



TRAFFIC IMPACT ASSESSMENT (TIA)

**Proposed Mixed Use Development
17-19 Sydney Road, Manly**

Reference: 22.461r01v02
Date: December 2022

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Project	17-19 Sydney Road, Manly			
Client	Cinemeccania Australia Pty Ltd and Hampic Management Pty Ltd			
Revision	Date	Prepared By	Checked By	Signed
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Appendix A: Reduced Plans

1. INTRODUCTION

TRAFFIX has been commissioned by Cinemeccania Australia Pty Ltd and Hampic Management Pty Ltd to undertake a traffic impact assessment (TIA) in support of a development application (DA) relating to a mixed-use development at 17-19 Sydney Road, Manly, comprising. The development is located within the Northern Beaches Council Local Government Area (LGA) and has been assessed under that Council's controls.

This report documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE) prepared separately. The development is a minor development and does not require referral to the TfNSW under the provisions of SEPP (Transport and Infrastructure) 2021.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the proposed development
- Section 5: Assesses the parking requirements
- Section 6: Assesses traffic impacts
- Section 7: Discusses access and internal design aspects
- Section 8: Presents the overall study conclusions

2. LOCATION AND SITE

The subject site is known as 17-19 Sydney Rd, Manly and is located on the southern side of Sydney Road. It is also located about 350 metres northeast of Manly Wharf, and 10.8 kilometres northeast of the Sydney CBD.

The site has a total site area of approximately 370.5m² and consists of a three-storey mixed use building with basement level. It has a northern frontage of 12 metres to Sydney Road and a southern boundary of 12 metres to Market Place. It is bounded to the east and west by mixed use developments.

Vehicular access to the site is not currently provided due to the pedestrians frontage roads.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



Figure 1: Location Plan



Figure 2: Site Plan

3. EXISTING TRAFFIC CONDITIONS

3.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Sydney Road:** generally runs in an east west direction between The Corso in the east and Ponsonby Parade in the west. It is divided into three sections with the eastern section between The Corso and Whistler Street a pedestrianised mall, the section between Whistler and Belgrave Street a local road, the section between Belgrave Street and Manly Road a TfNSW Main Road (MR 164), the section between Manly Road and Frenchs Forest Road a TfNSW Main Road (MR 397) and the final section between Frenchs Forest Road and Ponsonby Parade a local road. In the vicinity of the site, Sydney Road is a pedestrianised mall with no vehicle access to the properties fronting the street.
- **Belgrave Street:** a TfNSW Main Road that (MR 159) traverses north-south direction between Pittwater Road in the north and the intersection of West and East Esplanade in the south. In the vicinity of the site, Belgrave Street generally provides two lanes of traffic in each direction and is subject to a 50km/h speed zoning in the vicinity of the site. Belgrave Street generally permits kerbside parking generally along the eastern side subject to restrictions.
- **Whistler Street:** a local road that traverses north-south direction between Pine Street in the north and The Corso in the south. In the vicinity of the site, Whistler Street provides a single lane of traffic in the northern direction north of Sydney Road, one lane of traffic in each direction south of Sydney Road and is subject to a 30km/h speed zoning. Whistler Street permits kerbside parking on both sides subject to restrictions.

- **Market Place:** a local laneway that runs in an east west direction between Sydney Road in the east and Whistler Street in the west with a third leg to Whistler Street parallel to Sydney Road. In the vicinity of the site Market Place is pedestrianised with no vehicular access to properties fronting this street.

It can be seen from **Figure 3** that the site is ideally situated with respect to the regional road and arterial roads serving the region, with links to Sydney Road and Belgrave Street. It is therefore able to effectively distribute traffic along the surrounding network, thereby minimising traffic impacts



Figure 3: Road Hierarchy

3.2 Public Transport

The existing bus services that operate in the locality are shown in **Figure 4**. It is evident that the development benefits from good bus services with bus stops located within 400 metres of the subject site along Belgrave Street and Raglan Street. These services provide the following connections:

- 141 – Austlink to Manly
- 142 – Allambie Heights to Manly
- 144 – Manly to Chatswood
- 150X – Manly to Milsons Point (Express Service)
- 170X – Manly to City Wynard (Express Service)
- 161 – Manly to North Head (Loop Service)
- 162 – Seaforth to Manly
- 166 – Frenchs Forest to Manly
- 167 – Warringah Mall to Manly
- 199 – Palm Beach to Manly

In addition, the site is located within 400 metres of Manly Wharf providing services to the wider ferry network.

The above bus services also provide connection to the wider public transport network. Further information regarding bus frequencies is available from the Transport for NSW information website: <https://www.transportnsw.info>

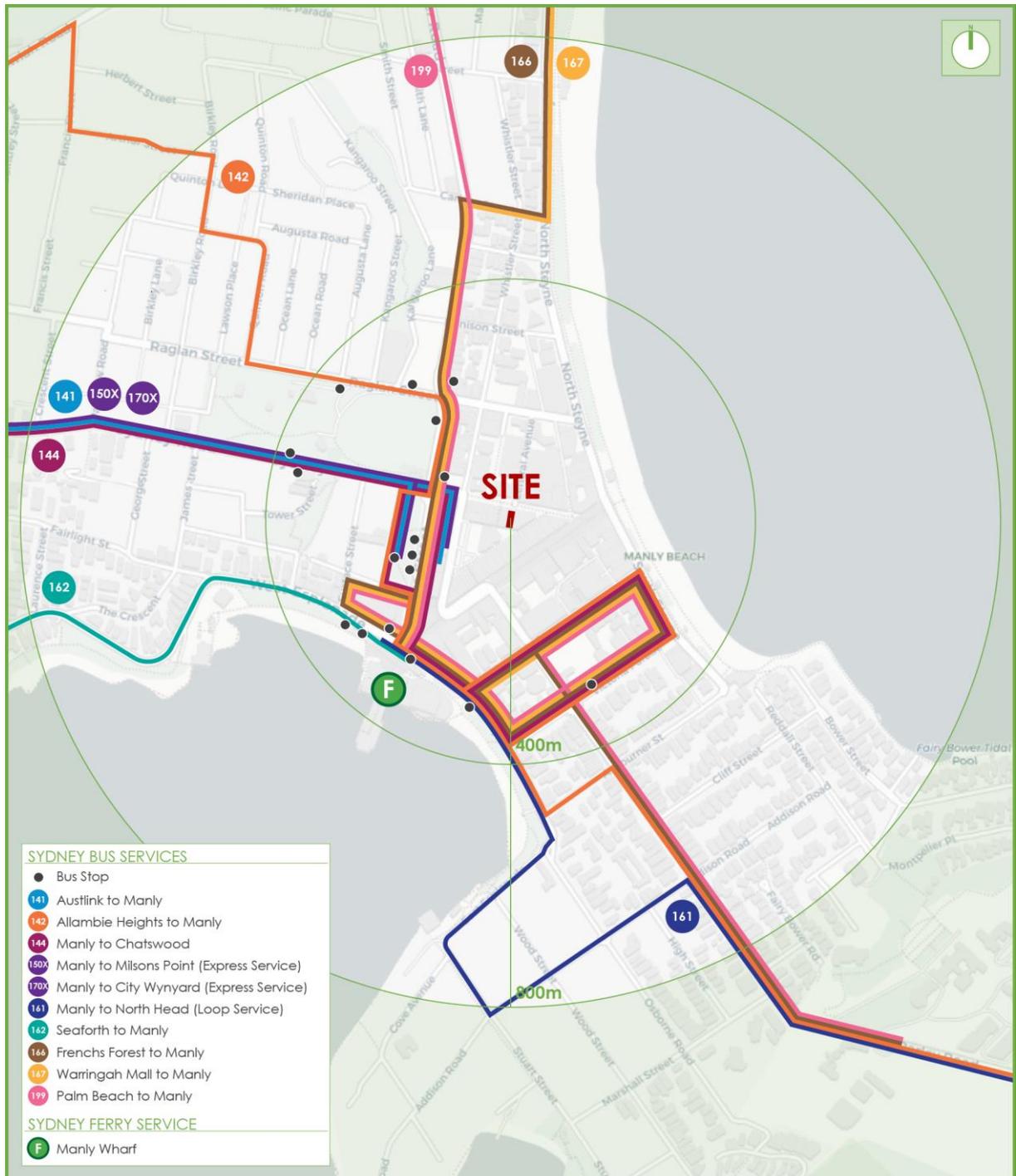


Figure 4: Public Transport

3.3 Cycling and Pedestrian Infrastructure

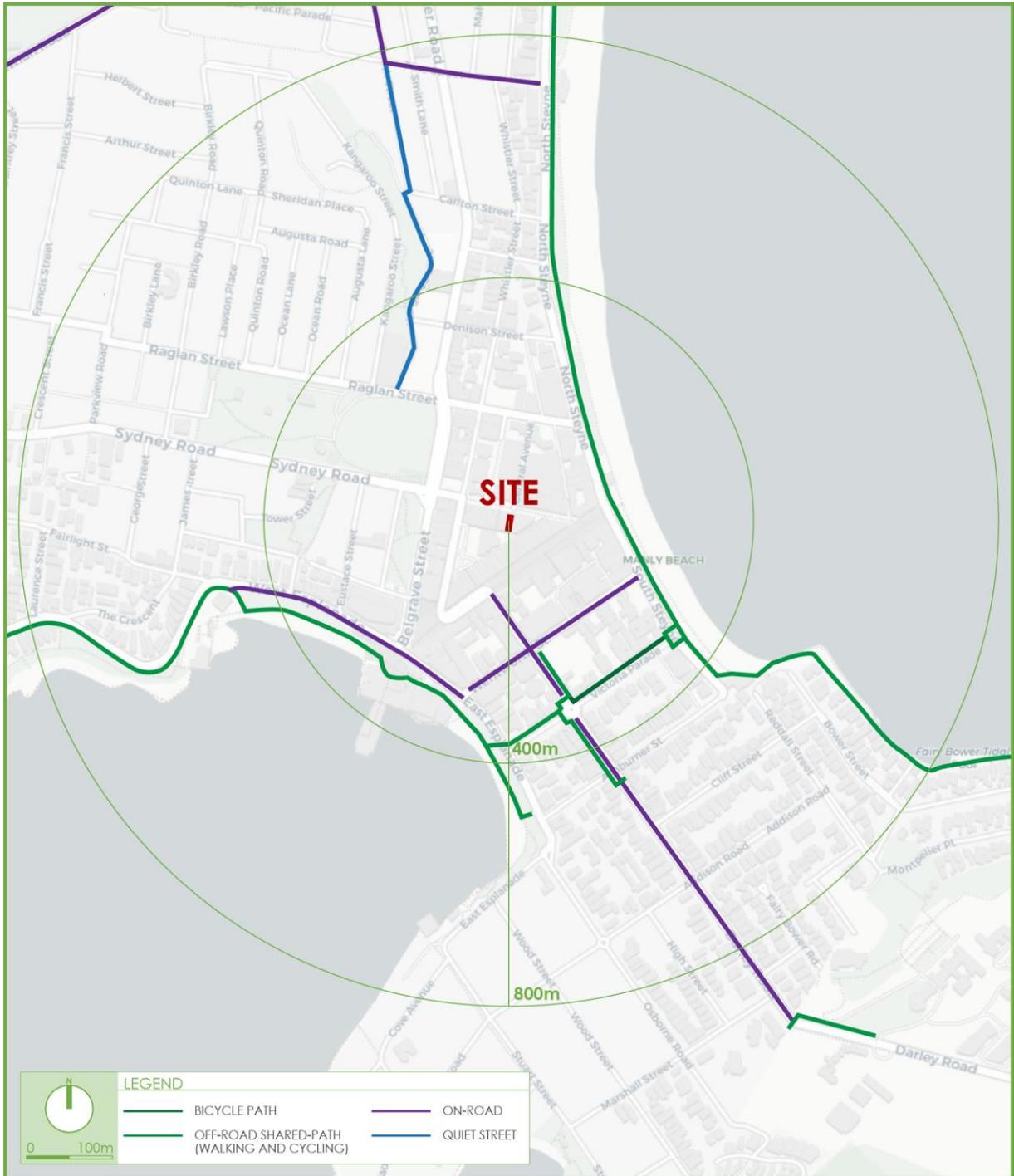
3.3.1 Walking Facilities

The site is ideally placed with several pedestrian facilities available in the locality. There are existing pedestrian malls surrounding the site on Sydney Road, Market Place and The Corso. The signalised intersection of Sydney Road and Belgrave Street provide signalised pedestrian crossings at all four (4) legs, providing pedestrians safe and efficient connections to the wider footpath network.

3.3.2 Cycling Infrastructure

The site is also located within proximity to separated bicycle lanes, off-road shared paths and bicycle friendly roads available throughout the area. These cycleways can be used concurrently with other bicycle routes to provide connections to various areas around Sydney. The existing cycling facilities are presented in **Figure 5**, with the cycleways summarised as follows:

- Low Traffic On-road Routes: Wentworth Street, West Esplanade and Darley Road accommodate low-traffic on road routes.
- Off-Road Shared Paths: North and South Steyne, Victoria Road, East and West Esplanade accommodate off-road shared paths for bicycles.



4. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Statement of Environmental Effects prepared separately. In summary, the development for which approval is now sought is a 4-storey plus basement mixed use development comprising of the following components:

- 11 residential apartments made up of the following:
 - 10 x one bedroom apartments; and,
 - 1 x two-bedroom apartment.
- Commercial units comprising 365.8 m² of GFA over the ground floor and basement levels.
- A basement level providing parking for storage cages for residents and four (4) bicycle spaces for retail use.

The parking and traffic impacts arising from the development are discussed in **Section 5** and **Section 6**. Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Appendix A**.

5. PARKING REQUIREMENTS

5.1 Car Parking

The Manly Development Control Plan (DCP) 2013, requires parking for developments to be provided at the rates shown in **Table 1**:

Table 1: Council Parking Rates and Provision

Type	Area / Units	Minimum Parking Rate	Minimum Spaces Required
Commercial Premises	365.8m ²	1 space per 40m ² GFA	10
1 Bed	10	0.6 spaces per unit	7
2 Bed	1	1 space per unit	
Residential Visitor	11	0.16 spaces per unit	2
Totals			19

It is evident from **Table 1** that the proposed development requires a minimum of 19 spaces and under Council's DCP. The proposed development does not provide parking on-site for the following reasons:

- Existing Deficiency:** The existing development does not provide parking onsite and therefore has an existing parking deficiency. The existing development is estimated to have a commercial GFA of 1,120m² which would attract a parking provision of 28 spaces. Therefore, the proposed development would reduce the existing parking deficiency by nine (9) spaces, which is considered an improvement on the current arrangement.
- Site Constraints:** The site has no existing vehicular access and the frontages on both Sydney Road and Market Place are pedestrianised and therefore additional vehicular trips on either of these frontages result in unacceptable conflicts with pedestrians. In addition, the existing frontages are retail/food and beverage, which the proposed development will also provide, and a vehicular access would be incompatible with the proposed retail frontages.
- Design Constraints:** The site would not physically allow for the provision of a car park due to its narrow width even if a vehicular access could be provided.

4. **DCP Objectives/Controls:** It is noted that Council's DCP, Section 4.2.5.4 outlines a number of exceptions with regards to parking rates/requirements for developments in the Manly Town Centre which are as follows:

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.*

It is clear from the previous points listed above, that the development warrants an exception as all three points have been demonstrated above.

5. **Walk Score:** The site achieves a walk score of 97/100 (www.walkscore.com), demonstrating that residents, staff and visitors do not need to rely on a car to perform daily errands. The subject development is located within the Manly Town Centre, a retail and shopping providing numerous goods and services.
6. **Transit Score:** The site received a transit score of 60/100 providing a good level of public transport with many nearby available public transport options within the locality, including Manly Ferry Wharf and bus interchange as discussed in the public transport section, thereby encouraging journeys to and from the subject site via more sustainable modes of transport, in line with NSW State Government objectives.
7. **Car Share:** Across the Sydney metropolitan area, there is an increasing reliance on car share schemes such as 'GoGet' to accommodate the occasional need of residents for use of a private car. The nearest 'GoGet' car share pod is located on Upper Gilbert Street.
8. **Cycling:** 11 storage cages with two spaces in each plus seven commercial bicycle spaces will be provided within a secured room within the basement level of the development, thereby providing an alternative and sustainable transport mode for residents and staff.

Reference should be made to the available cycleways within proximity of the subject site presented in **Figure 5** and more details relating to bicycle parking is provided below.

9. **Green Travel Plan:** The development is ideally located with regard to alternative modes of transport as discussed above, in relation to active and public transport. It is therefore recommended that a 'Green Travel Plan' be prepared in response to a suitable condition of consent. Given the site constraints, there is a unique opportunity to contribute to the increase in the number of trips by public transport which is considered an important relevant State target regarding the subject development. It is recommended that a 'Travel Access Guide' be prepared and displayed in a common area within the site for residents, visitors and staff. The plan would include community information such as local bus network maps and timetables, rail network maps and timetables, cycle route maps, location of critical services within walking distances, taxi contact numbers and location and contact details for car share operators. By providing this information to residents, staff and visitors and ensuring that they are aware of the public transport options and frequencies available to them as well as the location of relevant services, a reduction in car-oriented trips to/from the site would be expected. The implementation of a 'Green Travel Plan' is therefore strongly supported and would encourage the use of alternative transport options and would assist in meeting the relevant targets set out by the NSW State Government.

In summary, the absence of onsite parking is necessary given the site constraints. Notwithstanding, the subject development is considered supportable in the circumstances for the reasons outlined above with the existing deficiency being higher than the proposed development as well as public transport, active travel and available car share services providing alternative means of moving people.

5.2 Bicycle Parking

Council's DCP specify the following rates for bicycle parking:

- A storage cage capable of accommodating two bicycle parking spaces for each dwelling
- 1 space per 3 car parking spaces for the commercial component (assumed to be based on DCP requirement rather than actual provision)

Accordingly, the bicycle parking required under the DCP is a total of 11 storage cages for the dwellings spaces and four (4) spaces in the form of racks for the commercial component.

In response, the development provides a total of 11 storage cages accommodating two spaces each for each dwelling and four (4) spaces for the retail component in a secure storage room. In this regard the development is superior to the requirement of the DCP, promoting alternative modes of transport for residents and tenants, in line with the DCP requirement.

5.3 Refuse Collection and Servicing

Based on advice from Council's Pre DA notes Sydney Road is allowed to be used for vehicular access between 5:00am and 8:00am each day. As such, it is anticipated waste collection for both retail and residential uses will occur between these times up to twice per week. Any occasional servicing such as deliveries and removalists can be undertaken from Loading Zones on Central Avenue directly opposite the site as would be occurring for the existing development. As such, the development is expected to have minimal additional impacts on surrounding loading zones.

6. TRAFFIC AND TRANSPORT IMPACTS

6.1 Existing Site Generation

6.1.1 Retail Use

The subject site currently accommodates approximately 356m² GFA of retail and commercial use. The existing use falls under the RMS categories of speciality retail and is assigned a Thursday evening peak hour traffic generation rate of 4.6 trip per 100m² of GLFA. GLFA is estimated in the guide as 75% of GFA. Applying this rate to the subject site yields an expected GLFA of 984m².

From the application of the RMS Guidelines, it is likely that the current use of the site would generate in the order of 45 trips per hour during the Thursday evening peak period with a trip generation in the AM peak of approximately 20% of the PM peak, predominantly associated with staff arrivals. The PM trips are expected to be split 50:50 between arrivals and departures. As such, the existing retail units on the site are expected to generate the following:

- 9 vehicle trips per hour during the morning peak; and (7 in, 2 out)
- 16 vehicle trips per hour during the Thursday evening peak. (8 in, 8 out)

6.1.2 Commercial Use

The existing development currently accommodates approximately 712m² GFA of commercial use. The existing use falls under the TfNSW Technical Direction TDT13/04a of office use which determined the following rates:

- 1.6 vehicle trips per 100m² of GFA during the morning peak period; and
- 1.2 vehicle trips per 100m² of GFA during the evening peak period

A split of 80:20 in and out for the morning peak and the reverse in the evening peak has been assumed. As such, the existing commercial use is expected to generate the following:

- 11 vehicle trips per hour during the morning peak; and (9 in, 2 out)
- 9 vehicle trips per hour during the evening peak. (2 in, 7 out)

6.1.3 Combined Generation

The combined generation of the existing retail and commercial components can be summarised as follows:

- 20 vehicle trips per hour during the morning peak hour; and (16 in, 4 out)
- 25 vehicle trips per hour during the evening peak hour. (10 in, 15 out)

6.2 Development Trip Generation

The impacts of the proposed development on the external road network have been assessed having regard for the indicative yield scenarios as summarised in **Section 4** above. This assessment has been undertaken in accordance with the requirements of the RMS Guideline to Traffic Generating Developments (2002) and as such, the traffic generation rates published in the RMS Guide have been adopted for each individual land use. The result of this assessment is summarised below.

6.2.1 Residential Use

Although the development does not provide parking for residential use a conservative approach to the trip generation assessment has been conducted. As such the TfNSW Guide to Traffic Generating Developments rate for medium density residential development has been adopted for assessing the traffic generating potential of the subject development. The relevant trip rate is as follows:

- 0.4-0.5 vehicle trips per unit during the morning and evening peak hours.

Application of the lower rate as most dwellings are 1 bedroom apartments of the 11 residential units proposed, and adopting an 80:20 split, results in the following predicted trip generation volumes:

- 4 vehicle trips per hour during the morning peak hour; and (1 in, 3 out)
- 4 vehicle trips per hour during the evening peak hour. (3 in, 1 out)

6.2.2 Retail Use

To undertake a ‘worst case’ assessment of the commercial unit a retail traffic generation has been assumed with car parking for visitors provided in surrounding street and nearby public car parks. This component attracts a trip rate of 4.6 trips/100m² of GLFA in the Thursday PM peak period based on RMS trip rates for ‘specialty retail’ uses such as corner shops, cafes and restaurants. Based on the split of 80:20 as per the existing retail traffic generation, application of this rate to the 365.8m² units and assuming 75% leasable floor area (i.e. 274.35m² of GLFA) predicts the following generation:

- 2 vehicles trips per hour in the morning peak; and (2 in, 0 out)
- 13 vehicles trips per hour during the Thursday evening peak hour. (7 in, 6 out)

6.2.3 Combined Generation

The combined generation of the residential and commercial components can be summarised as follows:

- 6 vehicles trips during the morning peak hour; and (5 in, 1 out)
- 17 vehicles trips during the evening peak hour. (10 in, 7 out)

6.3 Net Traffic Impacts

Considering the traffic generation of the existing development the net traffic impact is as follows:

- -14 vehicles trips during the morning peak hour; and, (-14 in, -4 out)
- -8 vehicles trips during the evening peak hour. (0 in, -8 out)

The proposed development is expected to generate less traffic than the existing development as a result of the proposed residential dwellings rather than the commercial use. As such the development is considered supportable from a traffic planning perspective with no external improvements to the network required.

7. ACCESS AND INTERNAL DESIGN ASPECTS

7.1 Site Vehicular Access

The site will not be provided with a vehicular access as a result of the proposed development and as such no assessment is required.

7.2 Internal Design

The internal car park complies with the requirements of AS 2890.3 (2018), and the following characteristics are noteworthy:

7.2.1 Clear Head Heights

- A minimum clear head height of 2.0m is provided for the bicycle parking and the route between the entry point and secure room within the basement car park as required by AS 2890.3 (2018).

7.2.2 Bicycle Parking Modules

- All storage cages allow for two vertical bicycle racks to be installed with a minimum width of 1.0m, minimum length of 1.2m as required by AS 2890.2 (2018).
- The four (4) retail bicycle parking spaces required under are provided in the form of bicycle racks in the secure room within the basement.

8. CONCLUSIONS

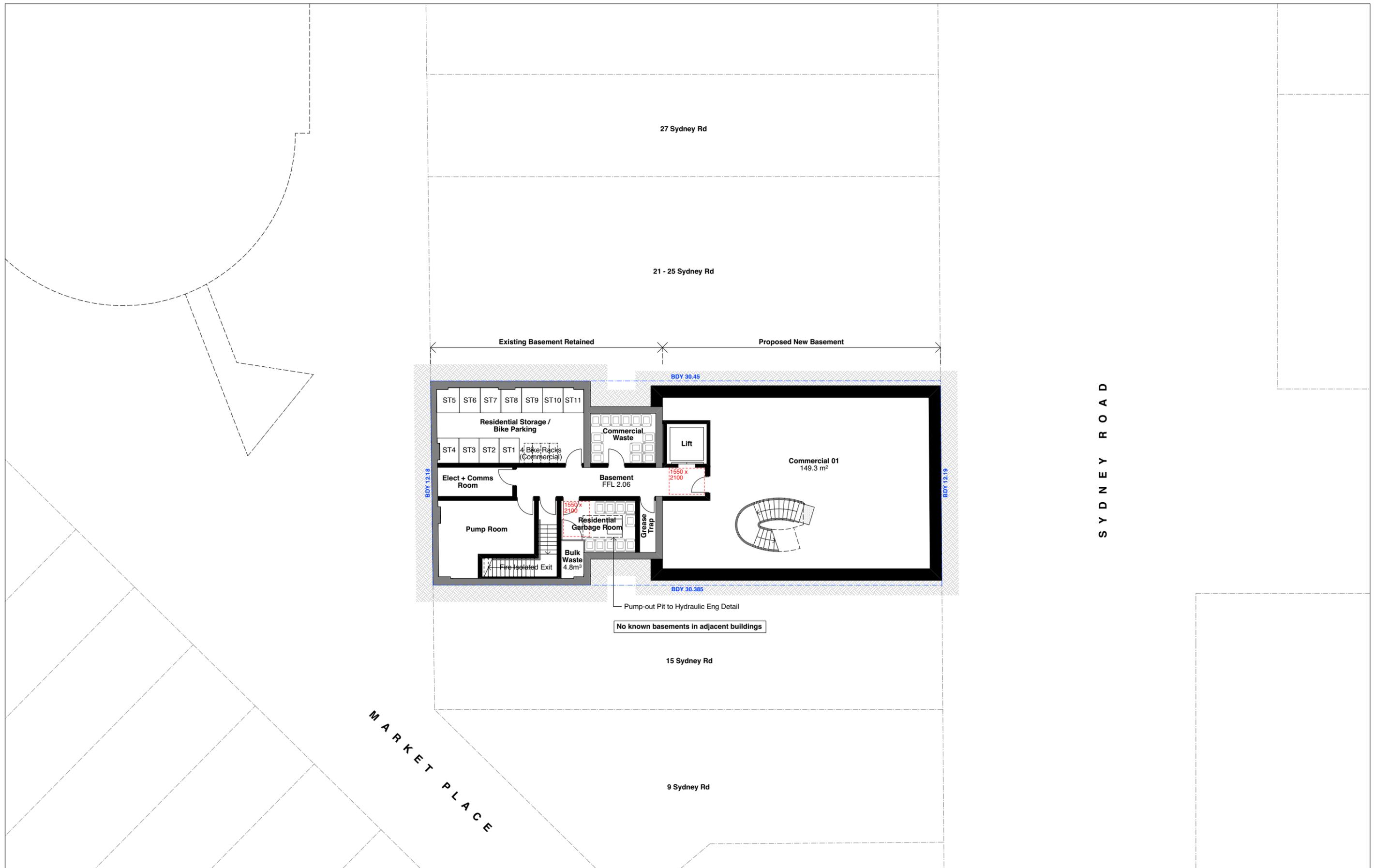
In summary:

- The proposal seeks approval to construct a four-storey mixed use development at 117-19 Sydney Road Manly, containing 11 apartments and retail on the Ground Floor and Basement with 365.8m² of GFA.
- The subject site is well connected to the public transport network with reliable access to regular bus and ferry services. These, along with existing pedestrian and cycle links, ensure the site is ideally situated for a medium density residential development as it provides a good opportunity to encourage future tenants / visitors to use sustainable transport modes.
- The proposed development provides no parking due to the pedestrian frontage roads preventing any vehicular access to the site. The lack of parking has been extensively justified in Section 5.1. The bicycle parking provision has been provided in accordance with the requirements of the Manly DCP.
- Waste collection for the development and servicing for the retail units is to be undertaken from Sydney Road between 5:00am and 8:00am when vehicular access is provided or from the loading zones on Central Avenue outside of these times.
- The traffic generation arising from the development has been assessed as a net decrease over existing conditions and equates to 14 less vehicle trips per hour during the morning peak and eight (8) less vehicle trips during weekday the evening peak periods due to the commercial GFA being replaced by residential dwellings. As such, no external improvements are required to facilitate the proposed development. The traffic impacts of the development are therefore considered acceptable.
- The bicycle parking has been assessed to comply with the requirements of AS 2890.3 (2015).

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

APPENDIX A

Reduced Plans

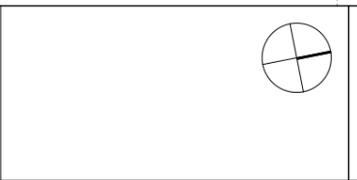


REV	DESCRIPTION	DATE	GENERAL NOTES
A	Development Application	02.12.2022	<p>1. ALL WORKS TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA, AUSTRALIAN STANDARDS, STATUTORY REGULATIONS AND LOCAL AUTHORITY REQUIREMENTS, INCLUDING CONDITIONS OF CONSENT.</p> <p>2. DO NOT SCALE OFF THIS DRAWING. ONLY USE DIMENSIONS PROVIDED.</p> <p>3. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK.</p> <p>4. BIDDING DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS FROM ALL CONSULTANTS.</p> <p>5. CONTRACTOR TO NOTIFY BIDDING OF ANY DISCREPANCIES, DIMENSIONAL INCONSISTENCIES, OR THE NEED FOR CLARIFICATION PRIOR TO MANUFACTURING.</p> <p>6. CONTRACTOR TO ENSURE CONSISTENCY BETWEEN MATERIALS IS MAINTAINED.</p> <p>7. BIDDING TO REVIEW ALL CONTRACTORS DETAILED DRAWINGS / SETTING OUT PRIOR TO CONSTRUCTION.</p> <p>8. PROGRESS WORK TO BE VERIFIED AGAINST DRAWINGS FOLLOWING EXECUTION AND ARCHITECT TO BE NOTIFIED OF ANY DISCREPANCIES PRIOR TO CONTRACTOR PROCEEDING WITH NEXT TRADE.</p>

BASIC COMMITMENTS (ALL OTHER BASIC COMMITMENTS AS PER BASIC CERTIFICATE AND STAMPED PLANS)	
WATER OPTIONS (ALL DWELLINGS)	THERMAL PERFORMANCE (ALL DWELLINGS)
SHOWERHEADS: 4 STAR	FLOORS: Concrete (Suspended) Nil
TOILETS: 4 STAR	EXTERNAL WALLS: R1.5 (or total R Value 2.21)
KITCHEN TAPS: 4 STAR	Concrete R0.0 (or total R Value 0.35)
BATHROOM TAPS: 5 STAR	INTERNAL WALLS: Back + Plid (Party Walls) As per NCC
DISHWASHER: 4 STAR	ROOF: Ceiling below other floors Nil
ENERGY OPTIONS (ALL DWELLINGS)	CEILING TO L3 R4.0
WATER HEATING: Gas Instantaneous 5 Star	Concrete + tile (Balconies) Total R Value 4.66 Up + 4.63 Down
VENTILATION: Bathroom, Kitchen, Laundry - individual fan, ducted to terrace or roof, manual switch on/off	Concrete + membrane Total R Value 4.66 Up + 4.60 Down
ENERGY EFFICIENT LIGHTING: Fluorescent or LED (dedicated)	SKYLIGHT: Ceiling Nil
COOKTOP: Gas cooking, electric oven	Concrete membrane roof Total R Value 0.67 Up + 0.59 Down
REFRIGERATOR SPACE: Well ventilated	

THERMAL PERFORMANCE (ALL DWELLINGS)	
GLAZING: Southern Windows	Alum frame, Double clear U Value 4.86, SHGC 0.51
All Awnings	Alum frame, Single clear U Value 6.70, SHGC 0.57
All remaining	Alum frame, Single clear U Value 6.70, SHGC 0.70
COMMON AREAS + CENTRAL SYSTEMS	
LIFT:	Concrete + tile (Balconies) Total R Value 4.66 Up + 4.63 Down
PV SYSTEM:	Concrete + membrane Total R Value 4.66 Up + 4.60 Down
	SKYLIGHT: Ceiling Nil
	Concrete membrane roof Total R Value 0.67 Up + 0.59 Down

LEGEND:	
DP	DOWNPIPE
FD	FLOOR DRAIN
FFL	FINISHED FLOOR LEVEL
LA	LANDSCAPED AREA - REFER TO LANDSCAPE ARCHITECTS DETAILS
RWO	RAIN WATER OUTLET



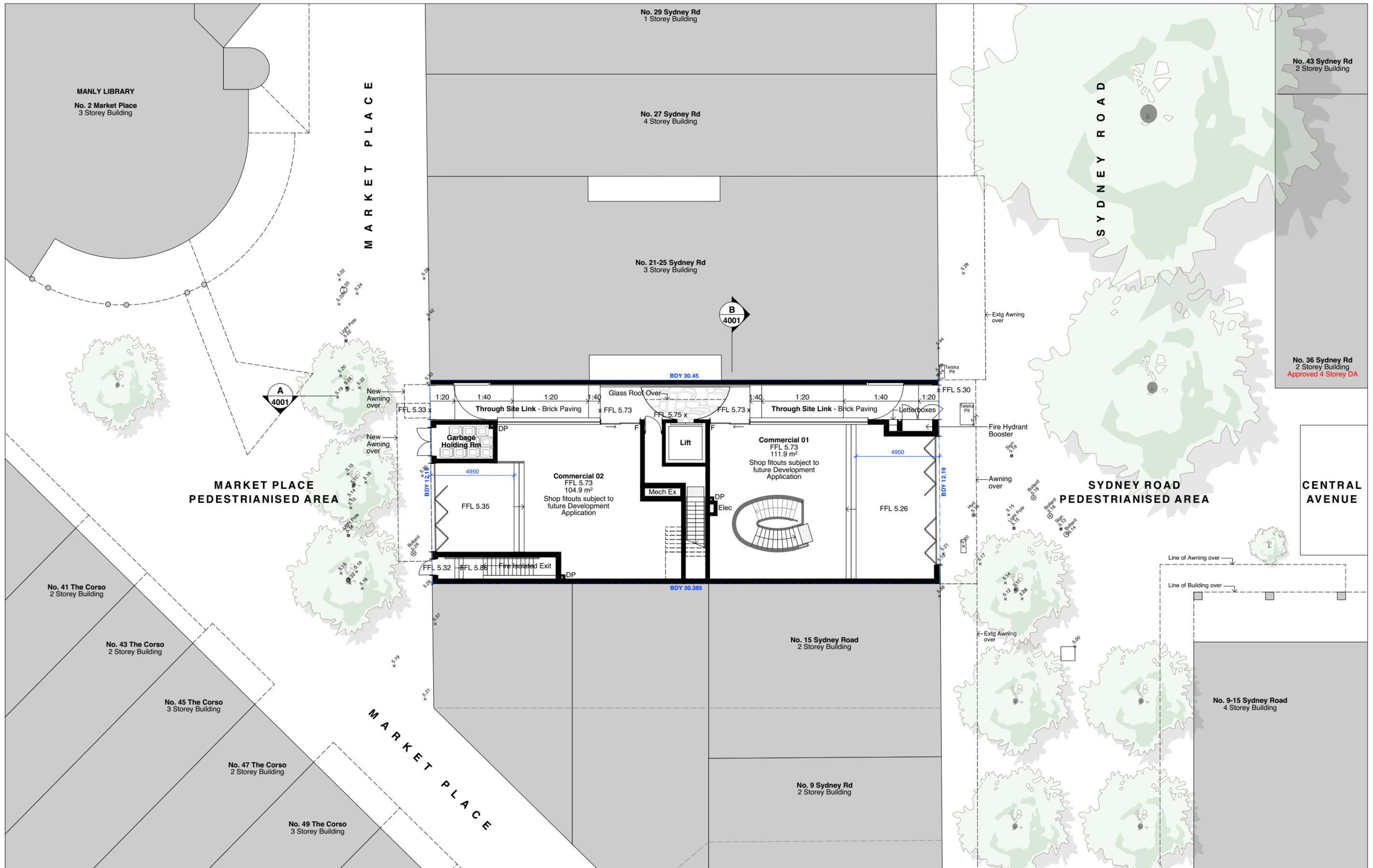
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Nominated Architect
 Brad Meyerson
 NSW Registration Number 4907

PROJECT ADDRESS:
17 - 19 SYDNEY RD, MANLY 2095
Lot 20 DP 235980

DRAWING TITLE:
BASEMENT PLAN

DRAWN BY: KPA	CHECKED: KP
SCALE: 1:100@A1	REVISION: A
ISSUE DATE: DEC 2022	DWG NUMBER: 21-048
PROJECT NUMBER: 21-048	DA NUMBER: DA 3001



REV	DESCRIPTION	DATE
A	Development Application	02.12.2022

GENERAL NOTES

- ALL WORKS TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA, AUSTRALIAN STANDARDS, STATUTORY REGULATIONS AND LOCAL AUTHORITY REQUIREMENTS, INCLUDING CONDITIONS OF CONSENT.
- DO NOT SCALE OFF THIS DRAWING. ONLY USE DIMENSIONS PROVIDED.
- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK.
- RENDER DRAWINGS TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS FROM ALL CONSULTANTS.
- CONTRACTOR TO NOTIFY AGENCY OF ANY DISCREPANCIES, DIMENSIONAL INCONSISTENCIES, OR THE NEED FOR CLARIFICATION PRIOR TO MANUFACTURING.
- CONTRACTOR TO ENSURE CONSISTENCY BETWEEN MATERIALS IS MAINTAINED.
- RENDER TO REVIEW ALL CONTRACTORS' DETAILED DRAWINGS / SETTING OUT PRIOR TO CONSTRUCTION.
- PROGRESS WORK TO BE VERIFIED AGAINST DRAWINGS FOLLOWING EXECUTION AND ARCHITECT TO BE NOTIFIED OF ANY DISCREPANCIES PRIOR TO CONTRACTOR PROCEEDING WITH NEXT TRADE.

BASIC COMMITMENTS (ALL OTHER BASIC COMMITMENTS AS PER BASIC CERTIFICATE AND STAMPED PLANS)

WATER OPTIONS (ALL DWELLINGS)

SHOWERS/BATHS: 4 STAR
 TOILETS: 4 STAR
 KITCHEN TAPS: 4 STAR
 BATHROOM TAPS: 5 STAR
 DISHWASHER: 4 STAR

ENERGY OPTIONS (ALL DWELLINGS)

Water Heating: Gas instantaneous 5 Star
 Bathroom, Kitchen, Laundry: individual fan, ducted to terrace or roof, manual switch on/off
 COOKTOP: Fluorescent or LED (dedicated) gas cooking, electric oven
 REFRIGERATOR SPACE: Well ventilated

VENTILATION: Clear cooling, electric oven

ENERGY EFFICIENT LIGHTING: Fluorescent or LED (dedicated)

COOKTOP: gas cooking, electric oven

REFRIGERATOR SPACE: Well ventilated

THERMAL PERFORMANCE (ALL DWELLINGS)

FLOORS: Concrete (Suspended) Nil
 EXTERNAL WALLS: Cavity Brick + Pinf Concrete R1.5 (or total R Value 2.21) R0.0 (or total R Value 0.35)
 INTERNAL WALLS: Brick + Pinf (Party Walls) As per NCC
 ROOF: Ceiling below other floors Nil Ceiling to L3 R4.0 Concrete + tile (Balconies) Total R Value 4.60 Up + 4.63 Down Concrete + membrane Total R Value 4.66 Up + 4.60 Down
 SKYLIGHT: Ceiling Nil Concrete membrane roof Total R Value 0.67 Up + 0.59 Down

THERMAL PERFORMANCE (ALL DWELLINGS)

GLAZING: Southern Windows Alum frame, Double clear U Value 4.86, SHGC 0.51 Alum frame, Single clear U Value 6.70, SHGC 0.57 Alum frame, Single clear U Value 6.70, SHGC 0.70

COMMON AREAS + CENTRAL SYSTEMS

ROOF: Seamless traction with V-V-F motor + regenerative drive Rated electrical output (mm) 5.0 peak LW
 LIFT: Nil
 PV SYSTEM: Nil

LEGEND:

DP DOWNPIPE
 FD FLOOR DRAIN
 FFL FINISHED FLOOR LEVEL
 LA LANDSCAPED AREA - REFER TO LANDSCAPE ARCHITECTS DETAILS
 RWO RAIN WATER OUTLET

ARCHITECT:

MHNDUNION

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 www.mhndu.com

Nominated Architect
 Brin Meyerson
 NSW Registration Number 4907

PROJECT ADDRESS:

17 - 19 SYDNEY RD, MANLY 2095
 Lot 20 DP 235980

DRAWING TITLE:

GROUND FLOOR PLAN

DRAWN BY: KPA
CHECKED: KP

SCALE: 1:100@A1

ISSUE DATE: DEC 2022
REVISION: A

PROJECT NUMBER: 21-048
DWG NUMBER: DA 3002