

***PROPOSED ALTERATIONS &  
ADDITIONS TO EXISTING  
COMMERCIAL/RESIDENTIAL  
DEVELOPMENT***

***29-33 PITTWATER ROAD,  
MANLY***

***TRAFFIC AND PARKING IMPACT  
ASSESSMENT***

***25 June 2018***

PROJECT NO. 1758

PREPARED BY

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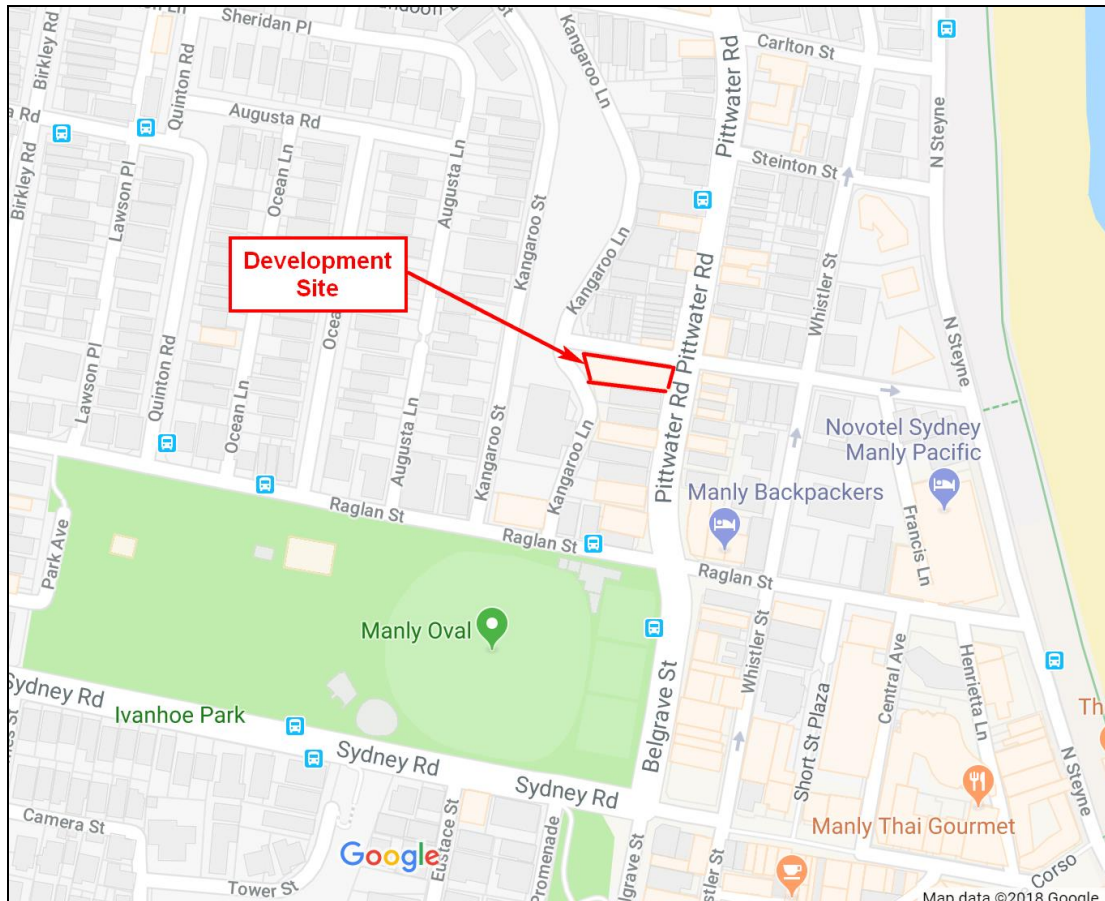
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## 1. INTRODUCTION AND SITE LOCATION

This report has been prepared under instruction from JSALT Pty Ltd to accompany a development application to Northern Beaches Council for proposed alterations and additions to an existing commercial/residential development at 29-33 Pittwater Road, Manly. The development site occupies a parcel on land on the southern side of Denison Street extending from Pittwater Road to Kangaroo Lane (Figure 1). Vehicle access is proposed from Denison Street using the existing access driveways.

### DEVELOPMENT SITE LOCATION

Figure 1



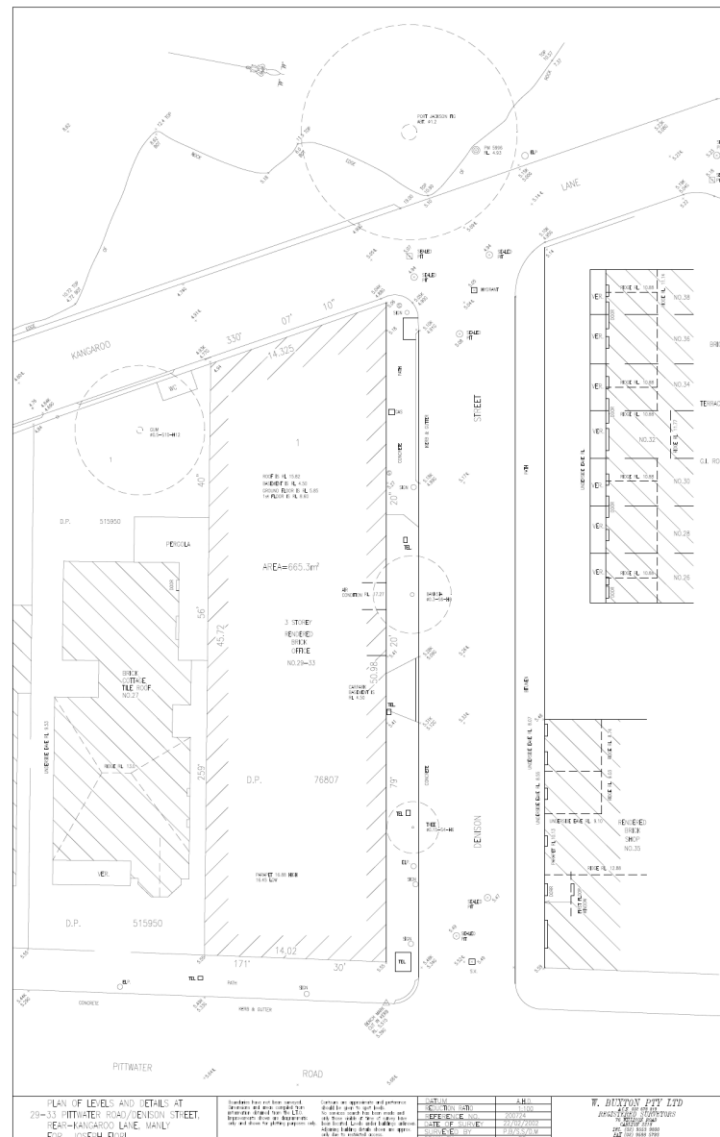
The format of this report has been structured to provide a concise and fully detailed assessment against relevant heads of consideration and standards including Councils 'Manly DCP 2013', Australian Standards 'AS/NZS 2890.1:2004', 'AS/NZS 28906:2009' and the Roads and Maritime Services 'Guide to Traffic Generating Developments Version 2.2'. The assessment is made in respect to the traffic and parking implications of the proposed development, particularly in regard to:-

- Adequacy and suitability of the off-street car parking provisions
- Arrangements for vehicular access
- Traffic generation and impact

## 2. DESCRIPTION OF EXISTING & PROPOSED DEVELOPMENT

The development site has a legal description of Lot 1 in DP 76807 known as 29-33 Pittwater Road, Manly is generally rectangular in shape having frontages of 14.02m to Pittwater Road, 50.98m to Denison Street, 14.325m to Kangaroo Lane, a southern boundary of 45.72m and area of 665.3m<sup>2</sup>. A site survey prepared by W Buxton Pty Ltd, Registered Surveyors, showing existing improvements on the site is reproduced in Figure 2 below.

**SITE SURVEY**  
**Figure 2**

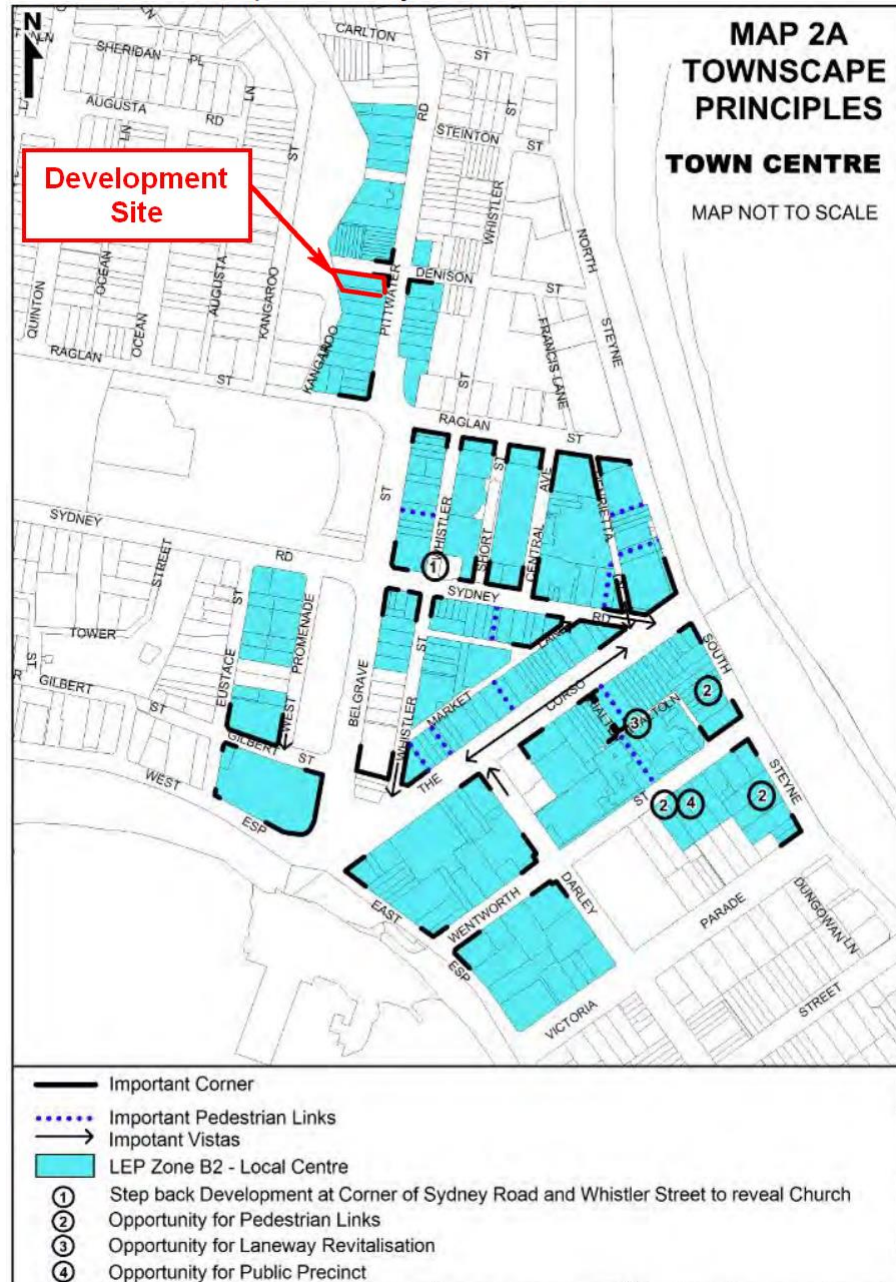


The land is zoned B2 - Local Centre within Manly Town Centre in Councils LEP (Figure 3).

## MANLY TOWN CENTRE

Figure 3

### Schedule 2 - Map A - Manly Town Centre



Existing approved development on the site comprises a 3 level building with the following components:-

- Ground Floor – 233m<sup>2</sup> of commercial/retail space; parking for 9 vehicles (including deliveries) accessed from separate driveways on Denison Street
- First Floor – 601m<sup>2</sup> of commercial space
- Second Floor – 536m<sup>2</sup> of serviced accommodation (18 rooms)
- A total of 11 car parking spaces plus 1 delivery space (as approved) comprising 8 car spaces plus 1 delivery space on-site and 3 spaces by way of a S94 Contribution

Located within the Manly Town Centre abutting development to the north, south and opposite along Pittwater Road comprises a mix of retail, commercial and residential uses.

The development scheme proposes alterations and additions to the existing building to yield an additional 314m<sup>2</sup> of commercial floor space; provision of 3 additional car parking spaces by way of introducing car stackers and relocation of the delivery space. The scheme also proposes widening of the doors to the existing garages accommodating proposed car spaces 3 - 4 (plus delivery space) and spaces 5-8 on the Denison Street frontage.

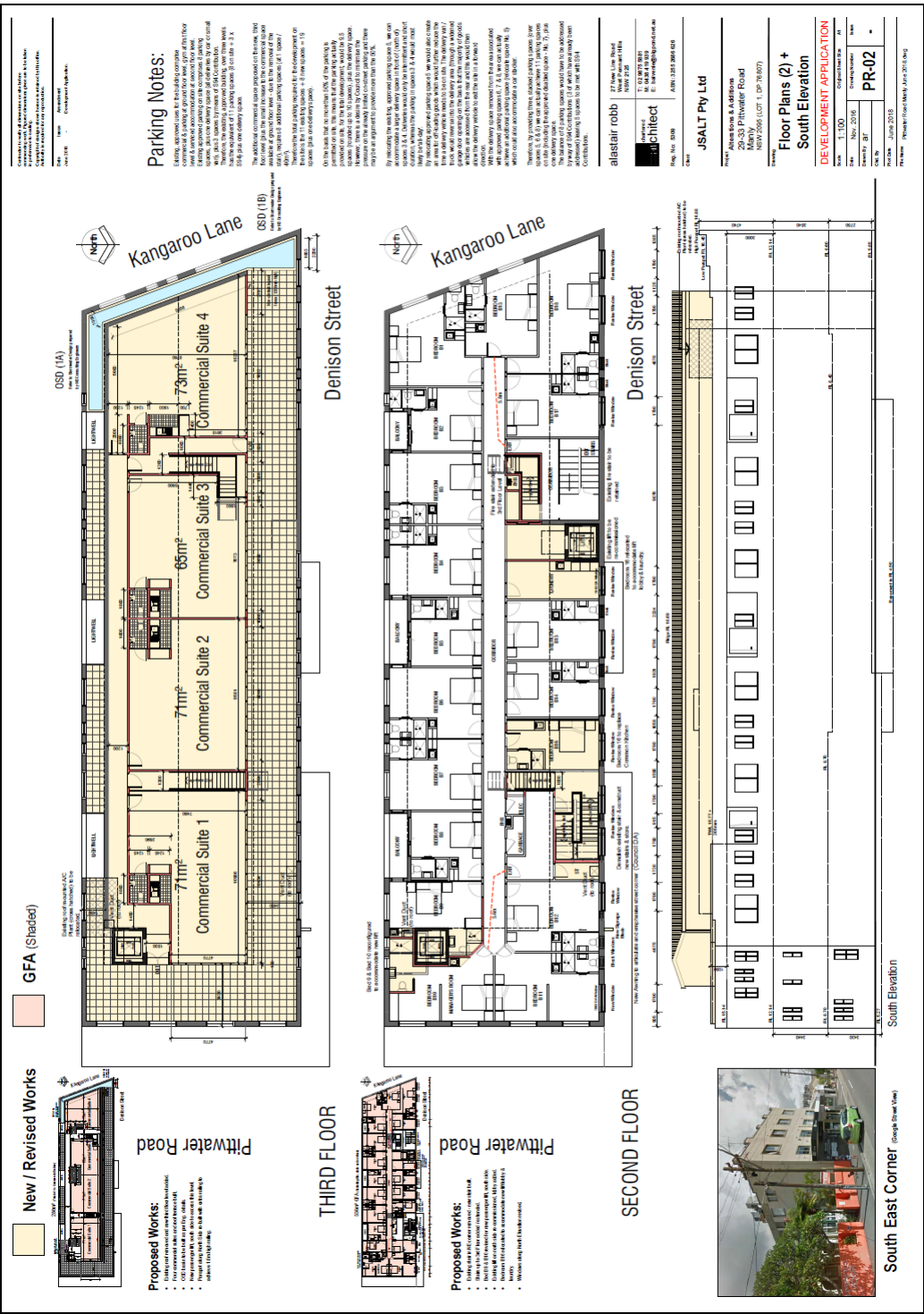
The proposal is fully detailed in plans prepared by Alastair Robb, Architect submitted with the development application and which have been reproduced, in part, in Figures 4, 5 & 6 on the following pages.





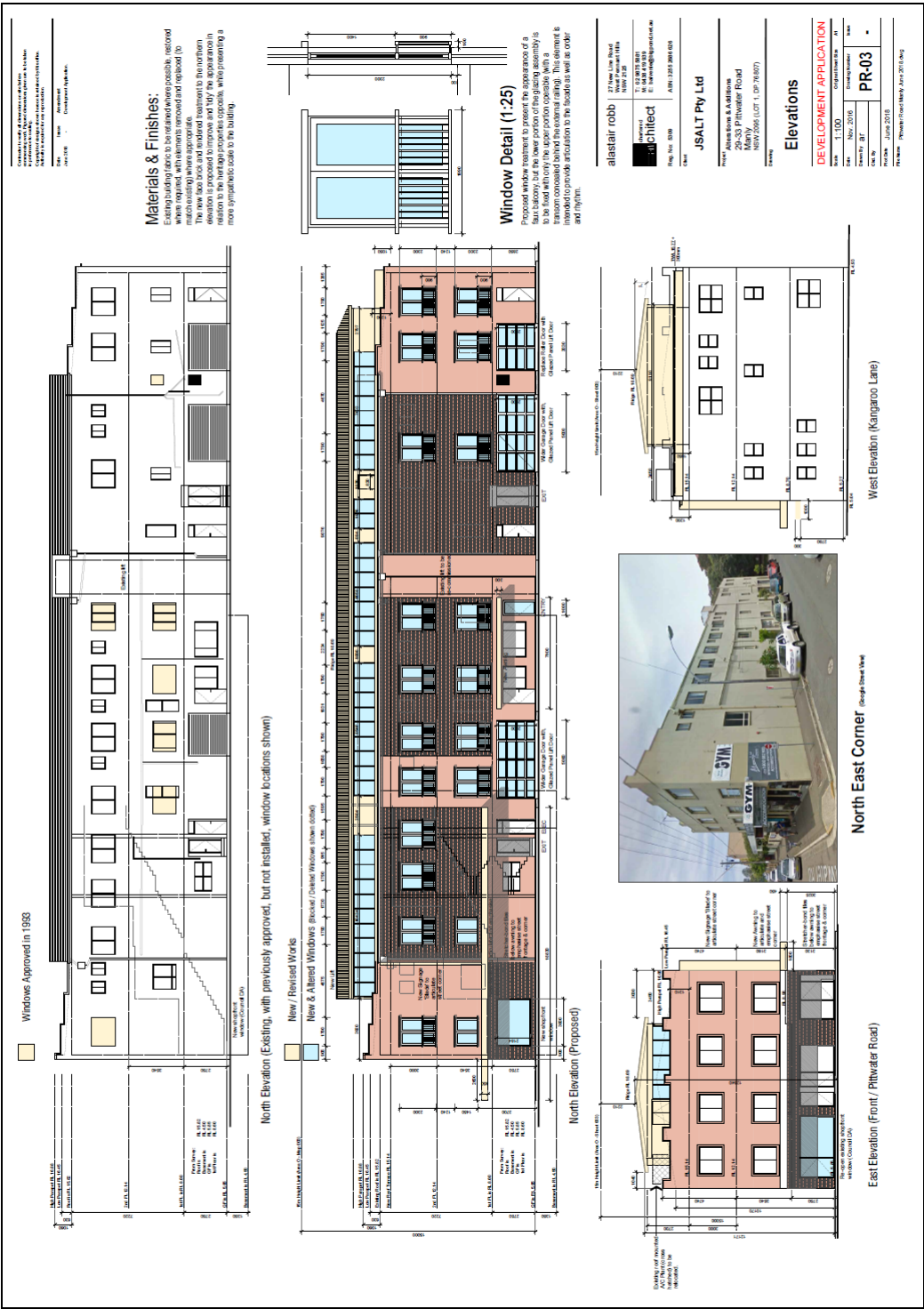
# SECOND & THIRD FLOOR PLANS

## Figure 5





ELEVATIONS  
Figure 6



### 3. ROAD AND TRAFFIC CONDITIONS

The road network serving the site comprises:-

**Pittwater Road** - a 'State' road providing the major north/south route along the northern beaches northerly from Manly carrying one lane of traffic in each direction with a "1/2 Hour Parking 8.30am - 6.00pm Mon. - Fri., 8.30am - 12.30pm Sat." parking restriction signposted adjacent to the subject site. A 50km/h speed limit applies.

**Denison Street** - a Council 'Local' road running east/west having the following the features and traffic control facilities relative to this assessment:-

- carriageway 7.6m wide between kerbs constructed on a straight alignment with flat grades and paved footways on each side
- a "ONE WAY" easterly traffic flow is signposted from Kangaroo Lane to North Steyne with "GIVE WAY" sign control at Pittwater Road and a 50km/h speed limit
- a "2P 8.00am - 10.00pm Authorised Resident Vehicles Excepted - Area Ocean Beach" parking restriction is signposted on each side between Kangaroo Lane and Pittwater Road
- a "No Parking" restriction is signposted across the most westerly access driveway serving the site

**Kangaroo Lane** - also a Council 'Local' road running north/south parallel to Pittwater Road, A road closure to the south of Denison Street prevents vehicle flow between Raglan Street and Denison Street

Traffic flows in Denison Street/Kangaroo Lane adjacent to the site are relatively low due to the access and 'one way' traffic flow restrictions in the area.

#### 4. AVAILABILITY OF PUBLIC TRANSPORT

Manly Wharf is located approximately 500m to the south along Pittwater Road/Belgrave Street providing access to ferry services to the City and other destinations.

Sydney Buses operate numerous bus services along Pittwater Road past the site between suburbs to the north, Manly and the City utilising the following routes:-

**Route 131:** Manly – North Balgowlah – Manly

**Route 136:** Chatswood – Frenchs Forest – Dee Why – Manly

**Route 139:** Warringah Mall – Freshwater – Manly

**Route 142:** Allambie Skyline Shops – Balgowlah – Manly

**Route 151:** Mona Vale – Manly – Military Road - City

**Route 155:** Bayview Garden Village – Narrabeen Peninsula – Dee Why - Manly

**Route 156:** McCarrs Creek – Mona Vale – Warringah Mall - Manly

**Route 158:** Cromer – Dee Why - Manly

**Route 159:** Dee Why – Wingala - Manly

**Route 169:** Manly – Narrabeena – Seaforth - City

The site is very well served by public transport having safe and convenient pedestrian access to these bus services involving short walking distances over flat grades with bus stops positioned as follows:-

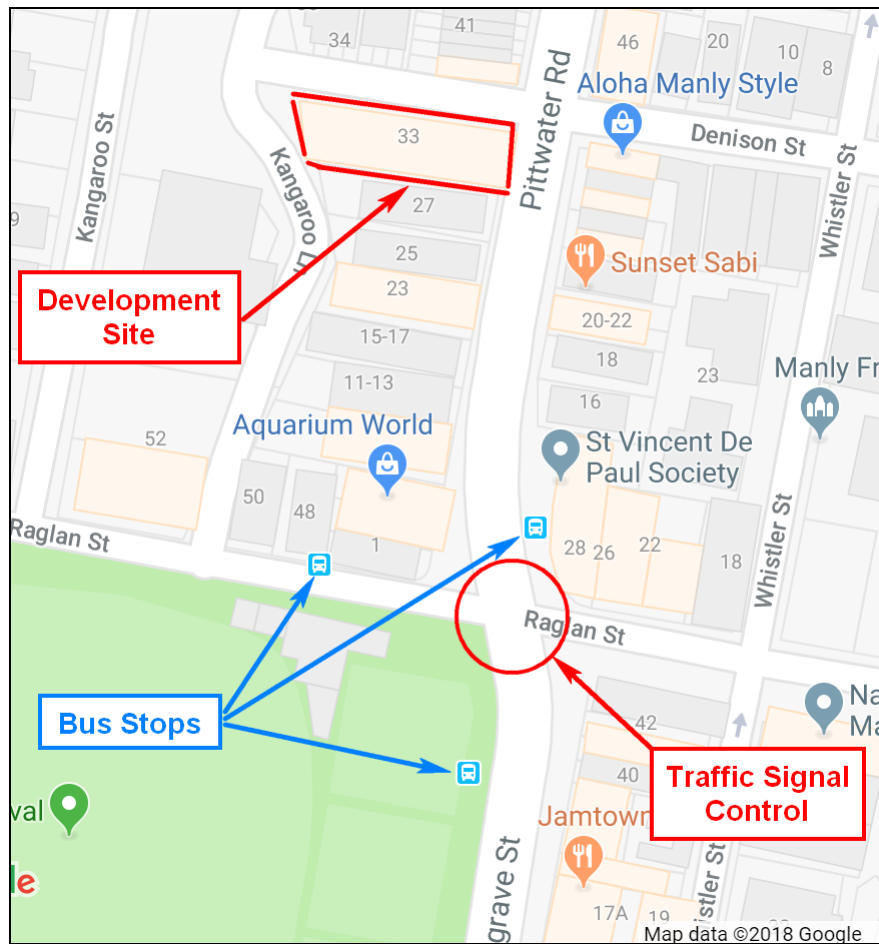
- east side of Pittwater Road north of Raglan Street
- west side of Waterloo Street south of Raglan Street (includes a passenger waiting shelter)
- north side of Raglan Street west of Pittwater Road

Safe access to/from these bus stops is provided with controlled pedestrian crossings on all legs of the signal controlled Pittwater Road/Raglan Street intersection.

The bus stop locations in relation to the development site are shown in Figure 7 overleaf.

## BUS STOP LOCATIONS

Figure 7



It is concluded that the site is well placed to encourage the use of public transport and reduce the demand for car travel within the Manly Town Centre consistent with Councils DCP.

## 5. VEHICLE ACCESS ARRANGEMENTS

As noted earlier it is proposed to widen the doors to 5.0m of the existing garages accommodating proposed car spaces 3 - 4 (plus delivery space) and spaces 5-8 on the Denison Street frontage.

The existing vehicle access driveways serving the site comprise:-

- a 9.7m wide layback which accommodates the access driveways for the two garage doors for existing car spaces 1-5 at the western end of the building. This access driveway is signposted with a "No Parking" restriction and will be adequate to accommodate the widened garage door to the proposed car spaces 3, 4 and the new delivery space
- a 4.64m wide layback which provides access to existing car spaces 6-8 & the delivery space which may require some minor widening to accommodate the wider garage door without any significant impact on the availability of kerbside parking

These arrangements will result in an improvement to the vehicle access arrangements and have been discussed with Councils Acting Senior Traffic Engineer who indicated the proposed arrangements have merit.

## 6. PARKING PROVISION, LAYOUT AND SERVICING

Schedule 3 – Parking and Access in Council’s ‘Manly Development Control Plan 2013 Amendment 11 – last amended 28 August 2017’ specifies car parking requirements for commercial uses in the Manly Town Centre Business Zone ( LEP Zone B2 – Local Centre) as follows:-

### Car Parking

Commercial:-

*1 car space per 40m<sup>2</sup> GFA*

with the following relevant exception noted in ‘Section 4.2.5.4 Car Parking and Access’ of the DCP:-

### “Application of Manly Section 94 Contributions Plan

- b) *In respect to onsite parking requirements generated by development under this plan in Manly Town Centre (other than dwellings, tourist accommodation and backpackers accommodation), no more than 50 percent of the required car parking spaces is permitted to be provided onsite, with the remainder being provided by way of a monetary contribution in accordance with the former Manly Councils Section 94 Contributions Plan.*

**Note:** *This provision supports parking in conjunction with development in accordance with long held standards, at the same time limiting the number of cars brought into Manly Town Centre with ready access to public transport as well as existing and future public carparking stations. “*

Application of the above rate to the additional 314m<sup>2</sup> GFA of commercial floor space indicates a parking requirement as follows:-

**314m<sup>2</sup> GFA @ 1 car space/40m<sup>2</sup> GFA = 7.85 (8) car spaces**

Accordingly, the total development is assessed as requiring 19 car parking spaces (plus 1 delivery space) comprising 11 existing spaces, 8 new spaces plus 1 delivery space. As no more than 50% of the car parking can be provided on site the total parking requirement for the proposal would be 9.5 spaces (i.e. 19 x 50%) or 10 spaces (rounded up) plus 1 delivery space.

In response to Councils desire to minimise the impact on the availability of on-street parking it is proposed to provide a total of 11 car parking spaces (inclusive of 1 disabled space) plus a delivery space. The balance of 8 spaces would be addressed by way of a S94 Contribution of which 3 have been addressed in the current consent leaving a shortfall of 5 spaces for the subject proposal to be made up by way of a monetary contribution in accordance with the Section 94 Contributions Plan.

The on-site parking will be provided by way of 3 x 2 car stackers (car spaces 5, 6 & 8), 1 disabled car space and relocation of the delivery space to the parking area accommodating existing spaces 3 & 4. The proposal will allow the area previously occupied by car space 5 to be allocated to offloading conveniently positioned adjacent to the new delivery space. Deliveries will generally be undertaken by a van



or at worst a small truck with vehicle reversing from Denison Street. This arrangement is considered acceptable as deliveries will be intermittent and involve the vehicle standing for short periods with the benefit of convenient access to a dedicated off-street loading dock. It is considered an improvement over the existing servicing arrangements for the site.

The additional/amended parking to be provided on the site will have design dimensions generally compliant with the requirements in 'AS/NZS 2890.1:2004' and 'AS 2890.2-2002'. Each car stacker will be allocated to a commercial unit to allow practical use of each stacker in accordance with the staffing arrangements for that particular unit.

Waste will continue to be collected under the existing arrangements for the building.

## 7. TRAFFIC GENERATION AND IMPACTS

The Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments V2.2' provides data on traffic generation rates for various forms of land use. In respect to office and commercial the RMS<sup>1</sup> advises the following rates are applicable:-

*Office and commercial:-*

*2 pm peak hour vehicle trips (pm pvt)/ 100m<sup>2</sup> GFA*

Application of the above rates to the proposal indicates the following traffic generation for the proposal:-

**Office and commercial:-**

**314m<sup>2</sup> GFA @ 2 pm pvt/100m<sup>2</sup> GFA = 6.3 (say 7) pm pvt**

Accordingly, the proposal has the potential to generate some 7 additional weekday peak hour vehicle trips (pvt) or, on average, 1 additional vehicle trip every 8-9 minutes over the existing circumstances. However, in practice, the actual traffic generation is likely to be less due to the constrained on-site parking provision.

Notwithstanding, traffic flows of the magnitude indicated above will not have any detrimental impact on existing traffic flows in Denison Street, Kangaroo Lane or the surrounding road network nor present any capacity implications for nearby intersections.

It is concluded that the proposal will have no unacceptable impact on the surrounding road network.

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<sup>1</sup> Roads & Maritime Services 'Guide to Traffic Generating Developments V2.2 – Section 3.5 Office and commercial'

## 8. CONCLUSIONS

1. The proposal will assist in meeting demand for high quality commercial office space in the Manly Town Centre with convenient access to public transport and is well placed to encourage a reduction in demand for car travel.
2. A 'worst case' assessment of the traffic generating characteristics of the proposal indicate it could generate some 7 weekday peak hour vehicle trips. Traffic flow increases of the magnitude indicated would have no perceptible impact on existing traffic conditions in Denison Street or on the surrounding road network nor present any capacity implications for nearby intersections.
3. The vehicle access arrangements will be improved by widening of garage doors to proposed spaces 3-4 (plus delivery space) and spaces 5-8 with the access driveway serving the latter requiring some minor widening which will have minimal impact on the availability of kerbside parking.
4. The provision of 11 car parking spaces (inclusive of 1 disabled space) plus a delivery and S94 Contribution for the shortfall of 5 spaces is generally compliant with Councils DCP requirements.
5. The proposed car parking and delivery vehicle arrangements will generally be compliant with the requirements in relevant Australian Standard.
6. Current waste servicing arrangements for the building will be maintained.
7. It is concluded that there will not be any unacceptable traffic, parking or traffic related environmental implications resulting from the development proposal.