Proposed Mixed-Use Development

42 North Steyne,
Manly

TRAFFIC AND PARKING ASSESSMENT REPORT

14 July 2022

Ref 21563

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089 - Ph: 9904 3224

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LIST OF ILLUSTRATIONS

1. INTRODUCTION

This report has been prepared to accompany a development application to Council for a mixed-use development proposal to be located at 75 The Corso and 42 North Steyne, Manly, legally described as Lots 100, 101 and 102 in Deposited Plan (DP) 1069144 and Lot 1, DP 1034722 (Figures 1 and 2).

The proposed development comprises substantial alterations and additions (new building) to the site known as 75 The Corso and 42 North Steyne, Manly.

The works allow for the adaptive reuse of the existing buildings to facilitate the construction of retail / office premises at the ground floor facing both the eastern and western exterior of the site, as well as construction of 7 apartments.

The proposal includes the retention of both the existing 42 North Steyne vehicular access driveway and majority of existing basement car park together with extension of the existing basement generally into part of 75 The Corso (beneath the Steyne Café building), for the purpose of creating additional car parking and amenities.

In traffic, parking and loading / servicing terms, the proposed development will result in a *significantly less intensive use* of the site, with a reduction in commercial / retail floors areas from 1504m^2 to 653m^2, a reduction from 8 apartments to 7 apartments, and a reduction from 42 hotel rooms to 39 hotel rooms.

In particular, it is noted that the B1 *Nightclub* will be replaced by basement car parking allocated to the residential component, whilst the L1 *Restaurant* and L2 *Blacket's Bar* are to be replaced by the residential apartments, thereby *significantly* reducing the delivery and servicing needs of the site.

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

- describes the site and provides details of the development proposal

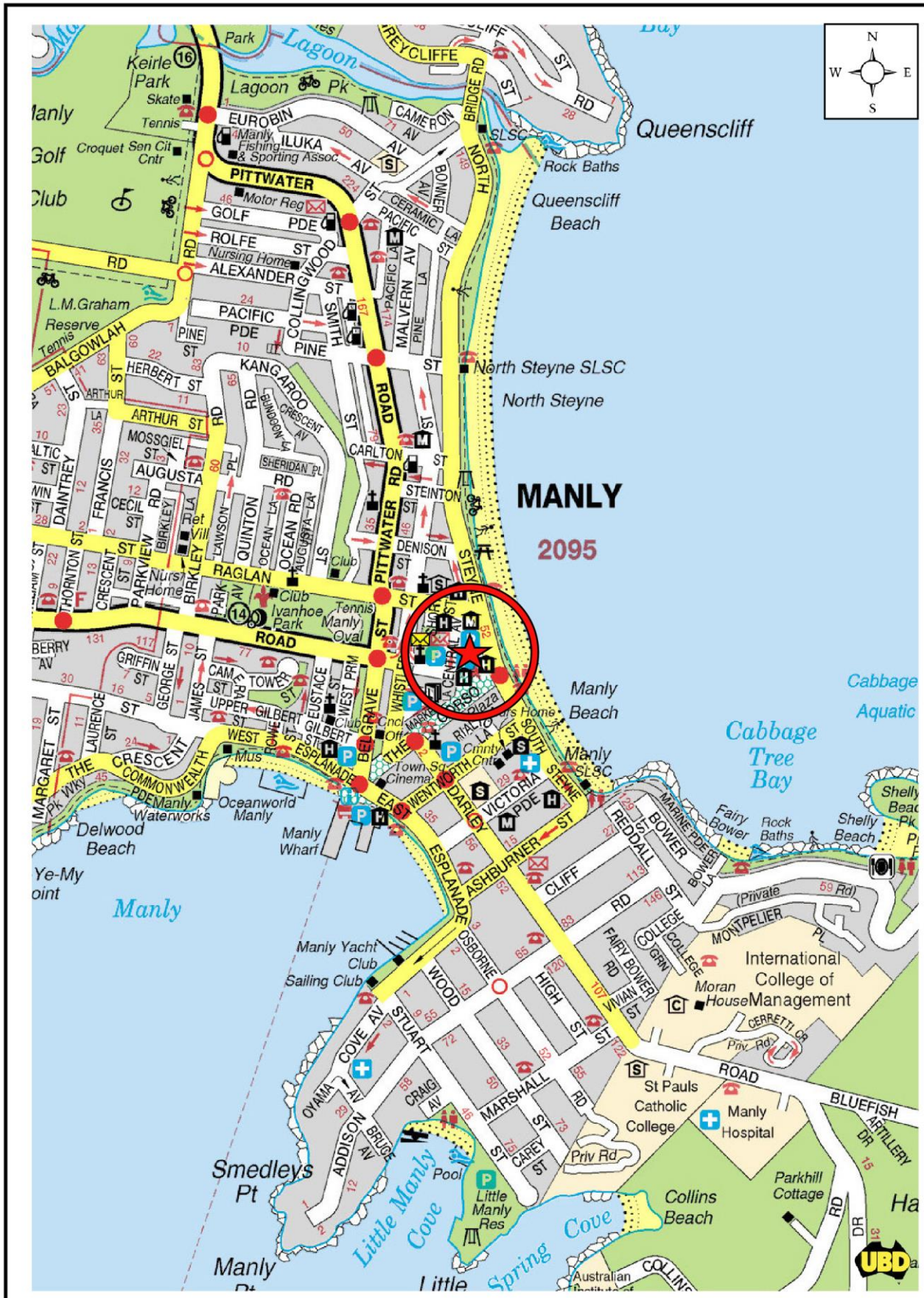
- reviews the road network in the vicinity of the site

- estimates the traffic generation potential of the development proposal

- assesses the traffic implications of the development proposal in terms of road network capacity

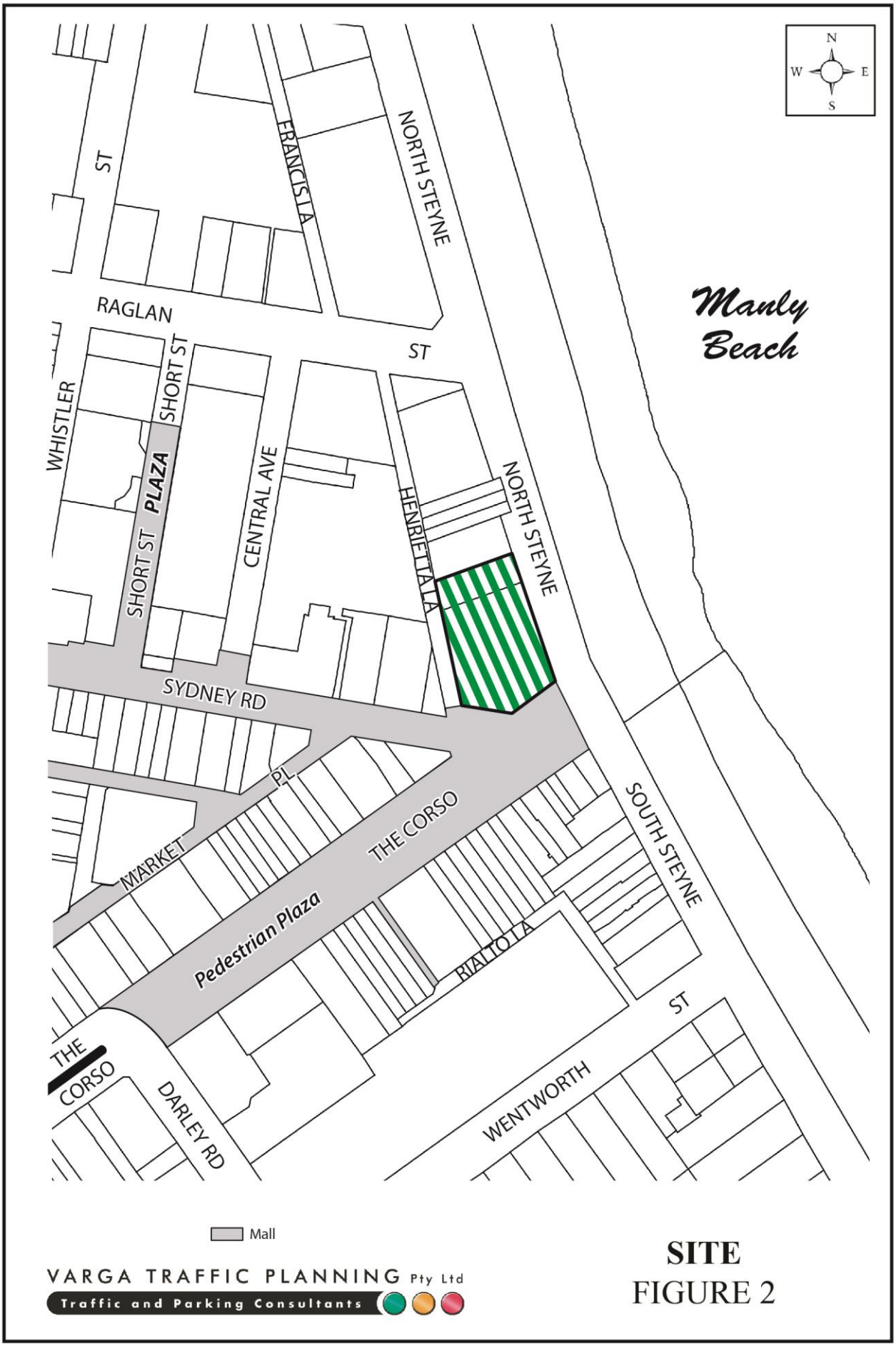
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards

- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.



VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

LOCATION
FIGURE 1


N
W
E
S
ST
FRANCIS LA
NORTH STEYNE
RAGLAN
ST
Manly
Beach
WHISTLER
SHORT ST
SHORT ST PLAZA
CENTRAL AVE
HENRIETTA LA
NORTH STEYNE
SYDNEY RD
PL
MARKET
THE CORSO
Pedestrian Plaza
SOUTH STEYNE
RIALTO LA
ST
THE CORSO
DARLEY RD
WENTWORTH
Mall
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
SITE
FIGURE 2

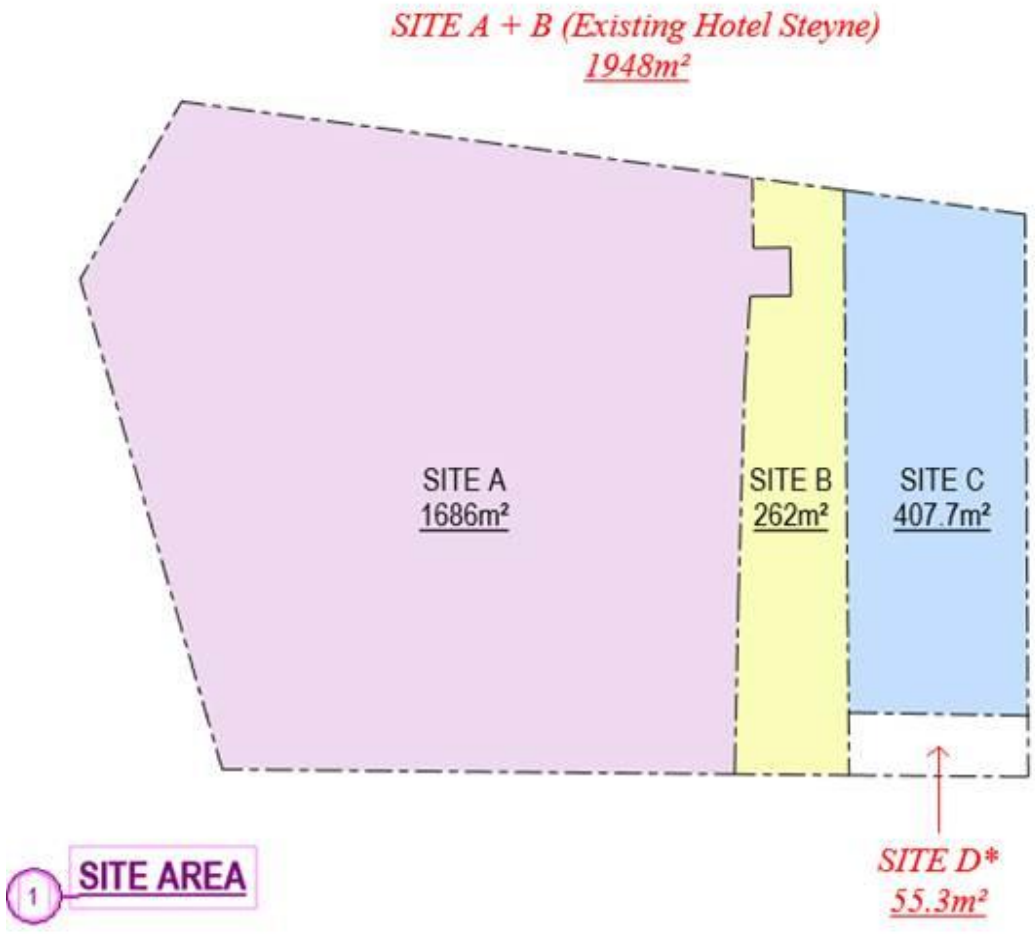
2. PROPOSED DEVELOPMENT

Site

The subject site is located on the western side of North Steyne, extending through to Henrietta Lane, some 50 metres north of The Corso.

The existing building on the site is currently used as follows:

- **Commercial Site B:** 612m^2
- **Commercial Sites C + D:** 892m^2
- **Residential Sites C + D:** 6 × 1-bedroom apartments, and
  2 × 2-bedroom
- **Existing Parking Sites C + D:** 7 spaces (basement)
  1 visitor (ground)
  1 loading bay / disable space (ground)



A recent aerial image of the site and its surrounding environs is reproduced below:

Source: Nearmap

Proposed Development

The proposed development comprises substantial alterations and additions (new building) to the site known as 75 The Corso and 42 North Steyne, Manly.

The works allow for the adaptive reuse of the existing buildings to facilitate the construction of retail / office premises at the ground floor facing both the eastern and western exterior of the site, as well as construction of 7 apartments.

The proposed development will therefore comprise the following components:

- 653m^2 of retail / commercial
- 6 × 3-bedroom residential apartments, and
- 1 × 4-bedroom residential apartments.

The proposal also includes the retention of both the existing 42 North Steyne vehicular access driveway and majority of existing basement car park which is to be expanded to provide 16 car spaces.

The works in the existing basement car park will include modifying the position of the roller shutter to provide a visibility splay to improve sightlines to pedestrians walking in Henrietta Lane.

In traffic, parking and loading / servicing terms, the proposed development will result in a significantly less intensive use of the site, with a reduction in commercial / retail floors areas from 1504m^2 to 653m^2, a reduction from 8 apartments to 7 apartments, and a reduction from 42 hotel rooms to 39 hotel rooms.

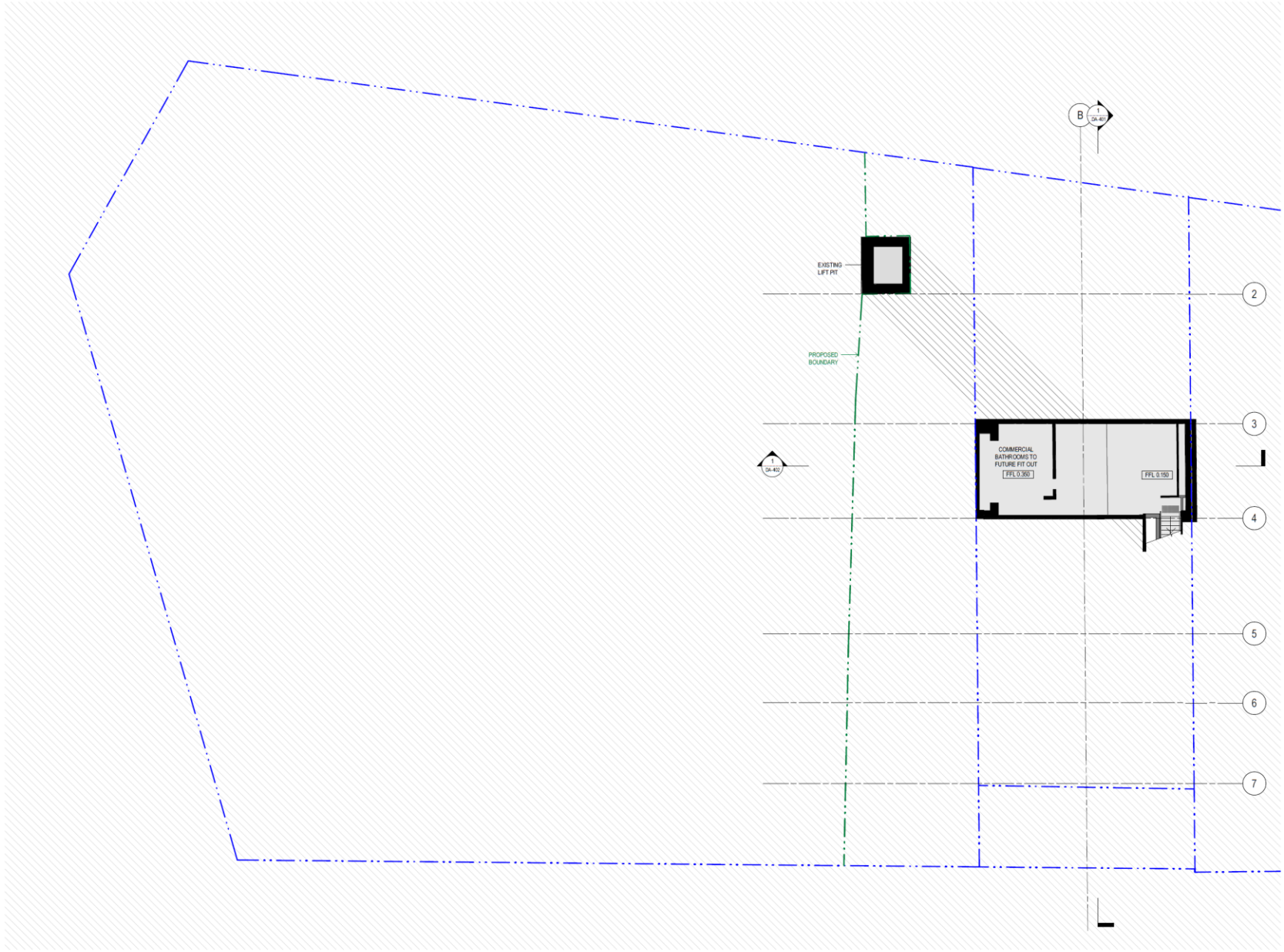
In particular, it is noted that the B1 *Nightclub* will be replaced by basement car parking allocated to the residential component, whilst the L1 *Restaurant* and L2 *Blacket's Bar* are to be replaced by the residential apartments, thereby *significantly* reducing the delivery and servicing needs of the site.

Loading/servicing for the proposed development is expected to be undertaken by a variety of light commercial vehicles and small to medium sized trucks standing in Henrietta Lane, consistent with the existing arrangements.

Following discussions with council's traffic engineers, however, it was agreed that the existing Loading Zone in Henrietta Lane should be extended to the north across the substation frontage of the site, to provide additional on-street loading / servicing capacity for all users.

It is also proposed to relocate the existing and proposed extended Loading Zones to the opposite side of Henrietta Lane, to reduce the incidence of damage to the existing awning.

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



1 LOWER BASEMENT LEVEL PLAN
1 : 100 @ A1

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STATUS
DEVELOPMENT APPLICATION

Do not scale drawing. Verify all dimensions on site. Report any discrepancies in documentation to architect. This drawing is for the purpose of council approval and as such, is not suitable for construction.

GRAPHIC SCALE
1:200 @ A3 0 2000 5000
1:100 @ A1

DRAWING NOTES

LEGEND

- EXISTING WALLS TO REMAIN
- EXISTING COLUMNS TO BE DEMOLISHED / RELOCATED
- EXISTING STRUCTURAL WALL TO BE DEMOLISHED
- EXISTING NON STRUCTURAL WALL TO BE DEMOLISHED **(INVESTIGATE & DEMOLISH ALL NON-LOAD BEARING WALLS)**
- EXISTING FLOOR TO BE DEMOLISHED
- EXCAVATE
- NEW WALLS
- ADAPTIVE REUSE OF EXISTING STRUCTURE
- EXISTING WITH NO NEW WORKS

ISS	DATE	PURPOSE OF ISSUE
B	11.11.2021	ISSUE FOR DA
A	02.11.2021	ISSUE FOR DA
P5	21.10.2021	ISSUE TO CONSULTANTS
P4	18.10.2021	PRELIMINARY ISSUE
P3	15.10.2021	PRELIMINARY ISSUE
P2	01.10.2021	ISSUE TO CONSULTANTS
P1	30.09.2021	ISSUE TO CONSULTANTS

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NOMINATED ARCHITECT
Vince Squillace Reg No. 6498 (NSW), 17219 (VIC), 3677 (QLD), AR1173 (NT)

PROJECT
MANLY APARTMENTS
42 NORTH STEYNE, MANLY

LOT 100-102 IN DP 1069144
LOT 1 DP 1034722

DRAWING NO: DA-098
ISSUE: B

JOB NO. IRI2014
SCALE 1 : 100@ A1
DATE 11.11.2021

DRAWING TITLE
LOWER BASEMENT PLAN

DRAWN BY FO
CHECKED BY SC

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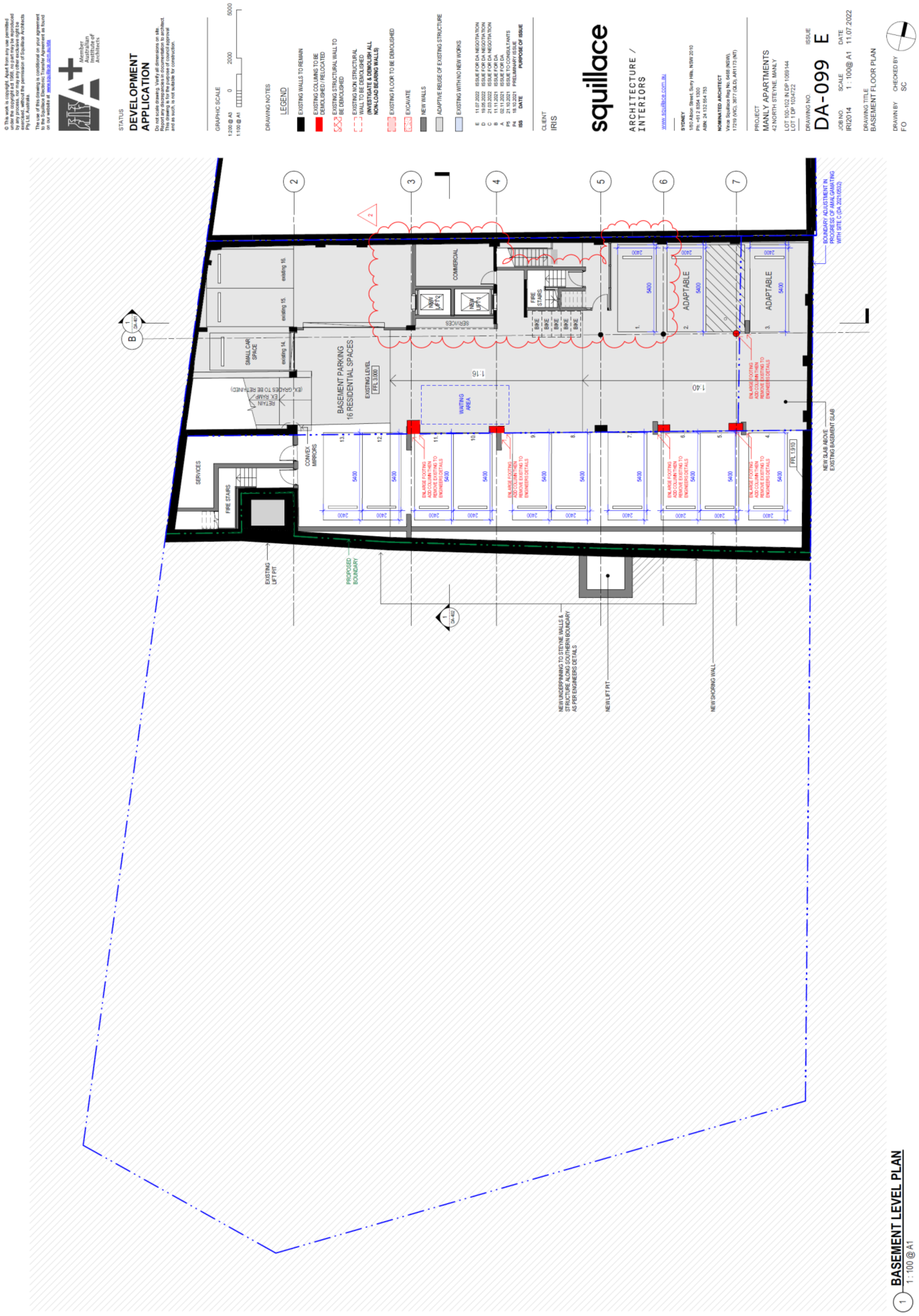
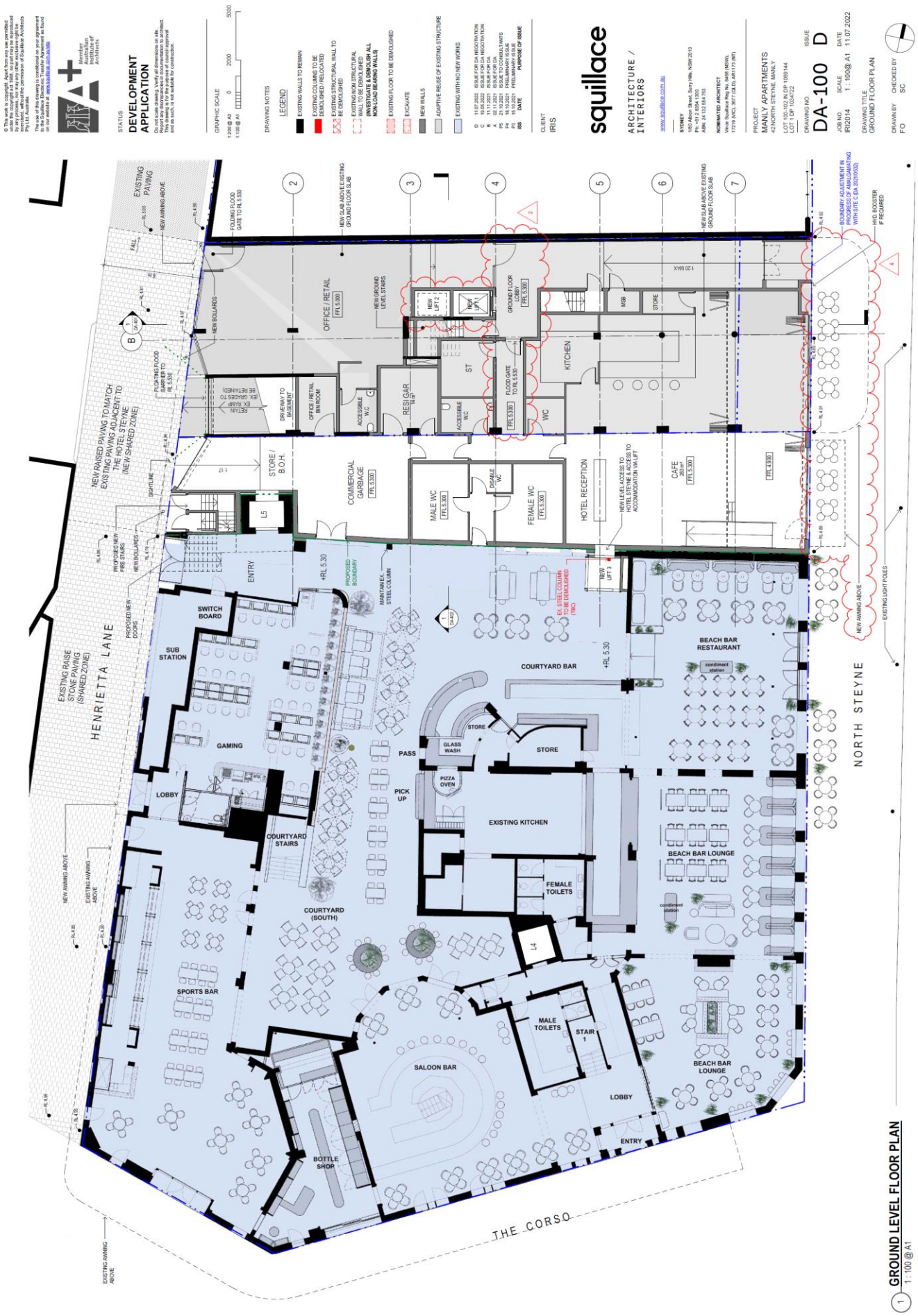
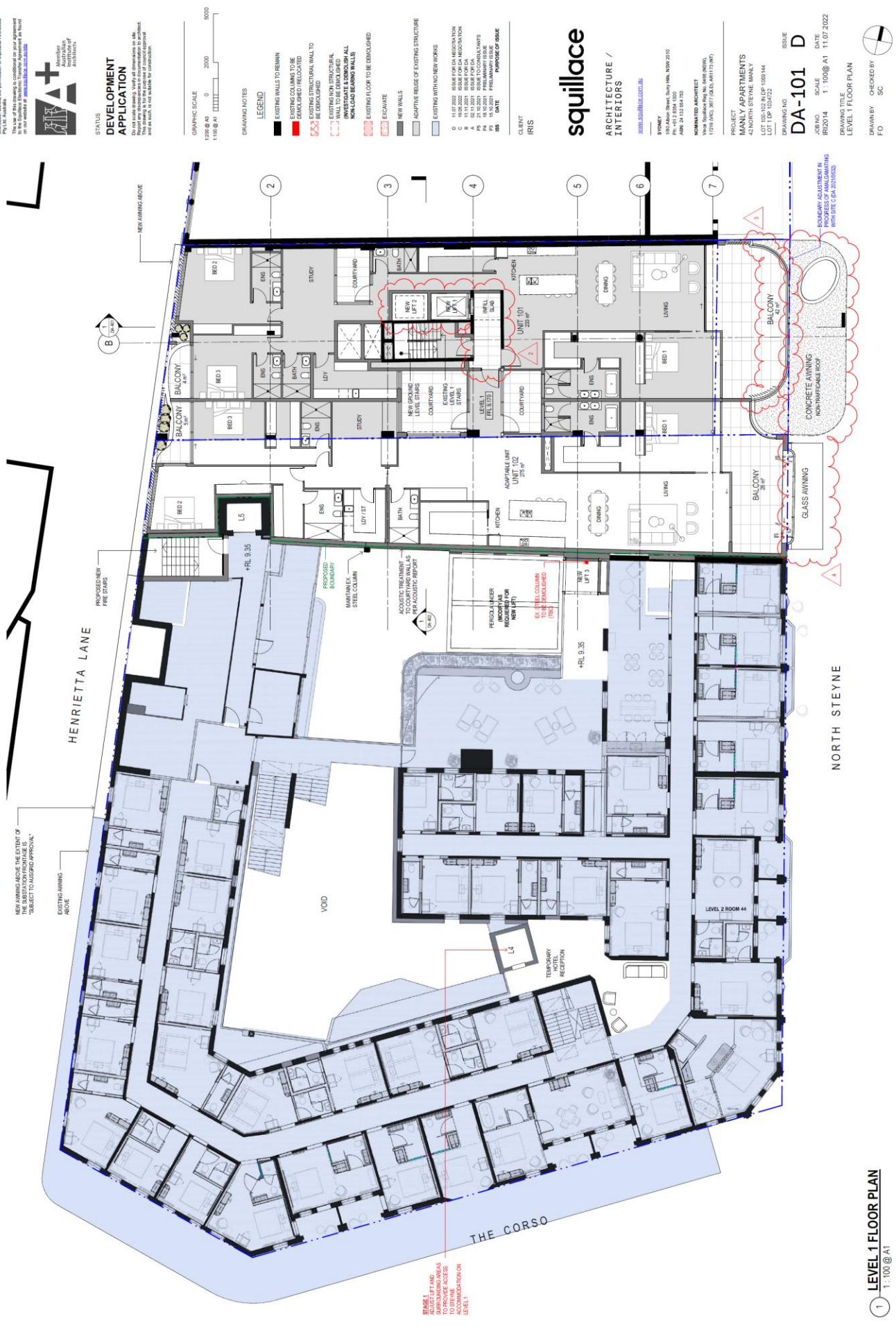

DEVELOPMENT APPLICATION
LEGEND
squillace
ARCHITECTURE / INTERIORS
CLIENT
IRIS
PROJECT
MANLY APARTMENTS
42 NORTH STEYNE, MANLY
DA-099
E
1 : 100@ A1
11.07.2022
DRAWING TITLE
BASEMENT FLOOR PLAN
BASEMENT PARKING
16 RESIDENTIAL SPACES
ADAPTABLE
ADAPTABLE
COMMERCIAL
FIRE STAIRS
SERVICES
WAITING AREA
BASEMENT LEVEL PLAN
1 : 100 @ A1


squillace
ARCHITECTURE / INTERIORS
DEVELOPMENT APPLICATION
DA-100 D
MANLY APARTMENTS
42 NORTH STEYNE, MANLY
GROUND FLOOR PLAN
IRIS
HENRIETTA LANE
NORTH STEYNE
THE CORSO
ENTRY
LOBBY
SWITCH BOARD
SUB STATION
GAMING
COURTYARD STAIRS
COURTYARD (SOUTH)
SPORTS BAR
BOTTLE SHOP
SALOON BAR
MALE TOILETS
FEMALE TOILETS
EXISTING KITCHEN
PASS
PICK UP
GLASS WASH
PIZZA OVEN
STORE
COURTYARD BAR
BEACH BAR RESTAURANT
BEACH BAR LOUNGE
OFFICE / RETAIL
GROUND FLOOR LOBBY
KITCHEN
COMMERCIAL GARBAGE
MALE WC
FEMALE WC
HOTEL RECEPTION
CAFE
RESI GAR
NEW LIFT 1
NEW LIFT 2
NEW LIFT 3
STORE / B.O.H.
EXISTING PAVING
NEW RAISED PAVING TO MATCH EXISTING PAVING ADJACENT TO THE HOTEL STEYNE (NEW SHARED ZONE)
EXISTING RAISE STONE PAVING (SHARED ZONE)
NEW AWNING ABOVE
EXISTING AWNING ABOVE
NEW BOLLARDS
PROPOSED NEW FIRE STAIRS
FOLDING FLOOD GATE TO RL 5.500
NEW SLAB ABOVE EXISTING GROUND FLOOR SLAB
BOUNDARY ADJUSTMENT IN PROGRESS OF AMALGAMATING WITH SITE C (DA 2021/0532)
HYD. BOOSTER IF REQUIRED
EXISTING LIGHT POLES
PROPOSED BOUNDARY
MAINTAIN EX. STEEL COLUMN
EX. STEEL COLUMN TO BE DEMOLISHED (TBC)
NEW LEVEL ACCESS TO HOTEL SITE'NE & ACCESS TO ACCOMMODATION VIA LIFT
1 GROUND LEVEL FLOOR PLAN
1 : 100 @ A1



1 LEVEL 1 FLOOR PLAN
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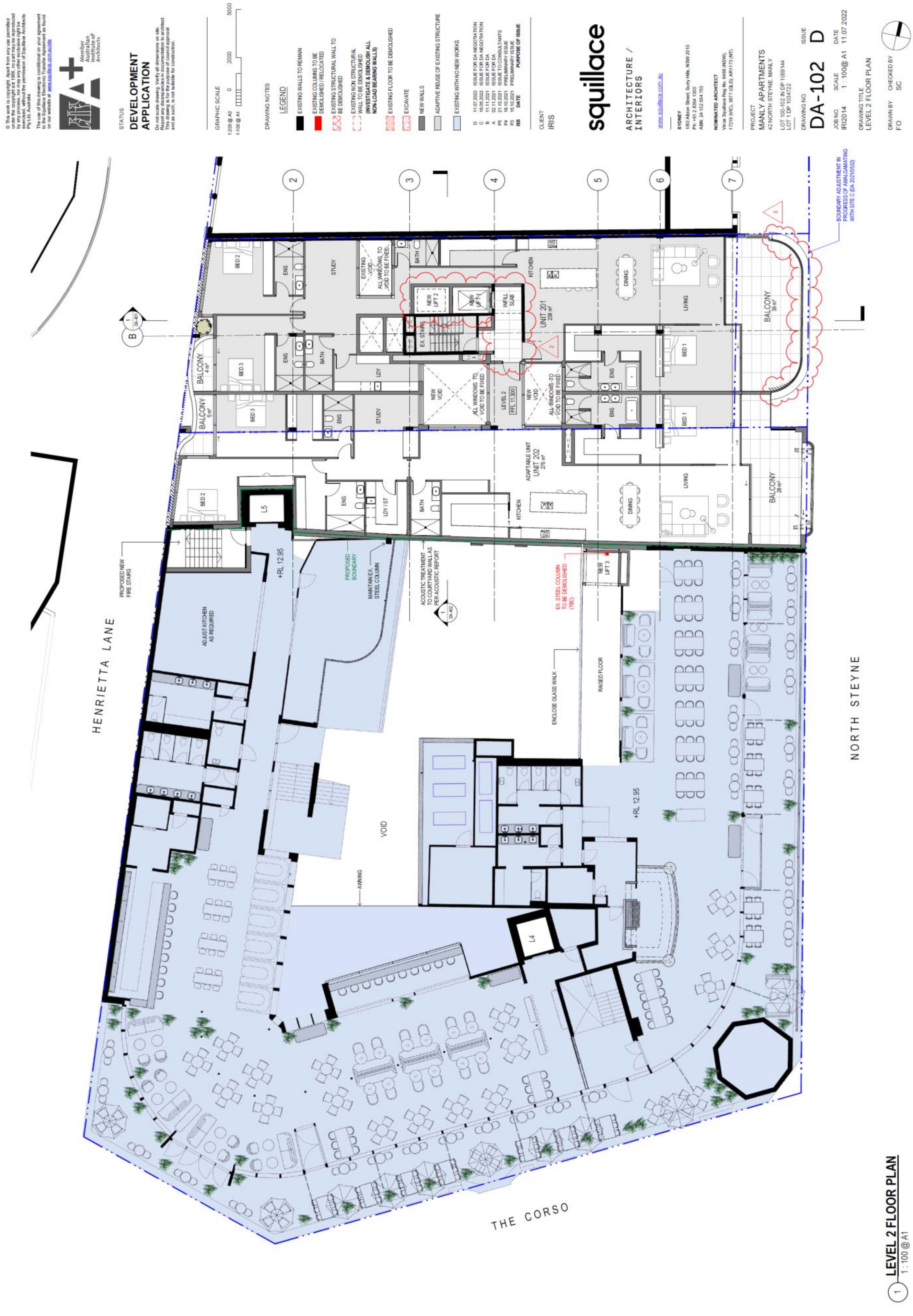
DEVELOPMENT APPLICATION
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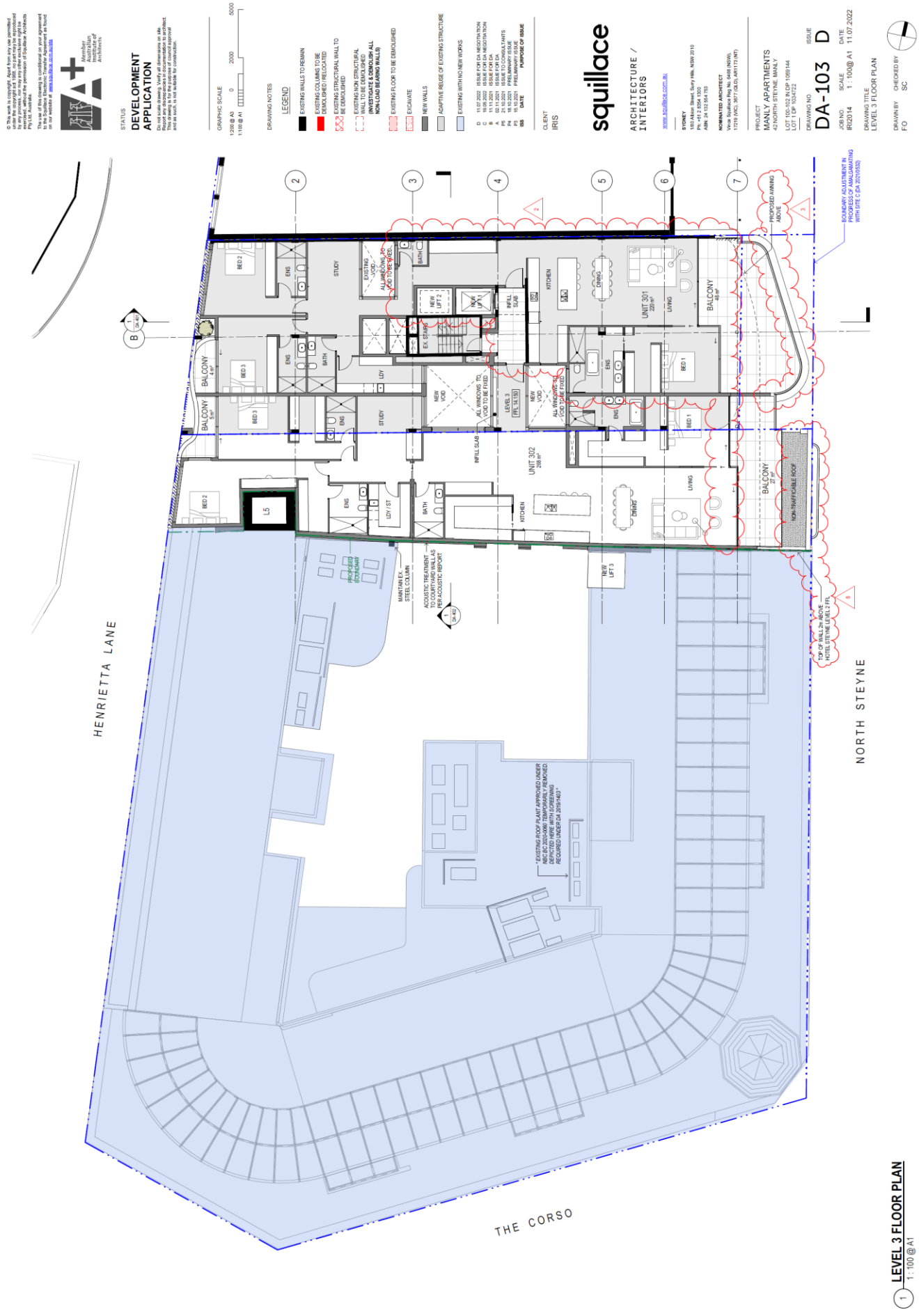
ARCHITECTURE / INTERIORS
PROJECT
MANLY APARTMENTS
42 NORTH STEYNE, MANLY
DA-102
D
LEVEL 2 FLOOR PLAN
HENRIETTA LANE
NORTH STEYNE
THE CORSO
UNIT 201
UNIT 202
VOID
LEVEL 2 FLOOR PLAN
1 : 100 @ A1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STATUS
DEVELOPMENT APPLICATION
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GRAPHIC SCALE
1:200 @ A3
1:100 @ A1
DRAWING NOTES
LEGEND
EXISTING WALLS TO REMAIN
EXISTING COLUMNS TO BE DEMOLISHED / RELOCATED
EXISTING STRUCTURAL WALL TO BE DEMOLISHED
EXISTING NON STRUCTURAL WALL TO BE DEMOLISHED (INVESTIGATE & DEMOLISH ALL NON-LOAD BEARING WALLS)
EXISTING FLOOR TO BE DEMOLISHED
EXCAVATE
NEW WALLS
ADAPTIVE REUSE OF EXISTING STRUCTURE
EXISTING WITH NO NEW WORKS
D 11.07.2022 ISSUE FOR DA RESOTRATION
C 19.10.2021 ISSUE FOR DA RESOTRATION
B 11.11.2021 ISSUE FOR DA
A 02.11.2021 ISSUE FOR DA
P2 18.10.2021 PRELIMINARY ISSUE FOR TARTS
P1 18.10.2021 PRELIMINARY ISSUE
P3 15.10.2021 PRELIMINARY ISSUE
ISS. DATE PURPOSE OF ISSUE
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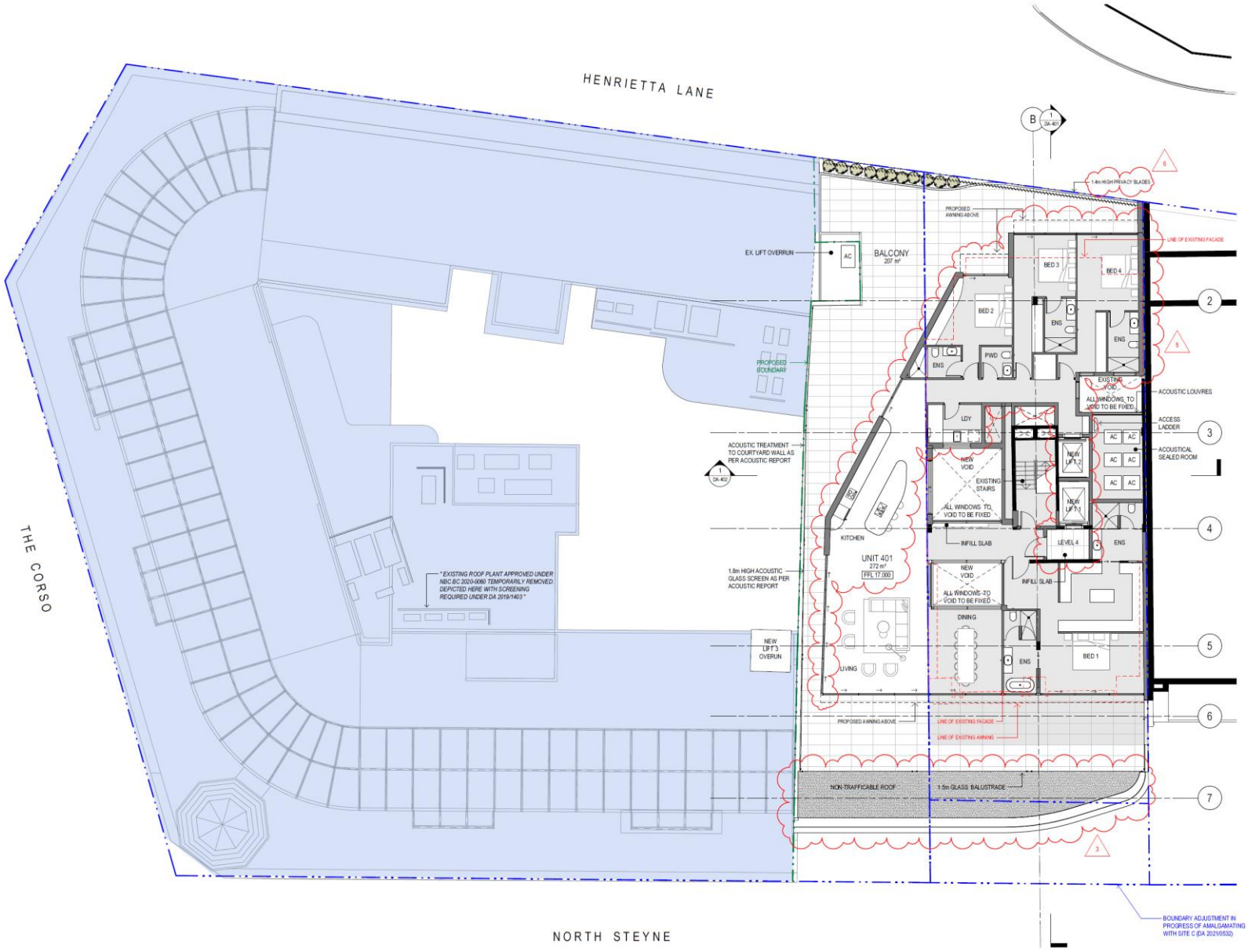
ABN: 24 153 954 793
NOMINATED ARCHITECT
Nominated Architect: Adam Haddow
17319 (NSW), 3877 (QLD), AR1173 (NT)
PROJECT
MANLY APARTMENTS
43 NORTH STEYNE, MANLY
LOT 100,102 IN DP 1069144
LOT 1 DP 1034722
DRAWING NO
DA-103
ISSUE
D
JOB NO.
IR12014
SCALE
1 : 100@ A1
DATE
11.07.2022
DRAWING TITLE
LEVEL 3 FLOOR PLAN
DRAWN BY
FO
CHECKED BY
SC
HENRIETTA LANE
NORTH STEYNE
THE CORSO
BOUNDARY ADJUSTMENT IN PROGRESS OF AMALGAMATING WITH SITE C (DA 2021/0502)
PROPOSED AWNING ABOVE
UNIT 301 220 m²
UNIT 302 209 m²
BALCONY 46m²
BALCONY 27 m²
NON-TRAFFICABLE ROOF
LEVEL 3 (RL 14.150)
INFILL SLAB
NEW LIFT 1
NEW LIFT 2
NEW LIFT 3
EX. STAIRS
EXISTING VOID
ALL WINDOWS TO VOID TO BE FIXED
ALL WINDOWS TO COURTYARD TO BE FIXED
NEW VOID
PROPOSED PERGOLA
MAINTAIN EX. STEEL COLUMN
ACOUSTIC TREATMENT TO COURTYARD WALL AS PER ACOUSTIC REPORT
EXISTING ROOF PLANT APPROVED UNDER NBC BC 2009/480 TEMPORARILY REMOVED. TO BE REINSTALLED AS REQUIRED UNDER DA 2019/1403
TOP OF WALL 2m ABOVE HOTEL STEYNE LEVEL 2 (RL 17.150)
BED 1
BED 2
BED 3
STUDY
ENS
BATH
LDY
LDY / ST
LIVING
DINING
KITCHEN
L5
1 LEVEL 3 FLOOR PLAN
1 : 100 @ A1



1 **LEVEL 4 FLOOR PLAN**
1 : 100 @ A1

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STATUS
DEVELOPMENT APPLICATION

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GRAPHIC SCALE
1:200 @ A3 0 2000 5000
1:100 @ A1

DRAWING NOTES

LEGEND
- EXISTING WALLS TO REMAIN
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- NEW WALLS
- ADAPTIVE REUSE OF EXISTING STRUCTURE
- EXISTING WITH NO NEW WORKS

ISS	DATE	PURPOSE OF ISSUE
E	11.07.2022	ISSUE FOR DA NEGOTIATION
D	21.06.2022	ISSUE FOR DA NEGOTIATION
C	19.05.2022	ISSUE FOR DA NEGOTIATION
B	11.11.2021	ISSUE FOR DA
A	02.11.2021	ISSUE FOR DA
P5	21.10.2021	ISSUE TO CONSULTANTS
P4	18.10.2021	PRELIMINARY ISSUE

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NOMINATED ARCHITECT
Vince Squillace Reg No. 6468 (NSW), 17219 (VIC), 3677 (QLD), AR1173 (NT)

PROJECT
MANLY APARTMENTS
42 NORTH STEYNE, MANLY

LOT 100-102 IN DP 1069144
LOT 1 DP 1034722

DRAWING NO. DA-104
ISSUE E

JOB NO. IRI2014
SCALE 1 : 100@ A1
DATE 11.07.2022

DRAWING TITLE
LEVEL 4 FLOOR PLAN

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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.

Pittwater Road is classified by the RMS as a *State Road* and provides the key north-south road link in the area, connecting Mona Vale and Manly. It typically carries two traffic lanes in each direction in the vicinity of the site, with parking generally permitted in the kerbside lane.

North Steyne is classified by the RMS as a *Regional Road* and provides another north-south road link in the area, connecting Collingwood Street and continues as South Steyne past The Corso. It typically carries one traffic lane in each direction. Kerbside / indented angle parking is permitted at selected locations.

Henrietta Lane is a rear service lane that is primarily used to provide vehicular access to properties fronting North Steyne, as well as some properties fronting Central Avenue. Kerbside parking is generally prohibited in the laneway.

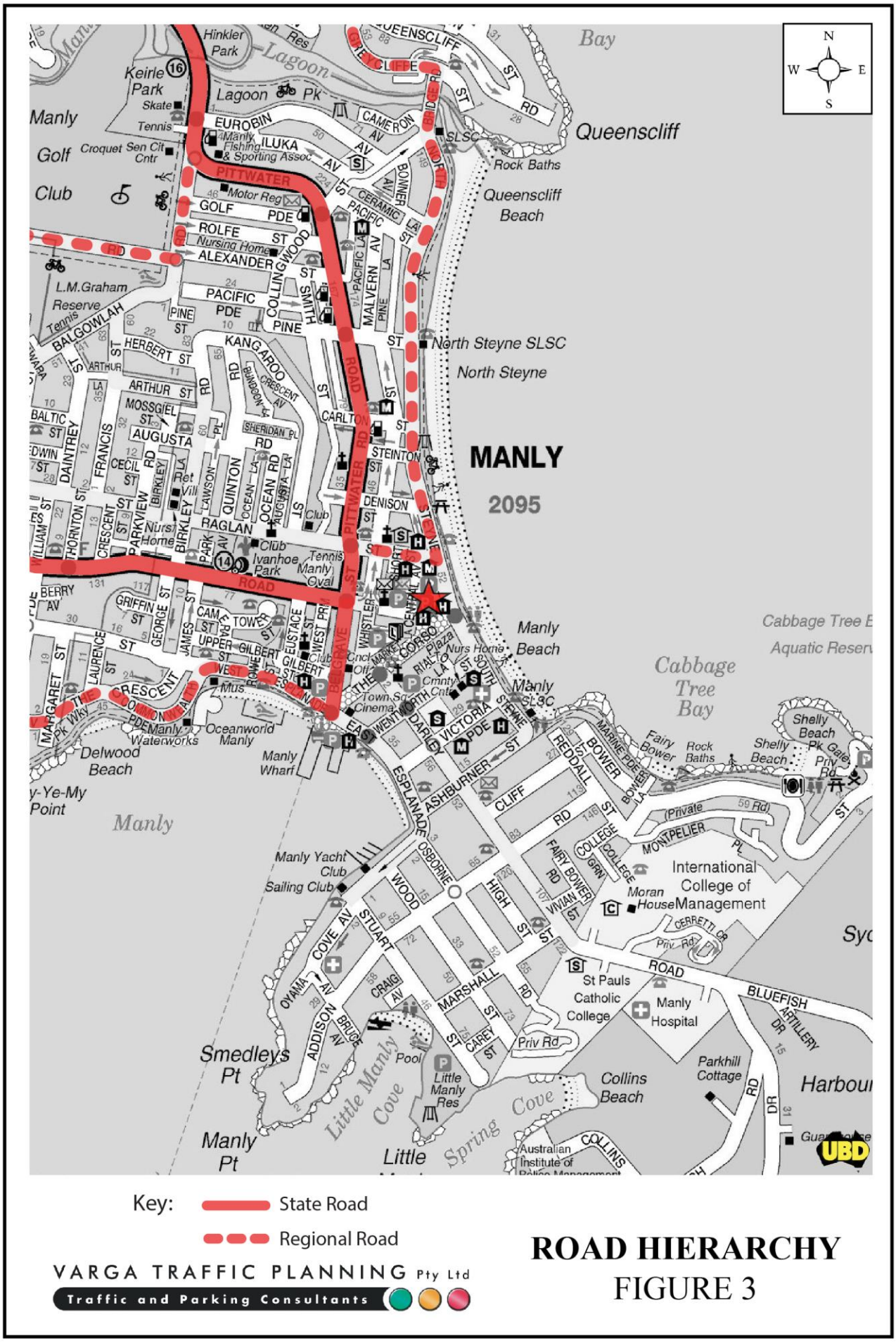
Existing Traffic Controls

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 30 km/h SPEED LIMIT which applies to North Steyne, Raglan Street and all other local roads in the immediate vicinity of the site

- SIGNALISED PEDESTRIAN CROSSING in North Steyne and Darley Road at either ends of The Corso

- PEDESTRIAN CROSSING in Raglan Street between Short Street and Central Avenue.


Key:
State Road
Regional Road
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
ROAD HIERARCHY
FIGURE 3
MANLY
2095
Queenscliff
Queenscliff Beach
North Steyne
North Steyne SLSC
Manly Beach
Cabbage Tree Bay
Manly
Golf Club
Keirle Park
Lagoon Pk
Hinkler Park
L.M.Graham Reserve
Delwood Beach
Oceanworld Manly
Manly Wharf
Manly Waterworks
Manly Yacht Club
Sailing Club
Smedleys Pt
Manly Pt
Little Manly Cove
Spring Cove
Collins Beach
Parkhill Cottage
Shelly Beach
Fairy Bower
Rock Baths
International College of Management
Moran House
St Pauls Catholic College
Manly Hospital
Little Manly Res
Pittwater Road
Ocean Road
Corso
Steyne
Esplanade
Ashburner
Victoria
Darley
Wentworth
Whistler
Central
Denison
Carlton
Steinton
Raglan
Quinton
Ocean
Augusta
Sheridan
Kangaroo
Bunyon
Crescent
Collingwood
Malvern
Pacific
Bonnie
Ceramic
Cameron
Eurobin
Iluka
Rolfe
Alexander
Golf
Motor Reg
Nursing Home
Tennis
Croquet
Sen Cit Cntr
Manly Fishing & Sporting Assoc
Club Ivanhoe
Park
Manly Oval
Nurs Home
Cnty Cnr
Town Sq
Cinema
Plaza
Rialto
Cmnty Cntr
Mus
Ret Vill
Club
Pool
Priv Rd
Australian Institute of
Police Management
Bay
Lagoon
Res
Cliff
Rd
St
Ave
Pde
Pl
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Grn
Dr
Cres
Hwy
Pk
Wky
Gate
Aquatic Reserv
Harbour
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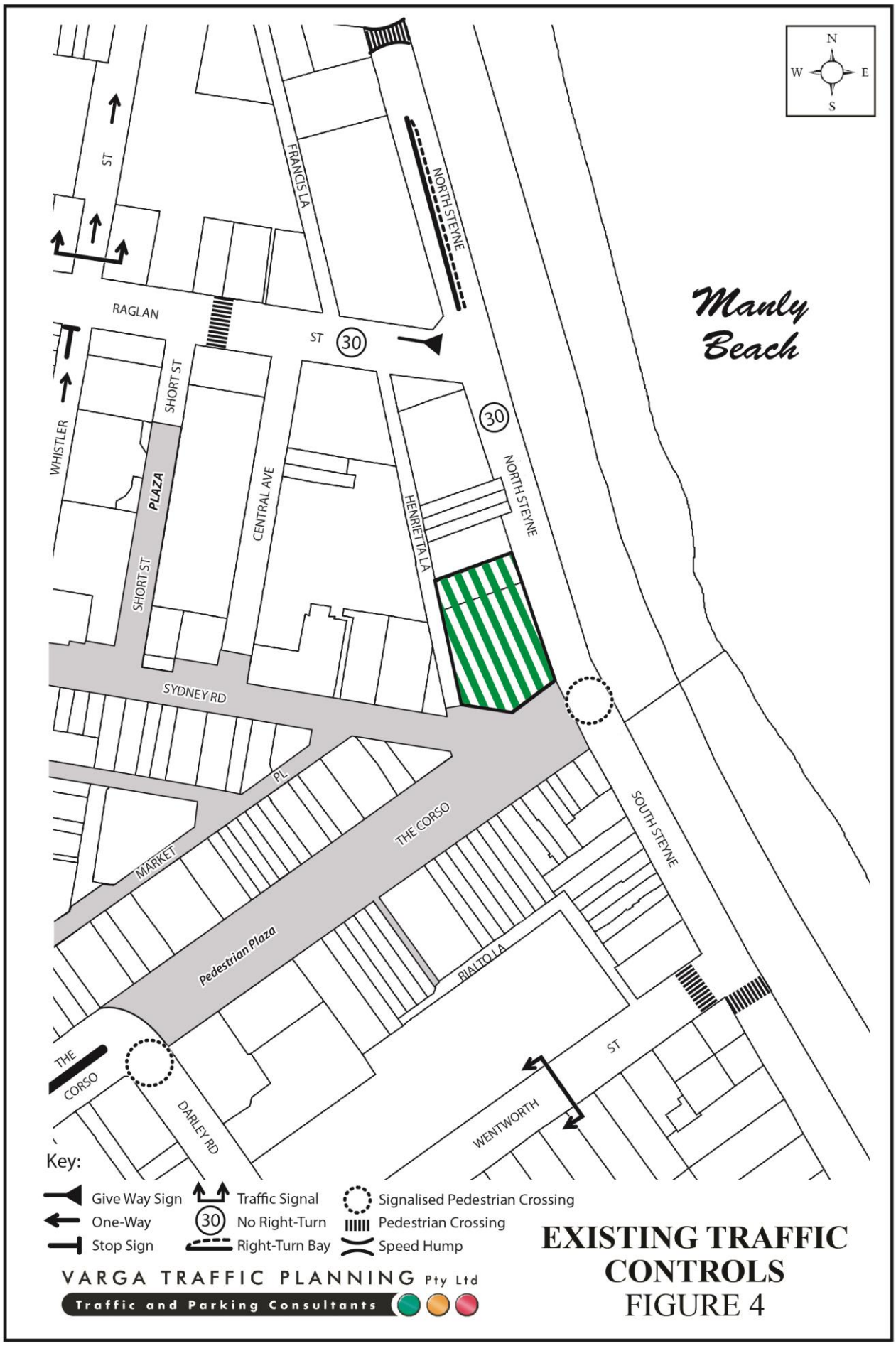
N
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Manly Beach
ST
FRANCIS LA
NORTH STEYNE
RAGLAN
ST
30
SHORT ST
WHISTLER
PLAZA
CENTRAL AVE
HENRIETTA LA
30
NORTH STEYNE
SHORT ST
SYDNEY RD
PL
THE CORSO
MARKET
SOUTH STEYNE
Pedestrian Plaza
RIALTO LA
THE CORSO
DARLEY RD
ST
WENTWORTH
Key:
Give Way Sign
One-Way
Stop Sign
Traffic Signal
30 No Right-Turn
Right-Turn Bay
Signalised Pedestrian Crossing
Pedestrian Crossing
Speed Hump
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING TRAFFIC CONTROLS
FIGURE 4

Projected Traffic Generation

The traffic implications of a development proposal primarily concern the effects of the *additional* traffic flows generated as a result of the development and its impact on the operational performance of the adjacent road network during the morning and afternoon commuter peak periods.

An indication of the traffic generation potential of the development proposal is provided by reference to the Roads and Maritime Services' publication *Guide to Traffic Generating Developments, Section 3 – Land Use Traffic Generation (October 2002)* and the updated traffic generation rates in the recently published RMS *Technical Direction* (*TDT 2013/04a*) document.

The RMS *Technical Direction* document specifies that it replaces those sections of the RMS *Guidelines* indicated, and must be followed when RMS is undertaken trip generation and / or parking demand assessments.

The RMS *Guidelines* and *Technical Direction* 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 Flat Building

Up to 2 bedrooms:	0.4-0.5 peak hour vehicle trips per dwelling
3 bedrooms or more:	0.5-0.65 peak hour vehicle trips per dwelling

Commercial

AM Peak Hour:	1.6 peak hour vehicle trips per $100m^2$ GFA
PM Peak Hour:	1.2 peak hour vehicle trips per $100m^2$ GFA

Application of the above traffic generation rates to the various components of the development proposal yields a traffic generation potential of approximately 15 vehicle trips per hour (vph) during the AM peak hour, and 12 vph during the PM peak hour, as set out below:

Projected Future Traffic Generation Potential

	AM	PM
Residential (7 apartments):	4.6 vph	4.6 vph
Retail / commercial (653m^2):	10.5 vph	7.8 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**15.1 vph**	**12.4 vph**

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the development proposal.

Application of the above traffic generation rates to the existing uses of the building on the site yields a traffic generation potential of approximately 28 vph during the AM peak hour, and 22 vph during the PM peak hour.

Existing Traffic Generation Potential

	AM	PM
Residential (8 apartments):	4.0 vph	4.0 vph
Retail / commercial (1,384.3m^2):	22.1 vph	16.6 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**26.1 vph**	**20.6 vph**

Accordingly, it is likely that the proposed development will result in a *nett reduction* in the traffic generation potential of the site of approximately 11 vph during the AM peak hour, and 8 vph during the PM peak hour as set out below:

Projected Nett Change in Peak Hour Traffic Generation Potential of the Site as a Consequence of the Development Proposal

	AM	PM
Projected Future Traffic Generation Potential:	15.1 vph	12.4 vph
Less Existing Traffic Generation Potential:	-26.1 vph	-20.6 vph
NETT CHANGE TRAFFIC GENERATION POTENTIAL:	**-11.0 vph**	**-8.2 vph**

It is noted however, that car parking on the site is *constrained*, and will remain *constrained* under the proposed development as detailed in Chapter 4 of this report, particularly for the commercial component of the development proposal. Thus, the traffic generation potential of the commercial component of the site is likely to be *somewhat less* than is set out in the tables above.

In any event, the traffic generation potential of the site as a consequence of the development proposal is *minimal*, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

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 5 and comprise:

- NO STOPPING restrictions on both sides of North Steyne
- NO STOPPING / NO PARKING restrictions on both sides of Henrietta Lane
- LOADING ZONES along both front and rear frontages of 49-52 North Steyne.

Off-Street Car Parking Provisions

The off-street car parking requirements applicable to the development proposal are specified in the *Manly Development Control Plan 2013, Schedule 3, Part A1 - Parking Rates and Requirements for Vehicles* document in the following terms:

Shop Top Housing (Manly Town Centre Business Zone B2 - Local Centre)

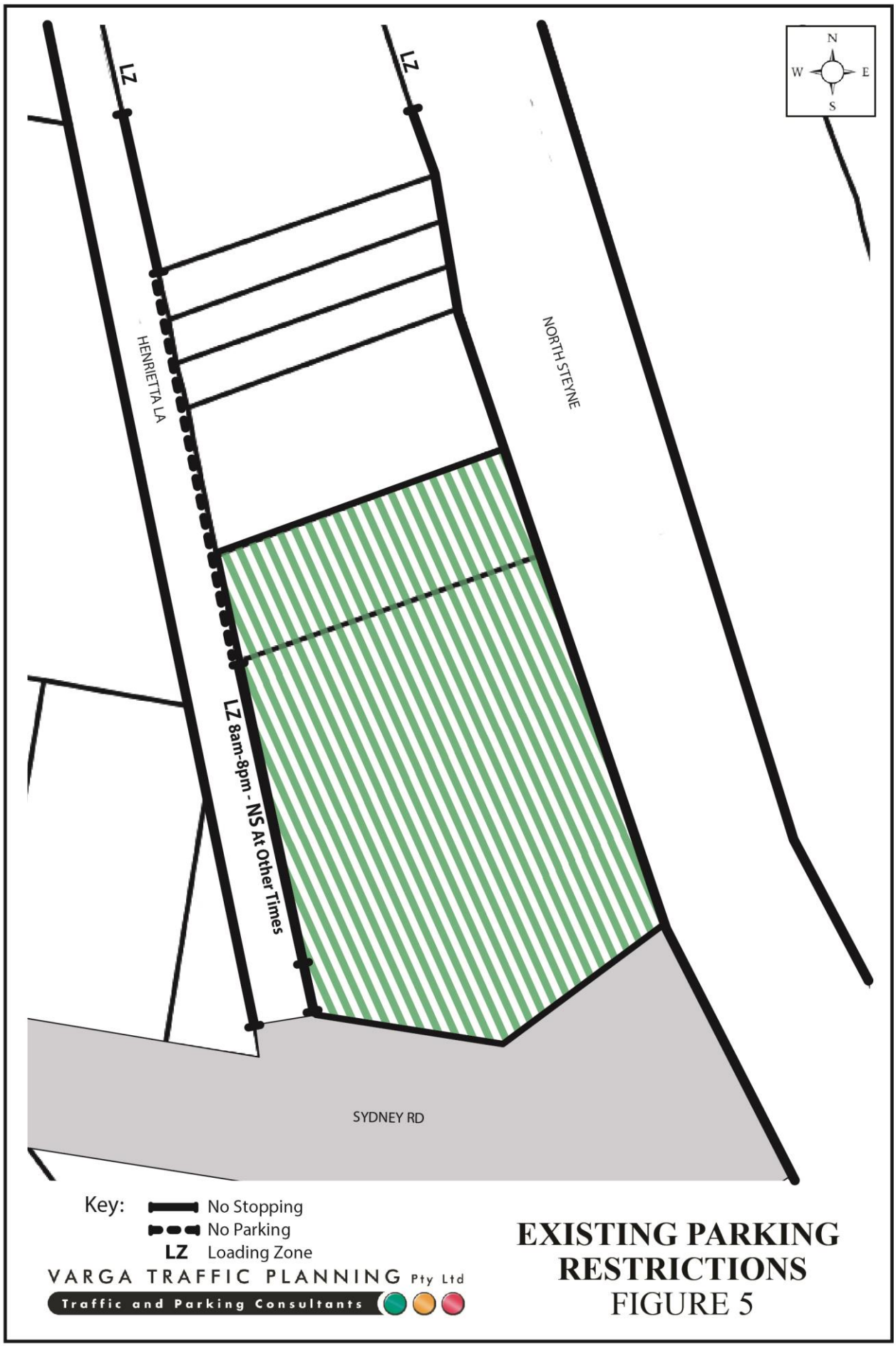
Studio or 1-bedroom apartments:	0.6 spaces per dwelling
2-bedroom apartments:	1 space per dwelling
3 or more bedroom apartments:	2 spaces per dwelling
Visitor:	0.16 spaces per dwelling

Commercial / Retail Premises

1 space per 40m^2 GFA

Application of the above car parking rates to the various components of the development proposal yields an off-street car parking requirement of 32 spaces as set out below:

Residents (7 apartments):	14 spaces
Visitors:	2 spaces (rounded up from 1.1 spaces as per DCP)
Commercial (653m^2):	16 spaces
Total:	**32 spaces**


N
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HENRIETTA LA
NORTH STEYNE
LZ 8am-8pm - NS At Other Times
SYDNEY RD
Key:
No Stopping
No Parking
LZ Loading Zone
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING PARKING RESTRICTIONS
FIGURE 5

The proposed development makes provision for a total of 16 residential car spaces, thereby resulting in a *shortfall* of 16 commercial car spaces when assessed against Council's car parking code requirements.

It is noted however, that the proposed development involves alterations and additions to an *existing* building which *also* has a *shortfall* in car parking. Application of the above car parking rates to the existing uses on the site yields an off-street car parking requirement of 46 spaces, however only 7 spaces are provided at present, resulting in an *existing shortfall* in car parking of 39 spaces, as set out in the table below:

Existing Car Parking Shortfall			
	Car Parking Required	**Car Parking Provided**	**Car Parking Shortfall**
Residential (8 apartments):	6 spaces	7 spaces	**-39 spaces**
Visitors:	2 spaces		
Commercial (1,504m^2):	38 spaces		

Accordingly, the proposed development will reduce the total parking required from 46 spaces to 32 spaces, whilst also reducing the *shortfall* in car parking from 39 spaces to 16 spaces.

It is noted also that *Clause 4.2.5.4* of the DCP allows for a reduction in the car parking requirements in the Manly town centre where the constraints of the site preclude the provision of some or all of the required parking spaces, and where the movement of vehicles to/from the site would cause unacceptable conflict with pedestrian movements.

In this instance, it is noted that the expanded basement car parking area provides the maximum number of parking spaces that could be accommodated within the basement floor-plate of the *site*, having regard for the need to provide fire stairs and a lift in the basement.

In addition, it is proposed to allocate the car parking spaces to the residential component of the development proposal only, to minimise the level of traffic activity which would be generated by staff and customers accessing 16 commercial parking spaces.

The proposed parking arrangements would thereby *minimise the level of traffic activity in Henrietta Lane* by restricting traffic flows to the *less intensive residential uses only*, without the more intensive levels of traffic activity which would be generated by commercial uses of those parking spaces. In particular, the proposed development avoids the introduction of commercial traffic activity in Henrietta Lane which could have been generated by staff and customers accessing parking spaces associated with those commercial uses.

The geometric design layout of the proposed *new* car parking facilities has been generally designed to generally comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1:2004* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions and aisle widths.

Loading and Servicing

As noted in the foregoing, in traffic, parking and loading / servicing terms, the proposed development will result in a significantly less intensive use of the site, with a reduction in commercial / retail floors areas from 1504m^2 to 653m^2, a reduction from 8 apartments to 7 apartments, and a reduction from 42 hotel rooms to 39 hotel rooms.

In particular, it is noted that the B1 *Nightclub* will be replaced by basement car parking allocated to the residential component, whilst the L1 *Restaurant* and L2 *Blacket's Bar* are to be replaced by the residential apartments, thereby *significantly* reducing the delivery and servicing needs of the site.

Following discussions with council's traffic engineers, however, it was agreed that the existing loading zone in Henrietta Lane should be extended to the north across the substation frontage of the site, to provide additional on-street loading / servicing capacity for all users.

It is also proposed to relocate the existing and proposed extended loading zones to the opposite side of Henrietta Lane, to reduce the incidence of damage to the existing awning.

Off-Street Bicycle Parking Provision

The off-street bicycle parking requirements applicable to the development proposal are specified in *Manly Development Control Plan 2013, Schedule 3, Part A2 - Parking Rates and Requirements for Bicycles* document in the following terms:

> **Other developments which generates requirements for vehicular parking**
> Bicycle parking stands are required at a minimum rate of one stand for every three car parking spaces with a minimum provision of one stand for each premises.

Application of the above bicycle parking rates to the car parking provision of 16 spaces outlined in the proposal yields an off-street bicycle parking requirement of 5 spaces.

The proposed development makes provision for 5 bicycle spaces, thereby satisfying Council's bicycle parking requirements.

Conclusion

In summary, the proposed new parking facilities satisfy the relevant requirements specified in Council's DCP as well as the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking implications.