Proposed Mixed-Use Development

42 North Steyne, Manly

TRAFFIC AND PARKING ASSESSMENT REPORT

28 October 2021

Ref 21563

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

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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, with demolition of existing façade elements and internal elements, building services and amenities; 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 across four building levels, each containing four bedrooms, replacement of plant and installation of new plant on the rooftop.

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 augmented car parking and amenities.

Stratum and strata subdivision will be required.

Note that at the time of writing, Northern Beaches Council is currently in the final stages of arranging consolidation of Lot 1, DP 1034722 with Lots 1, 2 and 3 DP 1042657 (NBC Ref: DA2021/0532).

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

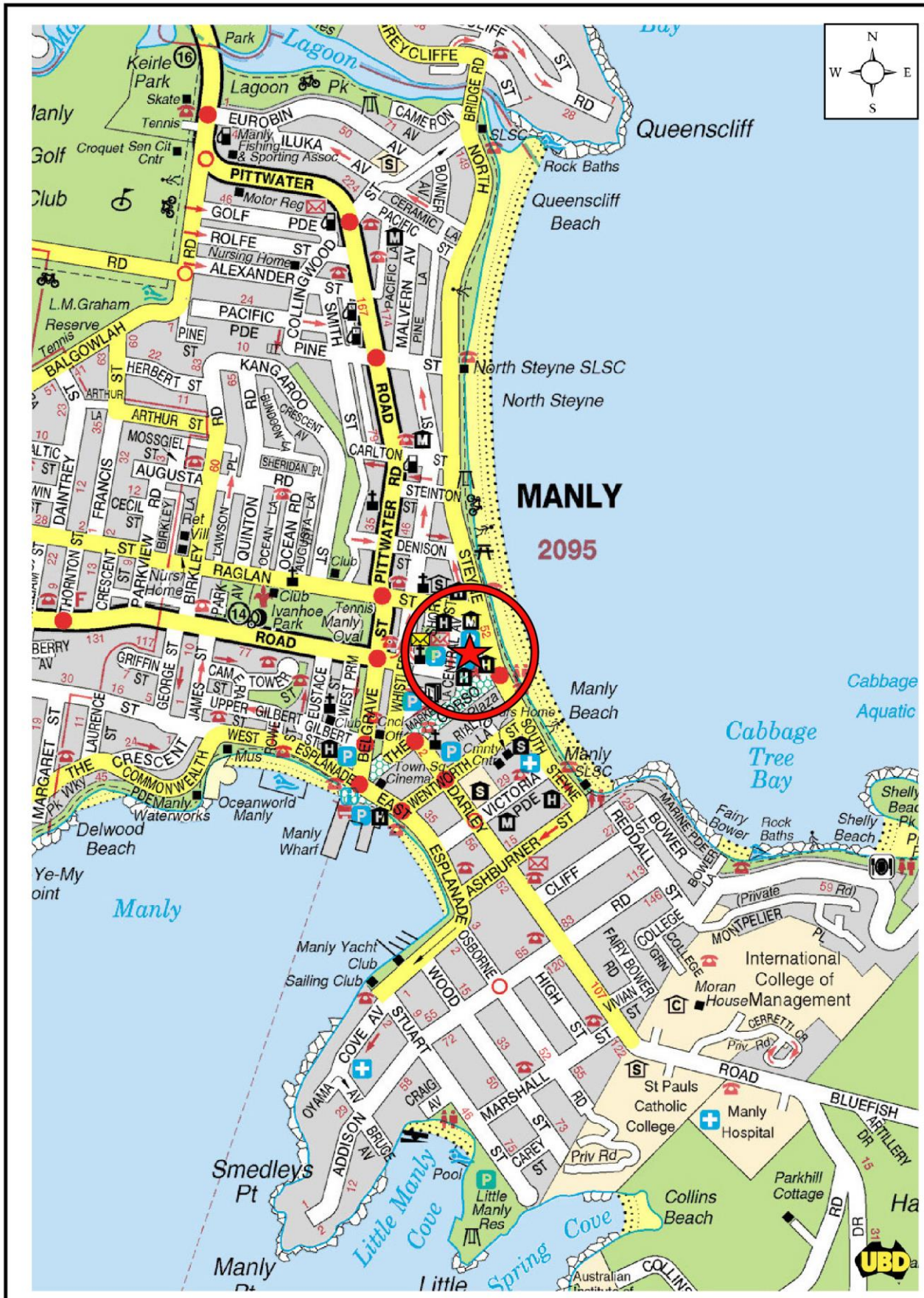
- reviews the road network in the vicinity of the site

- estimates the traffic generation potential of the development proposal

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

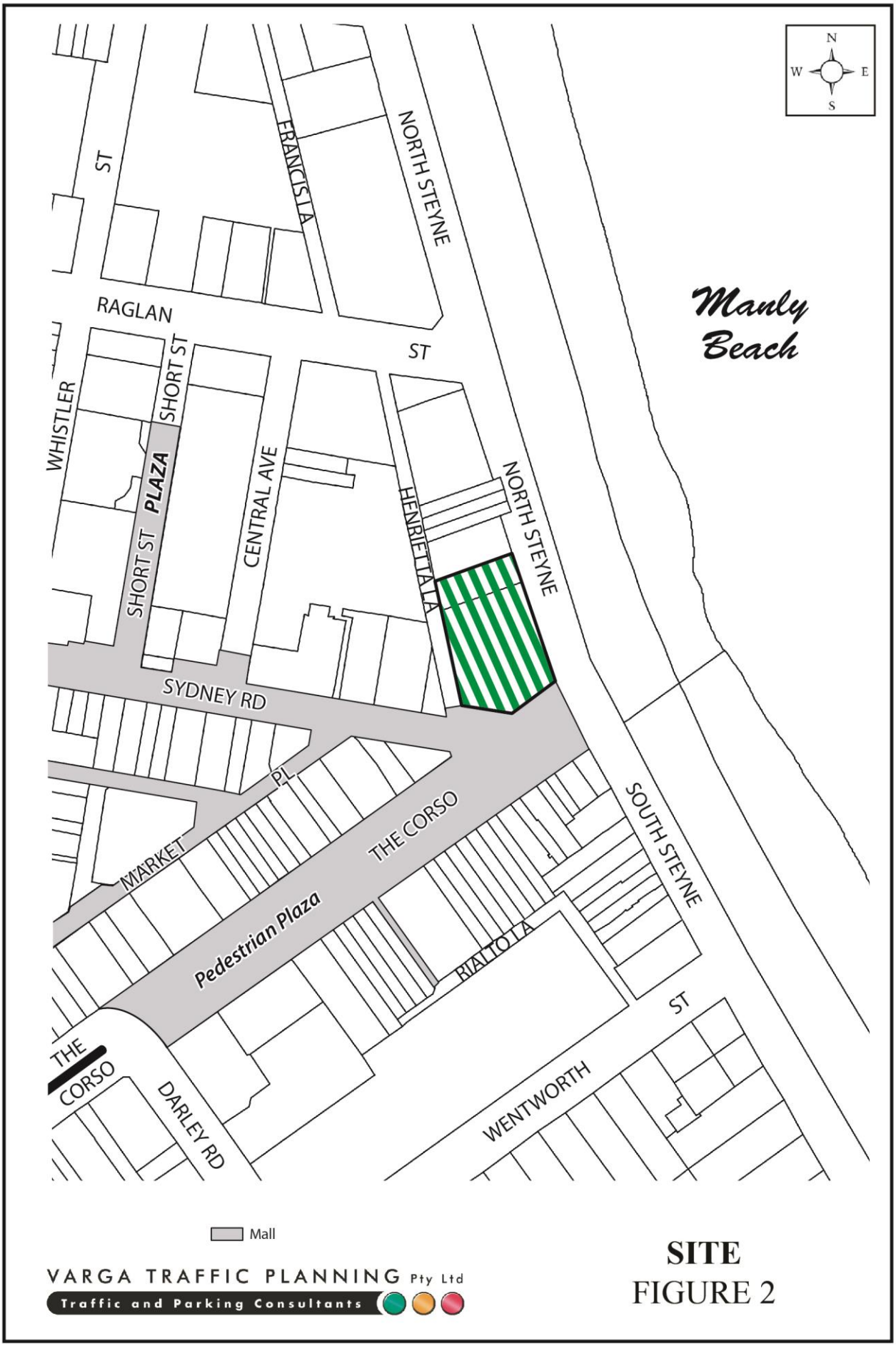
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards

- 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
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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

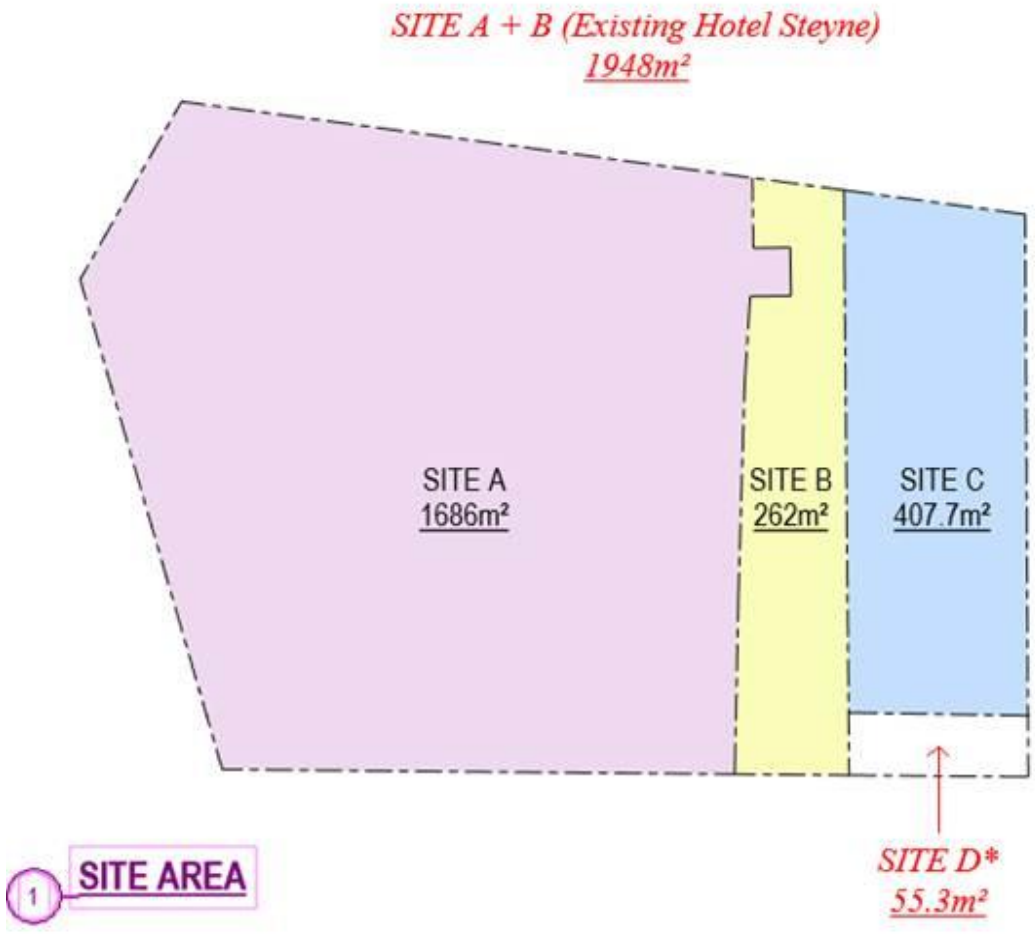
2. PROPOSED DEVELOPMENT

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, with demolition of existing façade elements and internal elements, building services and amenities; 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 across four building levels, each containing four bedrooms, replacement of plant and installation of new plant on the rooftop.

The proposed development will therefore comprise the following components:

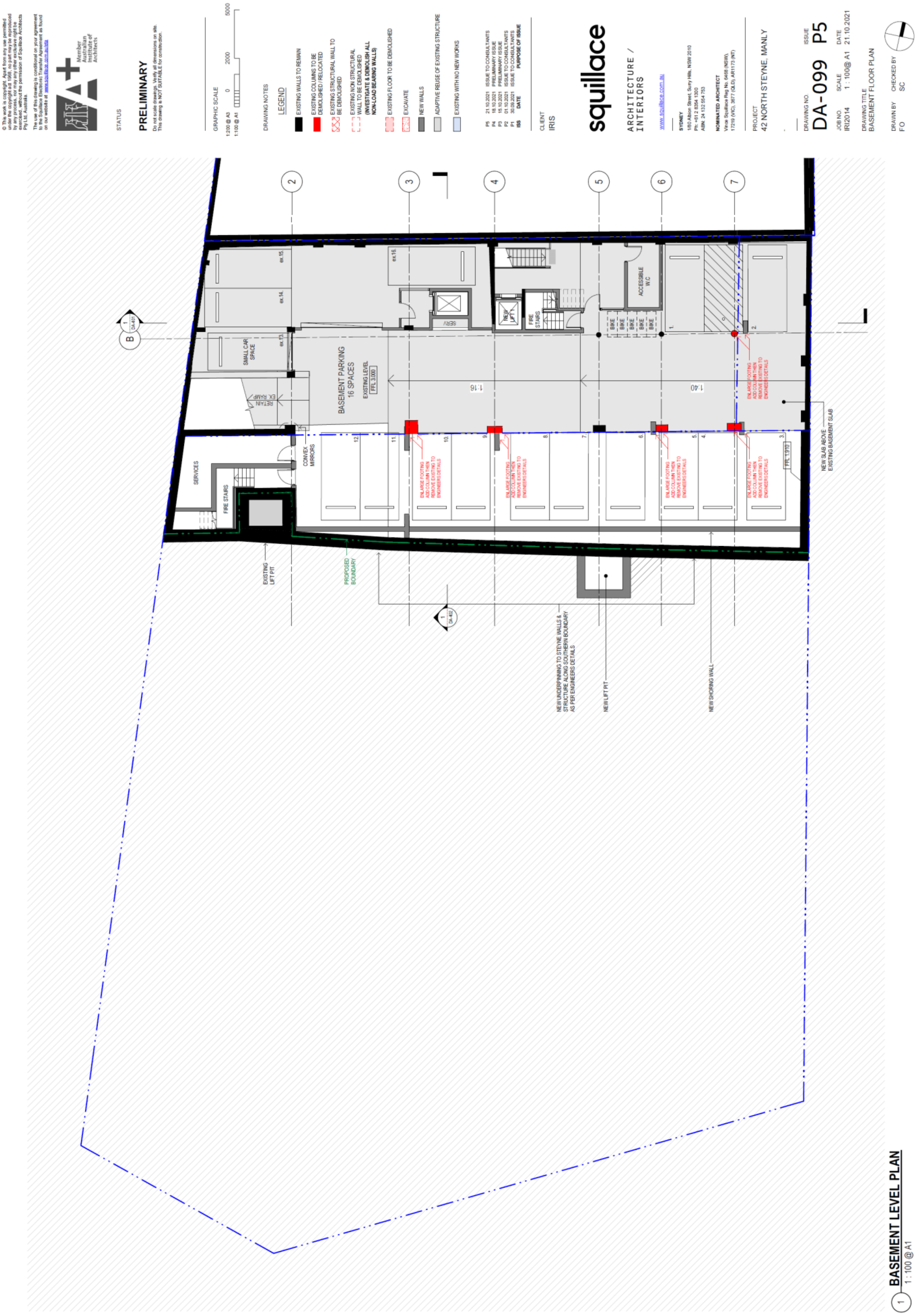
- 664m^2 of retail / commercial
- 6 × 3-bedroom residential apartments, and
- 1 × 4-bedroom residential apartments.

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.

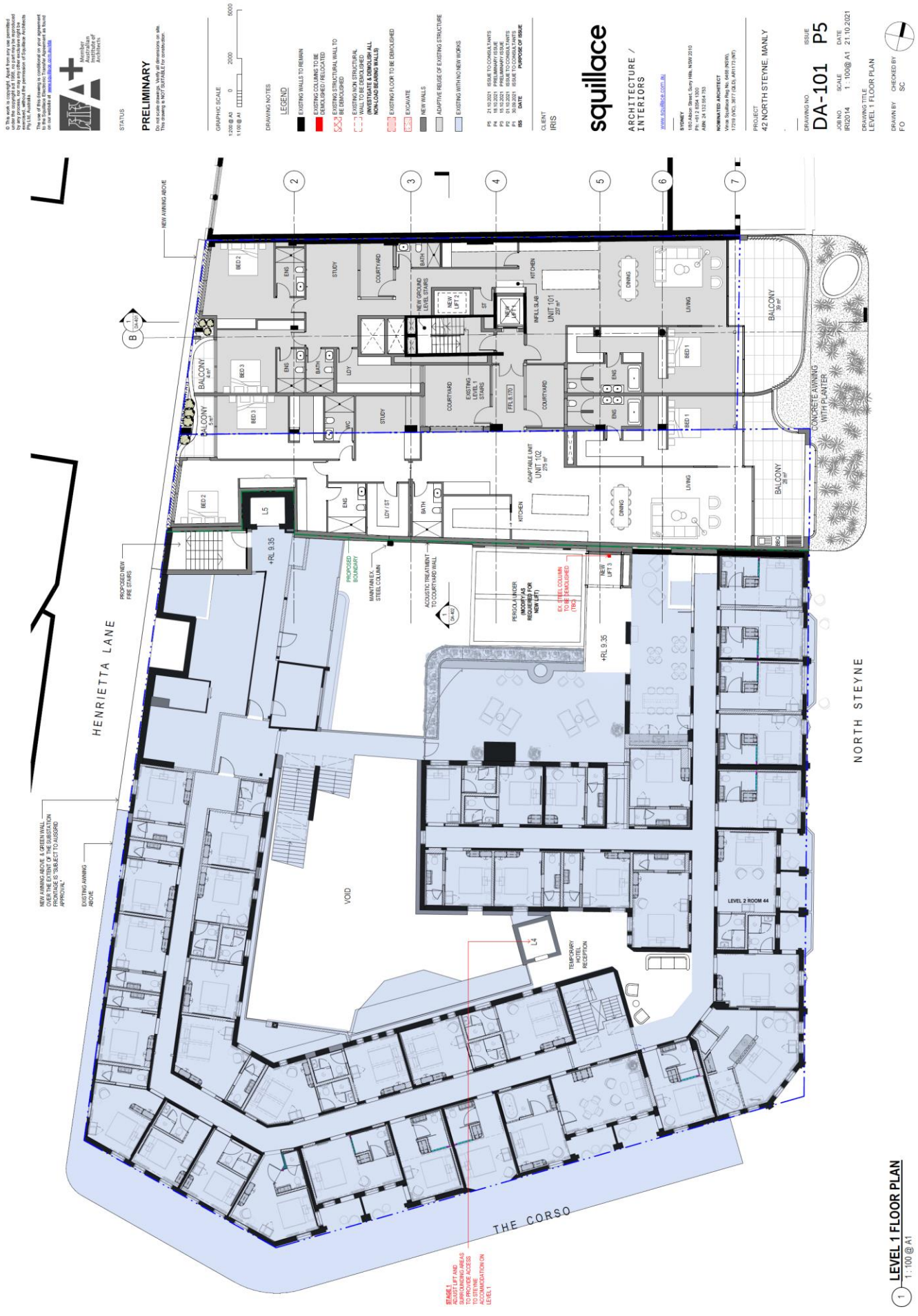
The works in the existing basement car park will include modifying the position of the roller shutter to provide a visibility splay to improve sightlines to pedestrians walking in Henrietta Lane.

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.

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

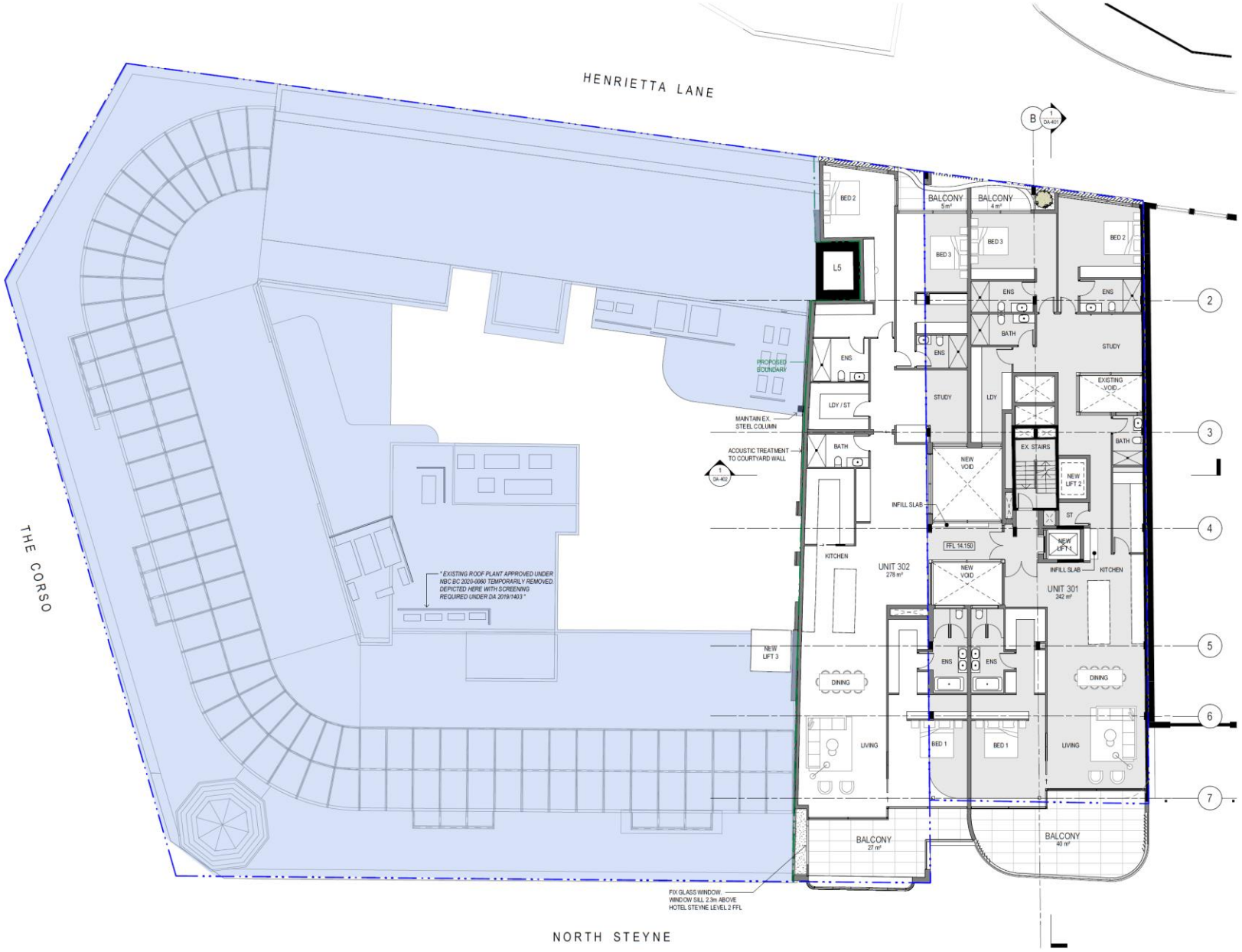

PRELIMINARY
BASEMENT PARKING 16 SPACES
CLIENT IRIS
squillace
ARCHITECTURE / INTERIORS
PROJECT 42 NORTH STEYNE, MANLY
DRAWING NO DA-099
ISSUE P5
JOB NO IRI2014
SCALE 1 : 100@ A1
DATE 21.10.2021
DRAWING TITLE BASEMENT FLOOR PLAN
DRAWN BY FO
CHECKED BY SC
BASEMENT LEVEL PLAN
1 : 100 @ A1


GROUND LEVEL FLOOR PLAN
1 : 100 @ A1
PRELIMINARY
squillace
ARCHITECTURE / INTERIORS
CLIENT
IRIS
PROJECT
42 NORTH STEYNE, MANLY
DRAWING NO
DA-100
ISSUE
P5
DRAWING TITLE
GROUND FLOOR PLAN
NORTH STEYNE
HENRIETTA LANE
THE CORSO
OFFICE / RETAIL
DRIVEWAY TO BASEMENT
KITCHEN
COMMERCIAL GARBAGE
MALE WC
FEMALE WC
HOTEL RECEPTION
CAFE
COURTYARD BAR
BEACH BAR RESTAURANT
GAMING
SUB STATION
SWITCH BOARD
LOBBY
COURTYARD STAIRS
EXISTING KITCHEN
BEACH BAR LOUNGE
FEMALE TOILETS
COURTYARD (SOUTH)
SPORTS BAR
SALOON BAR
MALE TOILETS
BOTTLE SHOP
ENTRY



1 LEVEL 1 FLOOR PLAN
1 : 100 @ A1


PRELIMINARY
squillace
ARCHITECTURE / INTERIORS
PROJECT
42 NORTH STEYNE, MANLY
DRAWING NO
DA-102
ISSUE
P5
DRAWING TITLE
LEVEL 2 FLOOR PLAN
HENRIETTA LANE
NORTH STEYNE
THE CORSO
VOID
UNIT 201
UNIT 202
BALCONY
LEVEL 2 FLOOR PLAN
1 : 100 @ A1



1 **LEVEL 3 FLOOR PLAN**
1 : 100 @ A1

Member Australian Institute of Architects

STATUS

PRELIMINARY

Do not scale drawings. Verify all dimensions on site. This drawing is NOT SUITABLE for construction.

GRAPHIC SCALE

1:200 @ A3 | 1:100 @ A1 — 0 — 2000 — 5000

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
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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IRIS

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NOMINATED ARCHITECT
Vince Squillace Reg No. 6488 (NSW), 17219 (VIC), 3677 (QLD), AR1173 (NT)

PROJECT
42 NORTH STEYNE, MANLY

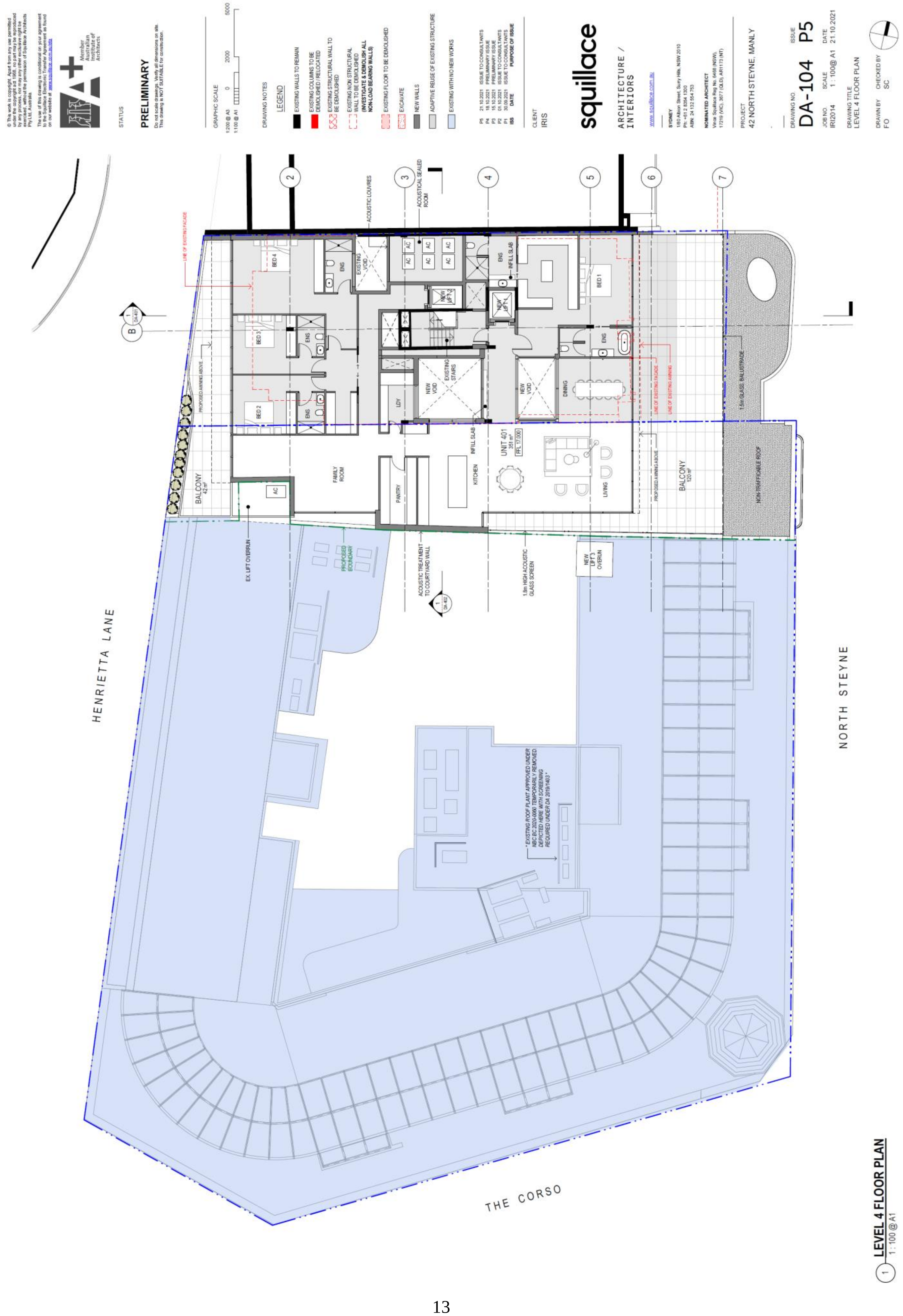
DRAWING NO. **DA-103** ISSUE **P5**

JOB NO. IRI2014 | SCALE 1 : 100@ A1 | DATE 21.10.2021

DRAWING TITLE
LEVEL 3 FLOOR PLAN

DRAWN BY FO | CHECKED BY SC

VARGA TRAFFIC PLANNING PTY LTD


PRELIMINARY
squillace
ARCHITECTURE / INTERIORS
PROJECT
42 NORTH STEYNE, MANLY
DRAWING NO
DA-104
ISSUE
P5
DRAWING TITLE
LEVEL 4 FLOOR PLAN
HENRIETTA LANE
NORTH STEYNE
THE CORSO
UNIT 401
BALCONY
LEVEL 4 FLOOR PLAN
1 : 100 @ A1

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.

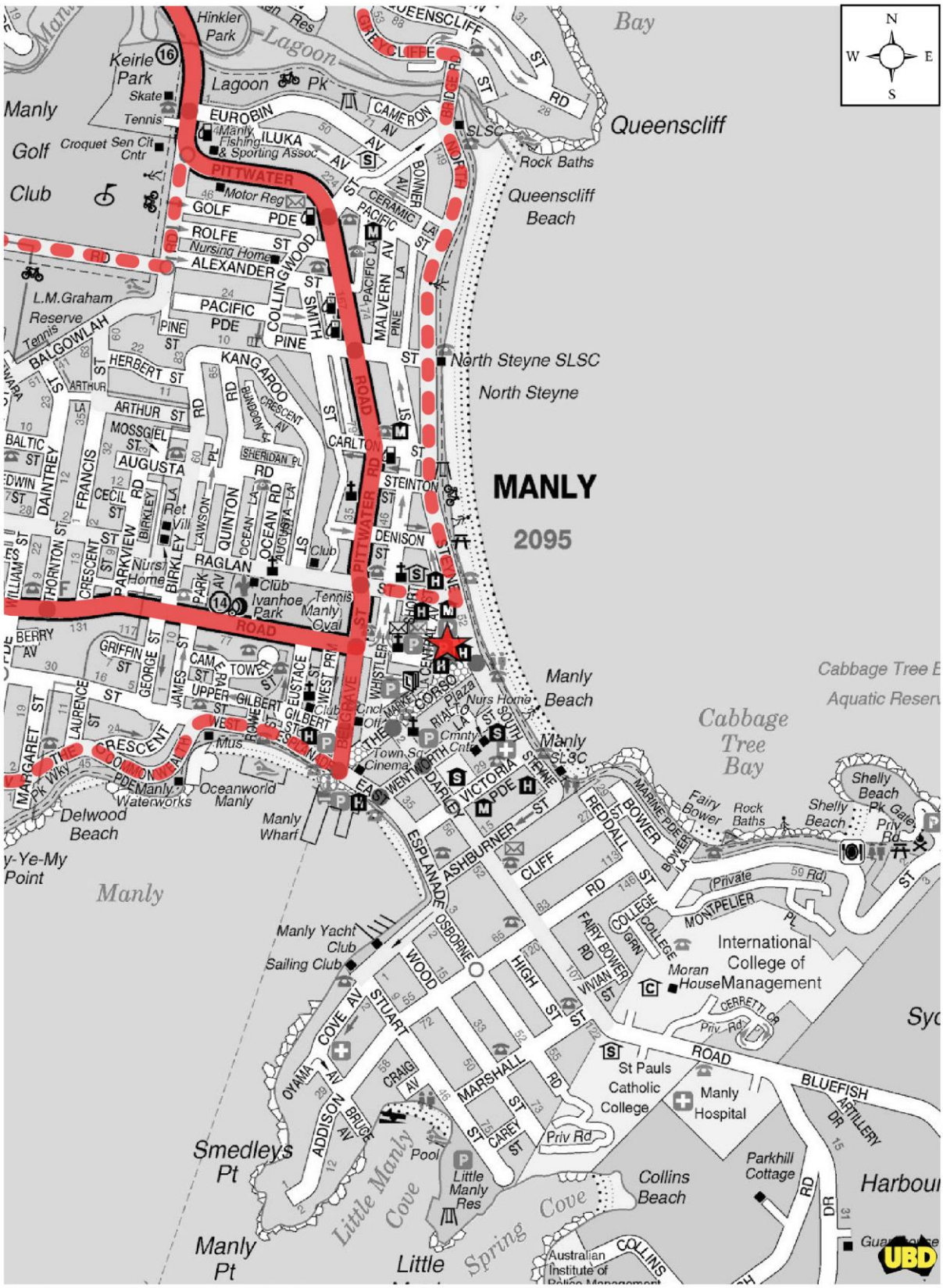
Existing Traffic Controls

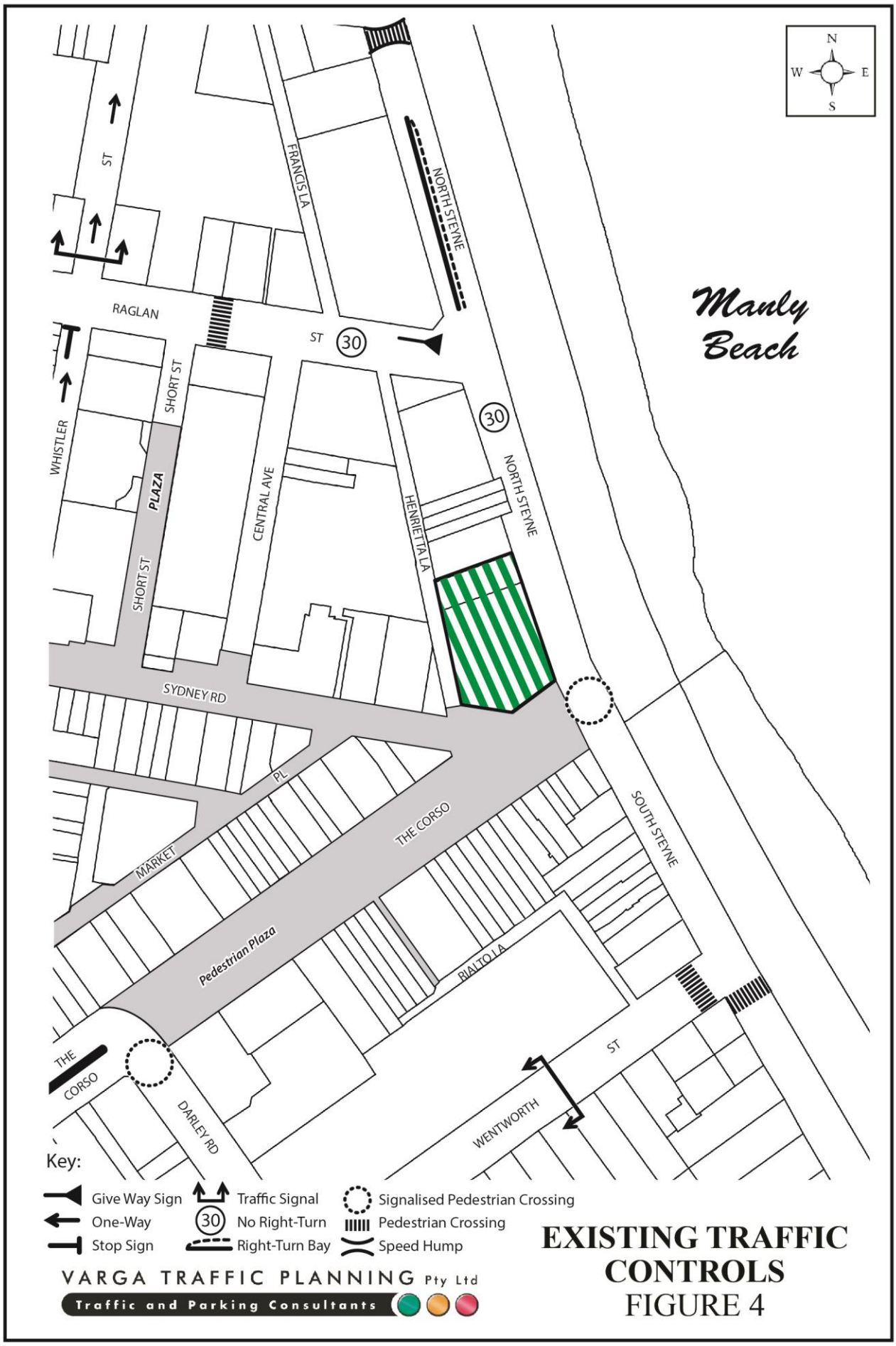
The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- 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.


MANLY
2095
Queenscliff
Queenscliff Beach
North Steyne SLSC
North Steyne
Manly Beach
Cabbage Tree Bay
Manly
Delwood Beach
Manly Wharf
Oceanworld Manly
Manly Waterworks
Manly Yacht Club
Sailing Club
Smedleys Pt
Manly Pt
Little Manly Cove
Spring Cove
Collins Beach
Parkhill Cottage
Harbour
Manly Golf Club
Manly Lagoon
Hinkler Park
Keirle Park
Lagoon Pk
L.M.Graham Reserve
Ivanhoe Park
Manly Oval
Rock Baths
Shelly Beach
Fairy Bower
International College of Management
Moran House
St Pauls Catholic College
Manly Hospital
Little Manly Res
Pool
Australian Institute of
Key:
State Road
Regional Road
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
ROAD HIERARCHY
FIGURE 3


N
W
E
S
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
MARKET
THE CORSO
SOUTH STEYNE
Pedestrian Plaza
RIALTO LA
THE CORSO
DARLEY RD
WENTWORTH
ST
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 13 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 (664m^2):	10.6 vph	8.0 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**15.2 vph**	**12.6 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 (1,504m^2):	24.1 vph	18.1 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**28.1 vph**	**22.1 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 13 vph during the AM peak hour, and 10 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:	15.2 vph	12.6 vph
Less Existing Traffic Generation Potential:	-28.1 vph	-22.1 vph
NETT CHANGE TRAFFIC GENERATION POTENTIAL:	**-13.1 vph**	**-9.5 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)

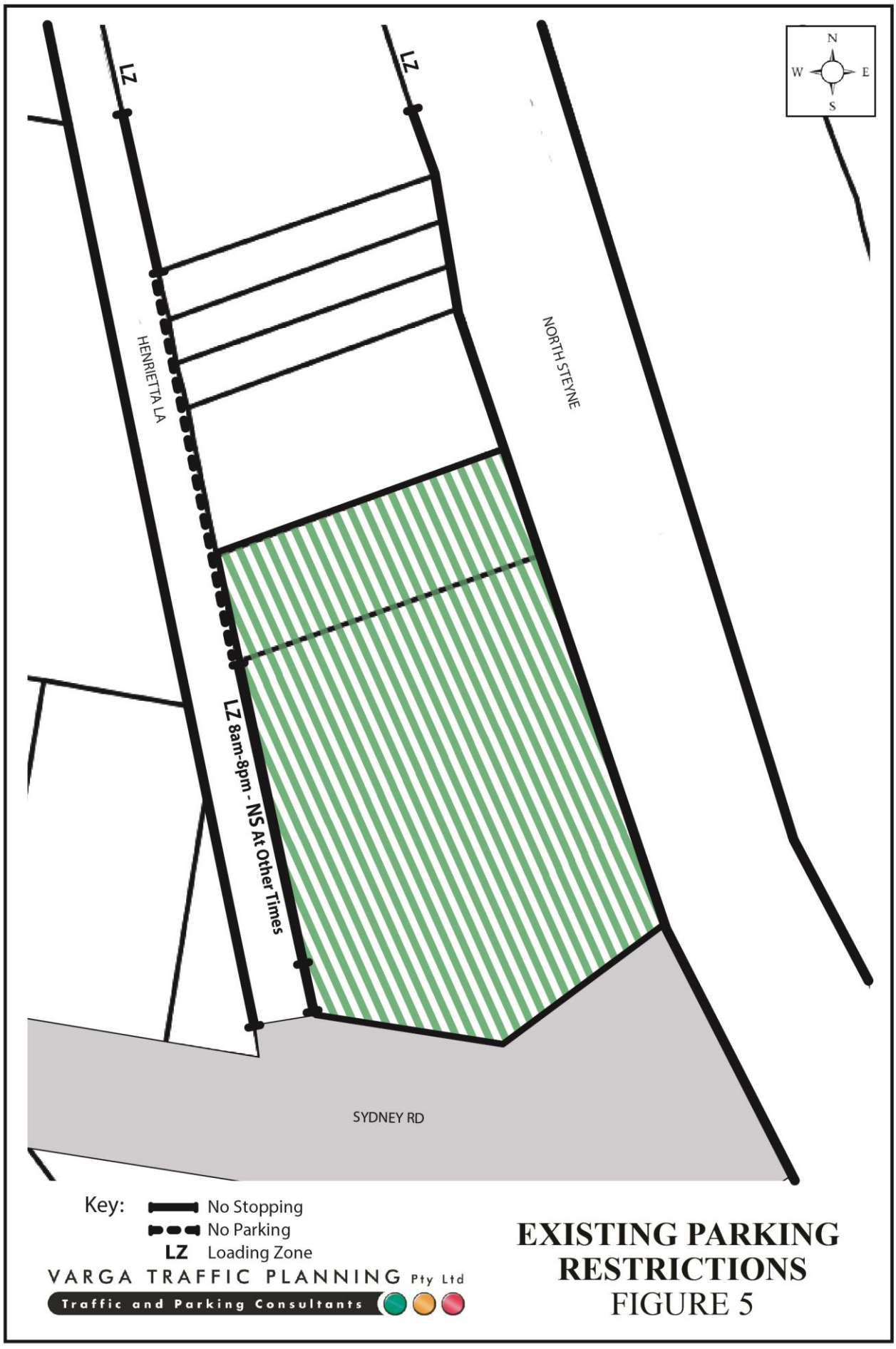
Studio or 1-bedroom apartments:	0.6 spaces per dwelling
2-bedroom apartments:	1 space per dwelling
3 or more bedroom apartments:	2 spaces per dwelling
Visitor:	0.16 spaces per dwelling

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 33 spaces as set out below:

Residents (7 apartments):	14 spaces
Visitors:	2 spaces (rounded up from 1.1 spaces as per DCP)
Commercial (664m^2):	17 spaces
Total:	**33 spaces**


N
W
E
S
LZ
LZ
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 17 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, 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 33 spaces, whilst also reducing the *shortfall* in car parking from 39 spaces to 17 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 17 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 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.

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.