



27 November 2019
Ref 19623

Iris Capital
Suite 4, level 31
264-278 George Street
SYDNEY NSW 2000

Attn: Mr Warwick Bowyer
warwick.bowyer@iriscapital.com.au

Dear Warwick,

**PROPOSED ALTERATIONS AND ADDITIONS
STEYNE HOTEL
75 THE CORSO, MANLY
TRAFFIC AND PARKING ASSESSMENT REPORT**

Background Information

On April 17, 2019, Northern Beaches Council issued Development Consent DA2018/2023 which proposed various alterations and additions to Steyne Hotel including:

Ground Floor

- Relocation of the existing courtyard stair, gaming room improvements and minor alterations to the bars

First Floor

- Upgrade of all hotel accommodation rooms to the east, south and west and central wings including new bathrooms
- Increase the number of hotel accommodation rooms from 25 rooms to 41 rooms
- Associated ancillary works

Second Floor

- Relocation of existing external central stair
- Alterations and additions
- Conversion of existing "Blacket's Bar" to administration office areas
- Associated ancillary works

Roof Area

- Installation of air-conditioning condenser units for hotel accommodation rooms on the existing roofs in existing plant and equipment areas (not visible from the public domain)
- Associated ancillary works.

In August 2019, Steyne Hotel Operations Pty Ltd acquired Steyne Hotel Manly.

Proposed Development

The new owner of Steyne Hotel wishes to undertake improvements to Steyne Hotel in accordance with plans prepared by Luchetti Krelle Architects. The plans include an upgrade of the existing hotel accommodation rooms in a manner which is very similar to the previously approved Development Consent DA 2018/2023.

One additional hotel accommodation room is proposed in addition to the previously approved development, as summarised in the table below:

Accommodation Rooms	Number of Rooms
Existing	25 accommodation rooms
Previously Approved DA 2018/2023	41 accommodation rooms
This current DA	42 accommodation rooms

Pre-DA Consultation with Northern Beaches Council

On September 24, 2019, representatives of the new owners had a pre-lodgement meeting with Northern Beaches Council (ref: PLM2019/0189) to discuss the proposed improvements to Steyne Hotel. A joint site inspection of Steyne Hotel by the owners and Northern Beaches Council followed the pre-lodgement meeting.

The pre-DA lodgement meeting minutes noted that the proposed 1 additional hotel accommodation room may require a re-assessment of the potential traffic and parking demands of the development, and requested that the applicant:

- Prepare a Traffic and Parking Report
- Consideration should also be given to whether it is feasible to provide or improve existing vehicular drop-off/pick-up areas for hotel accommodation customers.

Introduction

This Traffic and Parking Assessment Report has been prepared in response to PLM2019/0189 to accompany a Development Application to Northern Beaches Council for the purpose of proposed alterations and additions at the Steyne Hotel, including the addition of a single additional accommodation room on Level 1.

The Steyne Hotel is located at 75 The Corso, Manly, approximately 370m from the Manly Ferry/Bus Interchange at Manly Wharf.

The site is bounded by North Steyne, The Corso and Henrietta Lane. Kerbside parking is prohibited around the entire perimeter of the site, except for a section of Henrietta Lane which is signposted *Loading Zone 11am-5am, No Stopping 5am-11am* to facilitate keg deliveries.

A recent aerial photograph of the site is provided below.



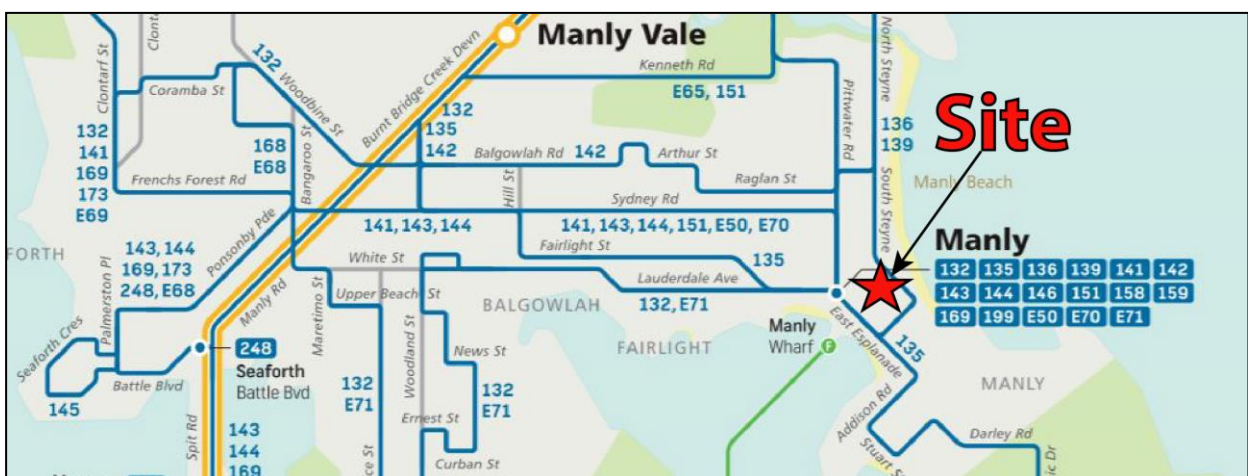
Public Transport

Extensive public transport services are available approximately 370m walking distance from the site, at the *ferry/bus interchange* at Manly Wharf.

The ferry services provide direct access to the Sydney CBD at Circular Quay, Barangaroo and Darling Harbour, providing easy access to many tourist destinations as well as suburban railway connections to Sydney Airport.

The bus services provide access to multiple tourist attractions on the Northern Beaches between Manly and Palm Beach, as well as destinations on the Lower North Shore such as Taronga Zoo, Balmoral, Mosman and St Leonards.

An extract of the public transport map illustrating the services available to hotel guests is provided below.



In addition to the public transport services a taxi zone is located on the eastern side of Belgrave Street, to the north of its intersection with The Corso.

Traffic Assessment

It is anticipated that the majority of hotel guests will travel to/from the site by public transport, although some guests may prefer to use a taxi or car share.

In any event, the proposed provision of 1 additional accommodation room in the hotel is not expected to generate any appreciable levels of traffic activity, and will clearly not have any unacceptable traffic implications in terms of road network capacity or traffic-related environmental effects.

Parking Assessment

As noted in the foregoing, there is no car parking provided on the site, and the previously approved development DA 2018/2023 did *not* require the provision of any car parking as a consequence of the proposed increase in hotel accommodation rooms (i.e. 16 additional hotel accommodation rooms).

It is not proposed to provide car parking for the additional hotel accommodation room proposed in the current DA. This is consistent with Clause 4.2.5.4(a) of the DCP which notes the following:

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 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;**
 - (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.**

The unique circumstances of the Steyne Hotel site satisfy all of the above circumstances in that the existing building occupies the entire site such that partial demolition would be required to accommodate any car parking, any driveways would disrupt the site frontages and any movement of vehicles to and from the site would cause *unacceptable* conflicts with pedestrian movements.

Vehicular Drop-Off/Pick-Up Point for Hotel Guests

The minutes of the pre-DA meeting requested that the provision of a vehicular drop-off/pick-up point for hotel guests should be investigated.

It is noted in this regard that:

- the predominant street frontage of the Steyne Hotel comprises the pedestrian plaza in Whistler Street and The Corso, and is not suitable for use as a drop-off/pick-up point
- the site frontage to Henrietta Lane is signposted *Loading Zone 11am-5am No Stopping 5am-11am*, and is not suitable for use as a drop-off/pick-up point, and

- the North Steyne frontage of the site carries a single northbound traffic lane and is signposted with full-time *No Stopping* restrictions, and is not suitable for use as a drop-off/pick-up point.

The provision of a drop-off/pick-up point for hotel guests would therefore require the footpath to be *narrowed* in North Steyne to create an indented bay to accommodate a drop-off/pick-up point.

However, *narrowing* the footpath for an indented bay to create a drop-off/pick-up point would have an adverse effect on pedestrian amenity, and is not considered warranted in this case given the very low (if any) likelihood of hotel guests being dropped-off or picked-up, as opposed to the very high volumes of pedestrians which occur in this area, particularly on summer weekends.

It is noted however that an indented bay for a *Loading Zone* is located further to the north in North Steyne, at the intersection of Raglan Street. Consideration could be given to altering the signposting in part of the *Loading Zone* for use as a vehicle drop-off/pick-up point for Steyne Hotel and other accommodation providers, if desired by Council.

It is anticipated however that as the majority of hotel guests will travel to/from the site by public transport that a dedicated drop-off/pick-up point is not warranted.

Conclusion

- The Development Application encompasses proposed works that will result in an increase of a single hotel accommodation room on Level 2 beyond that previously approved as part of DA2018/2023.
- The unique circumstances of the Steyne Hotel site satisfy all of the circumstances in DCP Clause 4.2.5.4(a)
- Accordingly, it is not proposed to provide car parking for the additional hotel accommodation room proposed in the current DA.
- Consideration could be given by Northern Beaches Council to altering the signposting in part of the existing *Loading Zone* on North Steyne for use as a vehicle drop-off/pick-up point for Steyne Hotel and other accommodation providers, if desired by Council.

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely



Robert Varga
Director
Varga Traffic Planning Pty Ltd