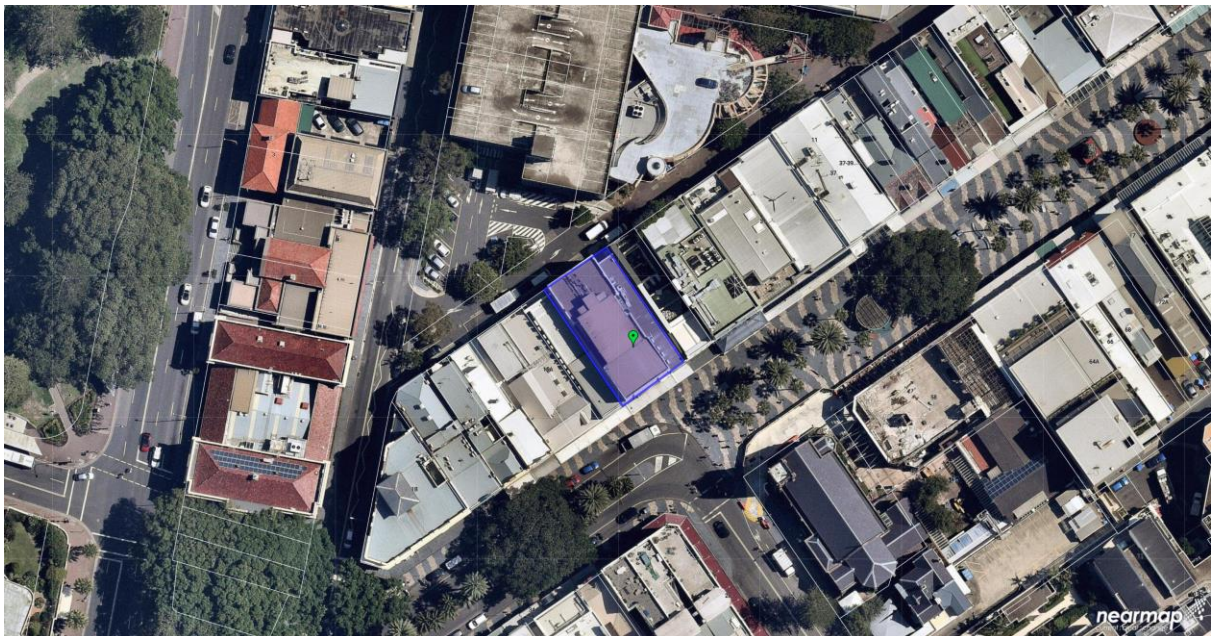
## 2. PROPOSED DEVELOPMENT

### Site

The subject site is located on the northern side of The Corso, directly opposite the Darley Road intersection, and extends through to Market Place. The site has street frontages of approximately 12m in length to both The Corso and Market Place.

The subject site is zoned *B2 Local Centre* and is currently occupied by an existing four-storey mixed use development. The ground floor level is currently used for retailing purposes whilst the upper three levels comprise a total of 10 residential apartments, consisting of 4 x one bedroom apartments and 6 x two bedroom apartments.

A recent aerial image of the subject site is reproduced below, including the adjacent *Ivanhoe Hotel* and the nearby Council car park (Whistler Car Park) located at the rear of the site, off Market Place.



The existing development does not make any provision for off-street parking.

It is noted also that The Corso and Market Place site frontages are *active street frontages*, with pedestrian-only links to Manly Beach.

## Proposed Development

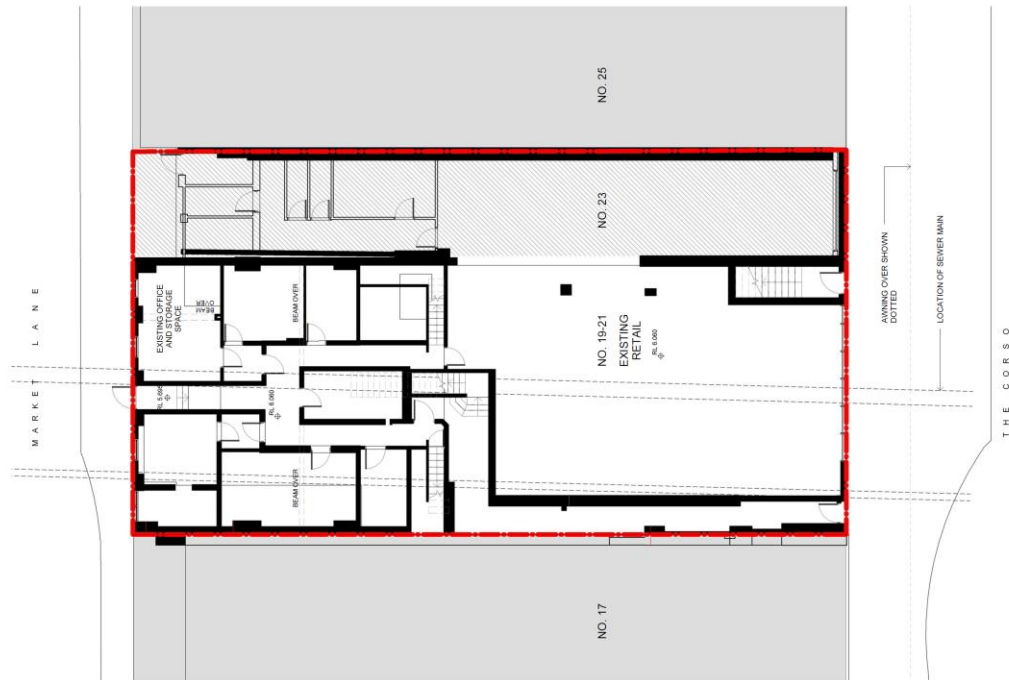
The proposed development involves the alterations and additions to the existing four-storey mixed use building on the site. Key features of the proposed works are as follows:

- conversion of the existing third floor roof terrace area to a new/additional two bedroom apartment
- internal reconfigurations to the existing ground floor retail space including lowering of the finished floor level within the back-of-house storage/lobby area and infilling the existing party wall dividing No.19-21 & No.23 The Corso. Any change in retail floor space as a consequence of the modifications will be minor, if any
- internal reconfigurations and minor extension to the existing residential apartments to create a more *open plan* layout
- removal of the two existing stairway access to facilitate the new passenger lift
- new stairway access along the western boundary of the site
- new frameless glazed shopfronts

As noted in the foregoing, due to site constraints there is no opportunity to provide off-street parking on the site.

Plans of the proposed development have been prepared by *NBRS Architecture* and are reproduced in the following pages.





**1** EXISTING GROUND FLOOR PLAN  
1:100

NO.	DATE	DESCRIPTION	CHK'D
A	2020/09	PRE SUBMISSION	AT
B	2020/10	PRE SUBMISSION	AT
C	2020/10	PRE SUBMISSION	AT

**PRELIMINARY**



**2** EXISTING FIRST FLOOR PLAN  
1:100

Drawing Title  
**EXISTING FLOOR PLANS**

Project  
**MANLY CORSO APARTMENTS  
REFURBISHMENT + ADDITIONS**

Architect  
**NBRSARCHITECTURE.**  
Springwood QLD  
A firm of architects in the name of NBRS Architecture Pty Ltd  
NBRS Architecture Pty Ltd  
17349-A-03  
© 2017

Date 4/18/2018 4:47:48 PM  
Scale 1:100 @ A1  
Drawing Reference  
17349-A-03  
Revision  
C



2 EXISTING THIRD FLOOR PLAN  
1:100



1 EXISTING SECOND FLOOR PLAN  
1:100

Issue	Description	Date
A	PRELIMINARY	AT
B	PRELIMINARY	AT
C	PRELIMINARY	AT

**PRELIMINARY**

Drawing Title  
EXISTING FLOOR PLANS

Project  
MANLY CORSO APARTMENTS  
REFURBISHMENT + ADDITIONS  
S.P. 12989  
19-21 THE CORSO, MANLY  
HERON PROPERTIES PTY LTD

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Scale 1:0 @ A1 or 1:0 @ A3  
Drawing Reference 17349-A-04  
Revision C



2 FIRST FLOOR - PROPOSED  
1:100



1 GROUND FLOOR - OPTION 3 PROPOSED  
1:100

LAYOUT CONFIRMATION ON HOLD - AWAITING CONSULTANT ADVICE

- EXISTING WALLS
- PROPOSED WALLS
- NO.25 - UNDER SEPARATE DA
- EXISTING FLOOR TO BE LOWERED

**PRELIMINARY**

ISSUE	Date	Description	CHN
A	01/08/18	PRE DA SUBMISSION	AT
B	20/08/18	PRE DA SUBMISSION	AT
C	20/08/18	PRE DA SUBMISSION	AT
D	04/09/18	PRE DA SUBMISSION	AT

Drawing Title  
**GROUND AND FIRST FLOOR PLAN**  
REFURBISHMENT + ADDITIONS

Project  
**MANLY CORSO APARTMENTS**  
REFURBISHMENT + ADDITIONS

S.P. 12889  
S.1-21 THE CORSO, MANLY  
NSW 1585

HEUCK PROPERTIES PTY LTD

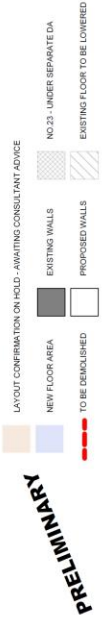
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Scale: As indicated @ A1  
Drawing Reference: 17349-A-05  
Revision: D



2 THIRD FLOOR - PROPOSED  
1:100

1 SECOND FLOOR - PROPOSED  
1:100



No.	Date	Description	CHK'd
A	10/08/18	PRE DA SUBMISSION	AT
B	22/08/18	PRE DA SUBMISSION	AT
C	22/08/18	PRE DA SUBMISSION	AT
D	10/08/19	PRE DA SUBMISSION	AT

Drawing Title  
**SECOND AND THIRD FLOOR PLAN**

Project  
**MANLY CORSO APARTMENTS  
at  
REFURBISHMENT + ADDITIONS**

S.P. 12988  
SHELF LIFE CORSO, MANLY  
for  
HELDKY PROPERTIES PTY LTD

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Date 4/18/2019 4:47:55 PM  
Scale As indicated @ A1  
Drawing Reference  
**17349-A-06**  
Revision  
**D**







1 ELEVATION - MARKET LANE  
1:100



2 ELEVATION - THE CORSO  
1:100

Issue	Date	Description	CHK
A	14/02/19	PRE DA SUBMISSION	AT
B	27/02/19	PRE DA SUBMISSION	AT
C			

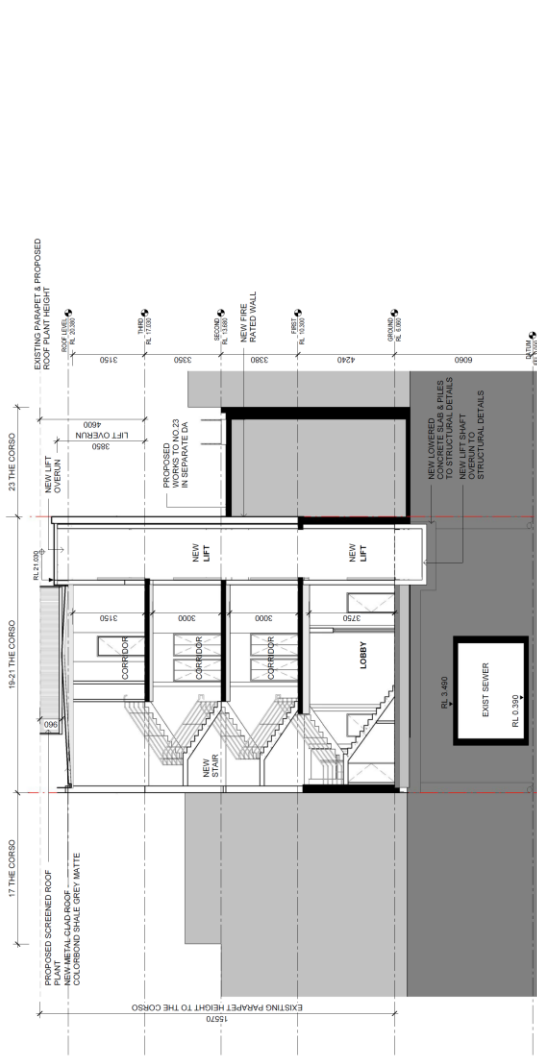
**PRELIMINARY**

Drawing Title  
**ELEVATIONS**

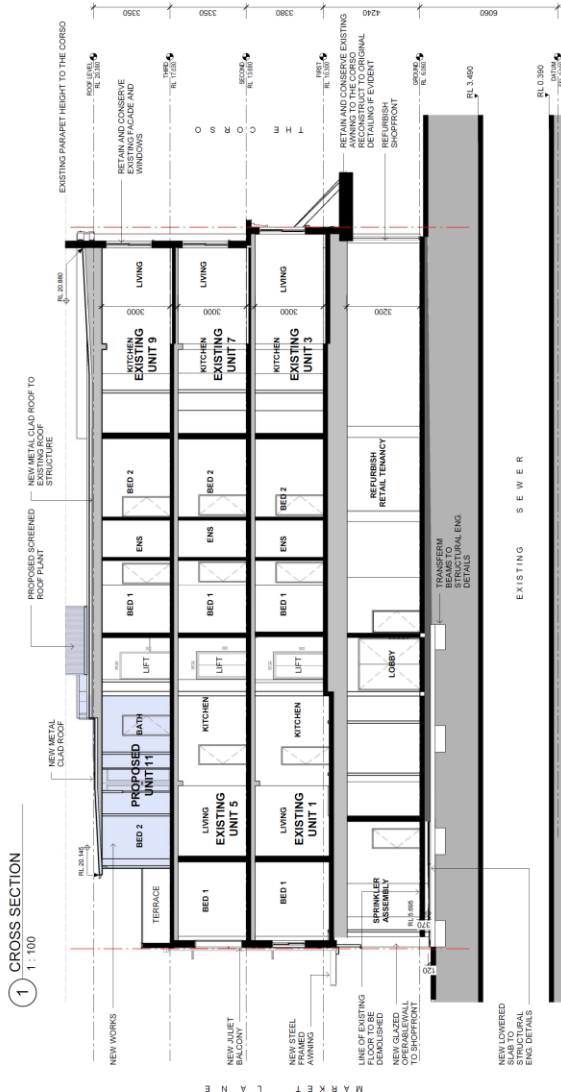
Project  
**MANLY CORSO APARTMENTS  
REFURBISHMENT + ADDITIONS**

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Scale 1:100 (B-A1)  
Drawing Reference  
**17349-A-08**  
Revision  
**C**



1 CROSS SECTION  
1:100



2 LONG SECTION  
1:100

No.	Date	Description	CHKD
A	11/08/18	PRE DA SUBMISSION	AT
B	27/08/18	PRE DA SUBMISSION	AT
C			

**PRELIMINARY**

Drawing Title  
SECTIONS

Project  
MANLY CORSO APARTMENTS  
REFURBISHMENT + ADDITIONS  
at  
15-17 THE CORSO, MANLY  
for  
HELDON PROPERTIES PTY LTD

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15-17 THE CORSO, MANLY  
NSW 1522 24 05 05  
© 2017

Date 4/18/2019 4:48:05 PM  
Scale 1:100 @ A1  
Drawing Reference  
17349-A-09  
Revision  
C

### 3. TRAFFIC ASSESSMENT

#### Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

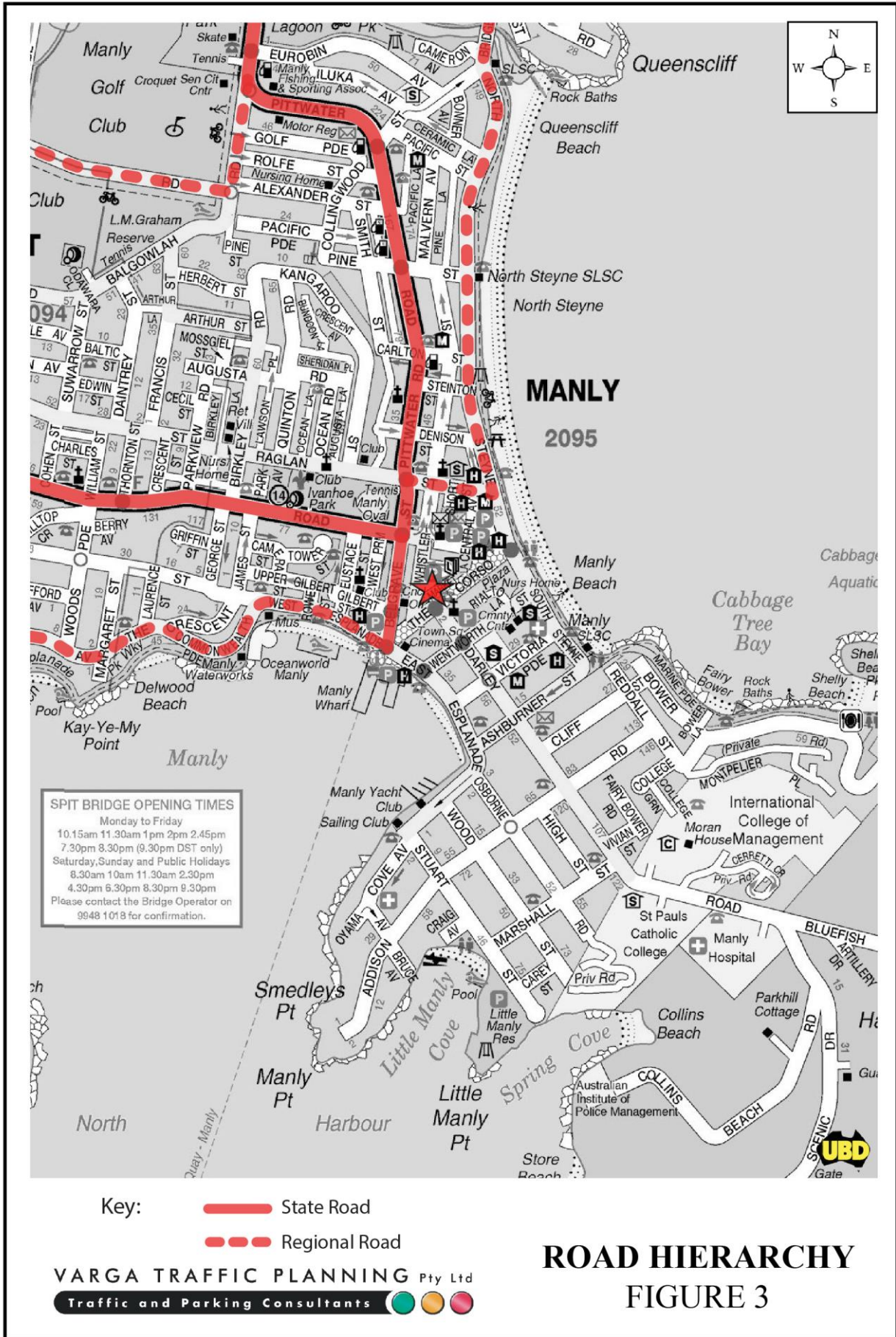
Belgrave Street / Pittwater Road is classified by the RMS as a *State Road* and provides the key north-south road link in the area, linking Manly to Church Point. It typically carries one traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted on both sides of the road.

Sydney Road is also classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Seaforth to Manly. It typically carries one traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted on both sides of the road.

West Esplanade / Commonwealth Parade / Lauderdale Avenue is classified by the RMS as a *Regional Road* and provides the key east-west road link in the area, linking Belgrave Street and Sydney Road. It typically carries one traffic lanes in each direction in the vicinity of the site, with kerbside parking permitted in selected locations, subject to signposted restrictions.

The Corso (west of Darley Road) is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the roads, with a wide landscaped central island dividing the eastbound and westbound movements.

The eastern section of The Corso, including along the entire site frontage is pedestrianised to provide pedestrian access to frontage properties, with direct linkage to the Manly Beachfront. No vehicular access is permitted along this section of the road.



Market Place is a local, unclassified service lane which is primarily used to provide rear vehicular and pedestrian access to properties fronting The Corso and also provides access to Council's public car parking areas. Kerbside parking is generally permitted along the southern side of the laneway, subject to signposted restrictions.

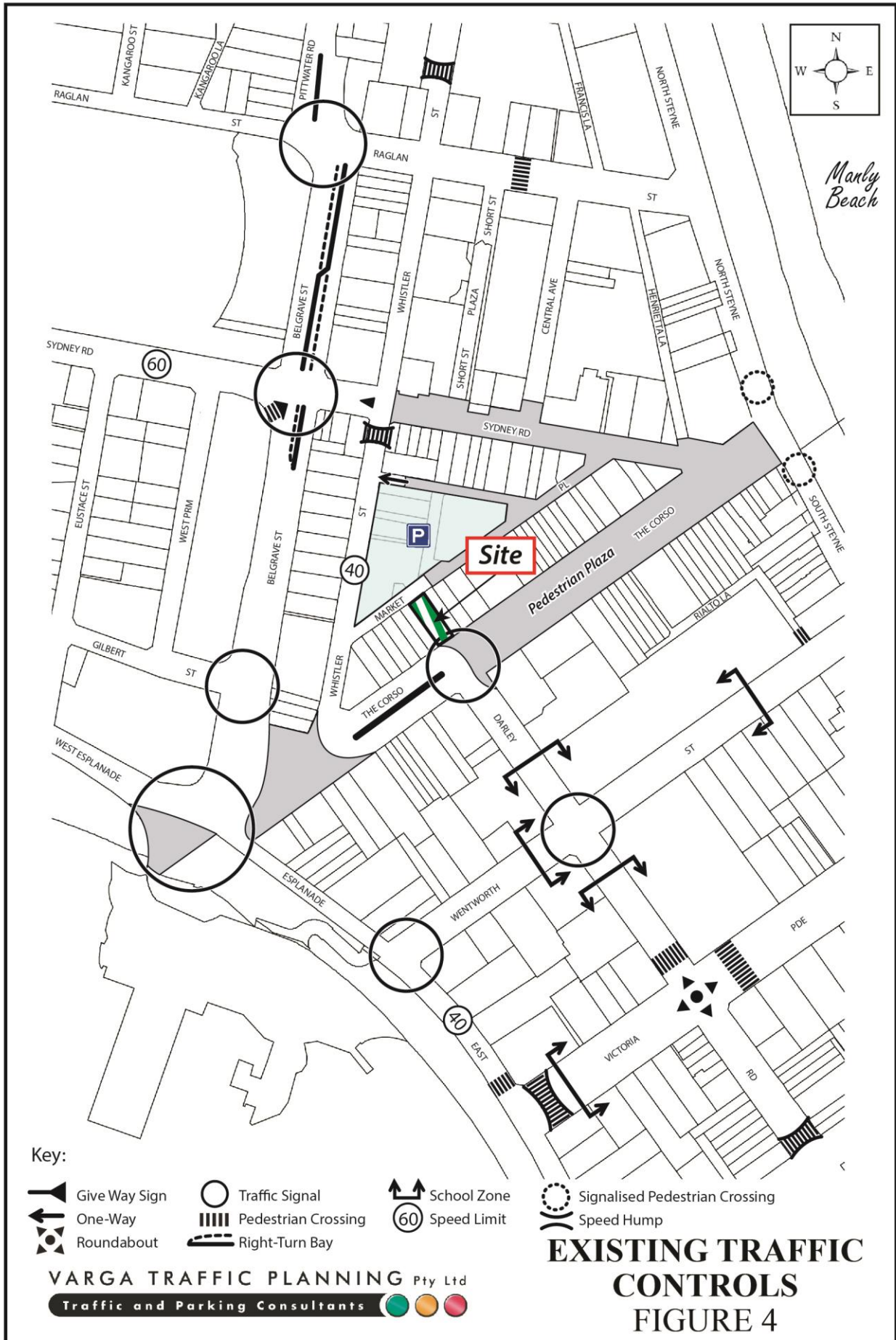
The eastern section of Market Place (east of the site) is also pedestrianised to provide pedestrian access to frontage properties. Vehicular access is generally prohibited, with No Entry restrictions between 8am and 5pm, every day. Bollards are located along the laneway to restrict vehicular access through the laneway.

### **Existing Traffic Controls**

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Sydney Road
- a 40 km/h SPEED LIMIT which applies to Whistler Street, The Corso, Market Place and all other local roads in the vicinity of Manly town centre
- a 40 km/h SCHOOL ZONE SPEED LIMIT which applies to Darley Road in the vicinity of the site and also to Wentworth Street and Victoria Parade in the vicinity of Manly Village Public School
- TRAFFIC SIGNALS in The Corso where it intersects with Darley Road and also Wentworth Street
- TRAFFIC SIGNALS in Darley Street where it intersects with Wentworth Street
- TRAFFIC SIGNALS in Belgrave Street where it intersects with East Esplanade, Gilbert Street and also Sydney Road
- a PEDESTRIAN CROSSING located along Whilster Street immediate north of The Corso intersection





- a PEDESTRIAN CROSSING located along Darley Street immediate north of The Corso intersection
- a ROUNDABOUT located along Darley Road where it intersects with Victoria Parade
- RIGHT TURN HOLDING LANE along Belgrave Street turning onto Sydney Road.

### **Existing Public Transport Services**

Manly Ferry Wharf is located approximately 200m walking distance south-west of the site which is serviced by the F1 Manly service, operating between Manly and Circular Quay. Ferry services operate out of Manly Wharf seven days per week, with services every 20-30 minutes every day.

There are also currently 15 bus routes travelling within approximately 300m walking distance of the site as illustrated on the attached bus route map (Figure 5). In summary there are approximately 800 bus services that transverses along Belgrave Street and West Esplanade in the vicinity of the site on weekdays, decreasing to approximately 610 bus services per day on Saturdays and approximately 570 services on Sunday and public holidays, as set out in the table on the following page.

The abovementioned bus services also provide connections with the suburban rail network at railway stations such as Chatswood, St Leonards and Wynyard Station. The ferry services at Manly Wharf and the remaining bus services also provide access to a number of shopping centres, CBD areas and hospitals.

The site is also located within the heart of Manly's CBD area which includes a wide range of essential shops and services including a supermarket, cafés, restaurants, fruit market, butchery, bakery, seafood shop, bottle shop, post office, pharmacy, optometrist, newsagency, hair dresser and beautician.

The site is therefore considered to be highly accessible to essential services and public transport options.

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
135	North Head to Warringah Mall via Manly	23	23	12	12	12	12
136	Chatswood to Manly	80	85	63	64	60	61
139	Warringah Mall to Manly via South Curl Curl	44	32	29	30	29	29
141	Austlink to Manly via Frenchs Forest & Seaforth	22	22	21	21	21	21
142	Allambie to Manly	21	27	18	19	18	17
143	Manly to Chatswood via Balgowlah & St Leonards	20	25	-	-	-	-
146	Wheeler Heights to Manly	32	32	29	31	29	30
151	Mona Vale to City QVB	6	5	9	11	6	4
158	Cromer to Manly	1	1	-	-	-	-
159	Dee Why to Manly	8	10	8	11	9	10
169	Manly to City Wynyard via Narraweena	25	31	28	27	19	17
170	Manly to Wynyard	-	-	18	18	18	18
199	Palm Beach to Manly	74	77	65	70	65	63
E50	Manly to Milsons Point (Express)	15	12	-	-	-	-
E69	Manly to City Wynyard via Narraweena (Express)	9	-	-	-	-	-
E70	Manly to City Wynyard (Express)	18	19	-	-	-	-
<b>TOTAL</b>		<b>398</b>	<b>401</b>	<b>300</b>	<b>314</b>	<b>286</b>	<b>282</b>

### Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network during the weekday commuter peak periods.

An indication of the traffic generation potential of most development types is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)*.



The RMS *Guidelines* are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

**Medium Density Residential**

0.4-0.5 peak hour vehicle trips/dwelling (up to 2 bedrooms)

The RMS *Guidelines* also make the following observation in respect of medium density residential flat buildings:

**Definition**

*A medium density residential flat building* refers to a building containing at least 2 but less than 20 dwellings. This includes villas, town houses, flats, semi-detached houses, terrace or row houses and other medium density developments. This does not include aged or disabled persons' housing.

As noted in the forgoing, in terms of intensifying the uses on the site, the proposed development involves the construction of a new two bedroom apartment on the third floor level of the existing building. Whilst the remainder of the building will also undergo reconfigurations, the existing apartment yield/mix will not change in that part and any change in retail floor space will be minor, if any.

As such, application of the above traffic generation rate to the proposed addition of a two bedroom apartment yields a *nett increase* in the traffic generation potential of the site of approximately 0.5 vph during the AM and PM weekday peak periods.

Notwithstanding, it is noted also that due to site constraints neither the existing or proposed development make any provision for off-street car parking.

In any event, it is clear that the proposed development will not have any unacceptable traffic implications in terms of road network capacity or traffic-related environmental effects.



## 4. PARKING IMPLICATIONS

### Existing Kerbside Parking Restrictions

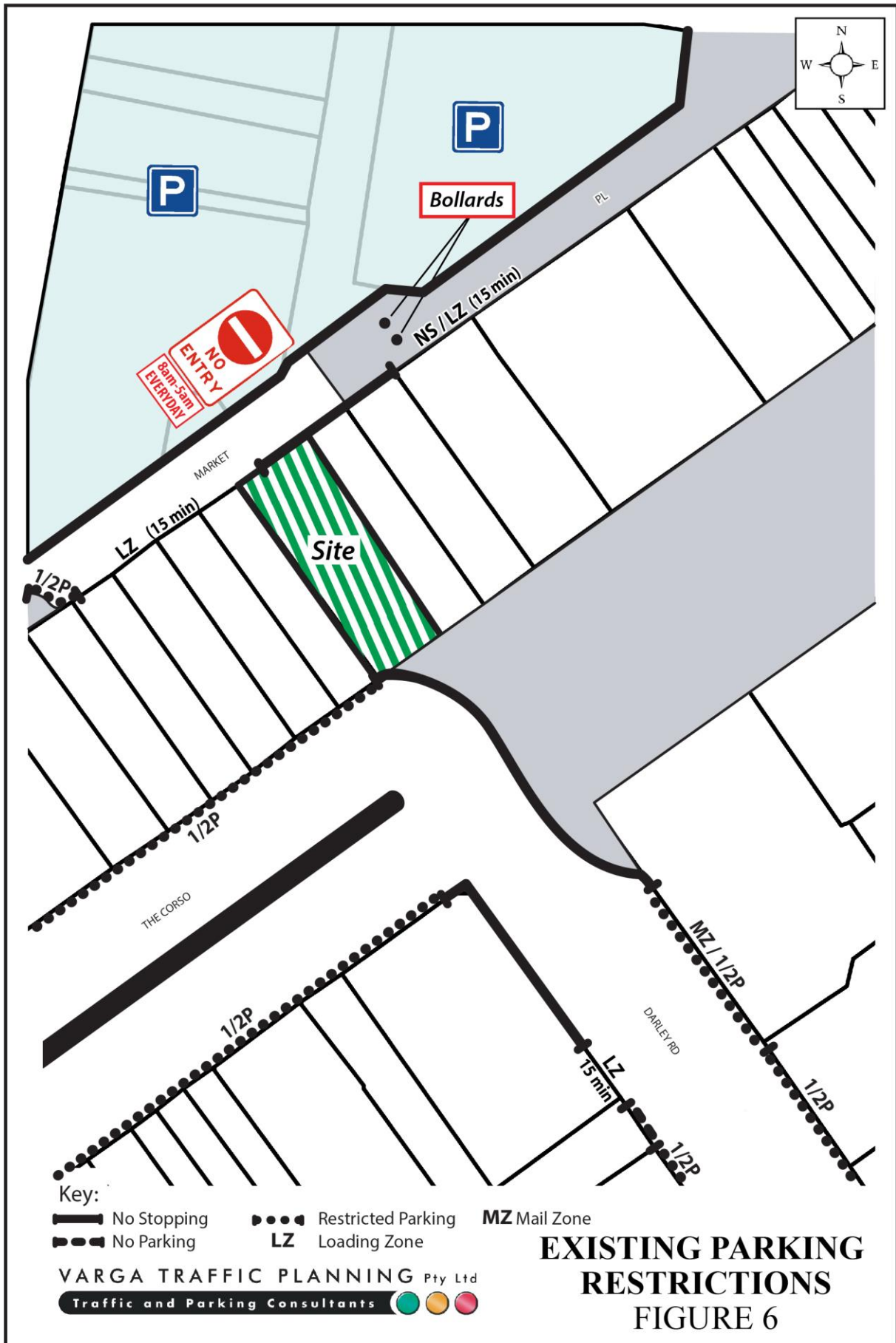
The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6 and comprise:

- ACTIVE STREET FRONTAGES along The Corso (east of the Darley Road intersection) and also along Market Place, including along the site frontages
- generally ½ HOUR PARKING restrictions along both sides of The Corso, west of Darley Road intersection
- NO STOPPING / NO PARKING restrictions along the southern side of Market Place, including along the site frontage
- 15 MINUTE LOADING ZONES located along the southern side of Market Place, extending along the western portion of the site
- a COUNCIL PUBLIC CAR PARK (Whistler Car Park) located at the rear of the site with 2 HOURS FREE PARKING
- NO ENTRY restrictions into Market Place from Whistler Street, between 8AM – 5AM, every day.

### Off-Street Parking Provisions

The off-street parking requirements applicable to the development proposal are specified in Council's *Manly Development Control Plan 2013, Schedule 3 – Parking and Access* document in the following terms:

<b>Shop Top Housing (Manly Town Centre Business Zone)</b>	
2 bedroom apartments:	1.0 space per dwelling
Visitors:	0.16 space per dwelling



Application of the above parking requirements to the proposed addition of an additional two bedroom apartment yields an off-street car parking requirement of 1 parking space.

Notwithstanding, reference is also made to the *Manly DCP 2013, Part 4.2.5.4 – Car Parking and Access* which specifies:

**Exceptions to parking rates / requirements in Manly Town Centre**

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

As noted in the foregoing, both frontages of the site are designated as “*Active Street Frontages*” with a high degree of pedestrian activity, and the provision of a vehicular access driveway to facilitate the movement of vehicles to and from the site would cause unacceptable conflicts with pedestrian movements. It is also noted that the existing development is heritage-listed, with the proposed works considered minor and predominantly located within the existing building. If any parking were to be provided on-site, it would require the removal/demolition of the building.

As such, the provision of *zero* off-street parking for the proposed two bedroom apartment is therefore considered to be acceptable in this instance, particularly given the site constraints, the high degree of pedestrian activity, and the ready accessibility of the site to essential services and public transport options.

In addition, it is noted that deliveries to the existing ground floor retail is expected to remain *unchanged* and are expected to be undertaken by a variety of light commercial vehicles such as “white vans”, utilities and wagons. These vehicles can be accommodated on-street in the existing Loading Zone located along Market Place, in the immediate vicinity of the rear the site frontage.