



SECTION 75W Modification

Stage 3 and 4: Royal Far West Development
14-22 Wentworth Street & 19-21 South Steyne, Manly

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1. INTRODUCTION

This document has been prepared on behalf of Royal Far West (RFW) as a component of an application made pursuant to section 75W of the Environmental Planning and Assessment Act 1979 (the Act) seeking the modification of the Part 3A Concept Plan approval (Application # MP10_0159) (the Concept Plan) granted by the Planning Assessment Commission of New South Wales (PAC) as a delegate of the Minister for Planning and Infrastructure on the 18th April 2013.

We note that RFW has engaged Murcutt Candalepas Architects to design the remaining stages of the Concept Plan approval having regard to an operational specific design brief from RFW, initial feedback from Northern Beaches Council, NSW Planning, Industry and Environment (DoP) and the State Design Review Panel (SDRP) and the modifications prescribed at Part B of the approval which collectively seek to ensure compliance with State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development (SEPP 65) and to achieve design excellence.

In this regard, TRAFFIX is advised that it has become evident that the outcomes required by the RFW design brief together with the modification requirements at Part B of the Concept Plan approval cannot be achieved without modifying the arrangement of approved uses, the approved building envelopes in terms of heights and setbacks, the scope of works to Drummond House and the associated Heritage Conservation Management Plan (CMP). Further, since the granting of the Concept Plan approval, No. 16 South Steyne has been sold and no longer forms part of the Concept Plan development site.

Accordingly, this application seeks to modify the Concept Plan approval pursuant to Section 75W of the Act to reflect the land use, built form and heritage conservation outcomes reflected in the Murcutt Candalepas section 75W modification plans.

From a traffic and parking perspective the principal change is the removal of the second driveway entrance onto Wentworth Street with all vehicles now entering and exiting the site via the driveway and basement access arrangement approved and constructed as a component of the Stage 1 and 2 works.



The proposed modifications are detailed in the report which is structured as follows:

-) Section 2: Describes the site and its location
-) Section 3: Background
-) Section 4: Documents existing traffic conditions
-) Section 5: Describes the modified access and parking arrangements, and modifications required to the Concept Plan Approval Instrument (MP10_159)
-) Section 6: Assesses the parking requirements
-) Section 7: Assesses traffic impacts
-) Section 8: Discusses access and internal design aspects
-) Section 9: Presents the overall study conclusions



2. LOCATION AND SITE

The subject site is known as 14- 22 Wentworth Street & 19-21 South Steyne, Manly and is located south of the intersection of South Steyne Street and Wentworth Street. The site is located within the Manly Town Centre, approximately 480 metres northeast of Manly Wharf and approximately 11.0 kilometres northeast of Sydney central business district.

The site has a total site area of 6,398m² and is occupied by the existing Royal Far West development. It has a northern frontage of 105 metres to Wentworth Street, an eastern frontage of 79 metres, a stepped southern site boundary of 44 and 53 metres to neighbouring residential developments and a western boundary of 40 metres to the Manly Community Centre.

Part of the subject site has been developed at a previous stage (Stage 1 and 2) and vehicular access is currently provided via Wentworth Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should also be made to the Photographic Record presented in **Appendix A** which provides an appreciation of the general character of roads and other key attributes in proximity to the site.



Figure 1: Location Plan



Figure 2: Site Plan



3. BACKGROUND

3.1 Approved Concept Plan Application

A Concept Plan Application for the redevelopment and expansion of the existing Royal Far West facility located at 14-22 Wentworth Street and 16 & 19-21 South Steyne was submitted with the support of a Traffic Impact Assessment (TIA) and subsequent Preferred Project Report prepared by TRAFFIX (Ref: 10.302r02v01). The approved concept development was approved by the Planning Assessment Commission of New South Wales on 18 April 2013 and is summarised below:

-) Use of the site for a mixed-use development with associated hospital facility, "Centre for Excellence";
-) Indicative building envelopes for buildings to a maximum height of 8 storeys;
-) Tourist and visitor accommodation, residential, retail/commercial and hospital/medical uses to a maximum FSR of 3:1;
-) Basement car parking for no less than 184 car spaces;
-) Landscaping area throughout the site; and
-) Two (2) vehicular accesses onto Wentworth Street.

3.2 Stage 1 and 2: Royal Far West Development

A Traffic Impact Assessment and subsequent Section 96 report (Ref: 10.302r01v02) was prepared for Northern Beaches Council DA (Ref: DA 253/2014) in relation to Stages 1 and 2 of the Concept Approval.

-) Royal Far West facility (RFW)
-) Construction of two (2) basement levels of car parking comprising of 50 car parking spaces dedicated to RFW; and 17 bicycle spaces.



4. EXISTING TRAFFIC CONDITIONS

4.1 Road Network

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

-) West Esplanade: part of an RMS Regional Road (RR 2025) that traverses east-west between Belgrave Street in the east and Fairlight Street in the west. West Esplanade is subject to a 30km/h speed zoning within the vicinity of the site and carries a single lane of traffic in either direction. On-street parking is permitted on either side of the road, subject to restrictions.
-) East Esplanade: a local collector road that generally traverses southeast-northwest between Cove Avenue in the southeast and Belgrave Street in the northwest. East Esplanade is subject to a 30km/h speed zoning within the vicinity of the site and carries a single lane of traffic in either direction. On-street parking is permitted on either side of the road, subject to restrictions.
-) Wentworth Street: a local road that generally traverses northeast-southwest between South Steyne in the northeast and East Esplanade in the southwest. Wentworth Street is subject to a 30km/h speed zoning within the vicinity of the site and carries a single lane of traffic in either direction. On-street parking is permitted on either side of the road, subject to restrictions.
-) South Steyne: a local road that generally traverses southeast-northwest between Ashburner Street in the southeast and Raglan Street in the northwest. South Steyne is subject to a 30km/h speed zoning within the vicinity of the site and carries a single lane of traffic in either direction. On-street parking is permitted along sections of the road, subject to restrictions.
-) Darley Road: a local road in the vicinity of the site that generally traverses southeast-northwest between Bluefish Drive in the southeast and



The Corso in the northwest. Darley Road is subject to a 30km/h speed zoning within the vicinity of the site and carries a single lane of traffic in either direction. On-street parking is permitted on either side of the road, subject to restrictions.

It can be seen from **Figure 3** that the site is conveniently located with respect to collector and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising traffic impacts.



Figure 3: Road Hierarchy



4.2 Public Transport

The existing public transport services that operate in the locality are presented in **Figure 4** and are summarised as follows.

4.2.1 Bus Services

The subject site is within optimal walking distance (400 metres) of several bus services. These services and destinations are summarised in **Table 1** below

Table 1: Bus Routes

No.	Route	No.	Route
135	North Head to Warringah Mall	150X	Manly to Milsons Point
136	Chatswood to Manly	151	Manly Vale to City QVB
139	Warringah Mall to Manly	158	Cromer to Manly
141	Austlink to Manly	159	Dee Why to Manly
142	Allambie Heights to Manly	169	Manly to City Wynyard
143	Manly to Chatswood	170X	Manly to City Wynyard
146	Wheeler Heights to Manly	199	Palm Beach to Manly

4.2.2 Ferry Services

In addition, Manly Wharf is located within 400 metres of the site. This wharf provides the following services:

-) F1 – Manly to Circular Quay
-) MFF - Manly to Circular Quay
-) MWB – Manly to Watsons Bay

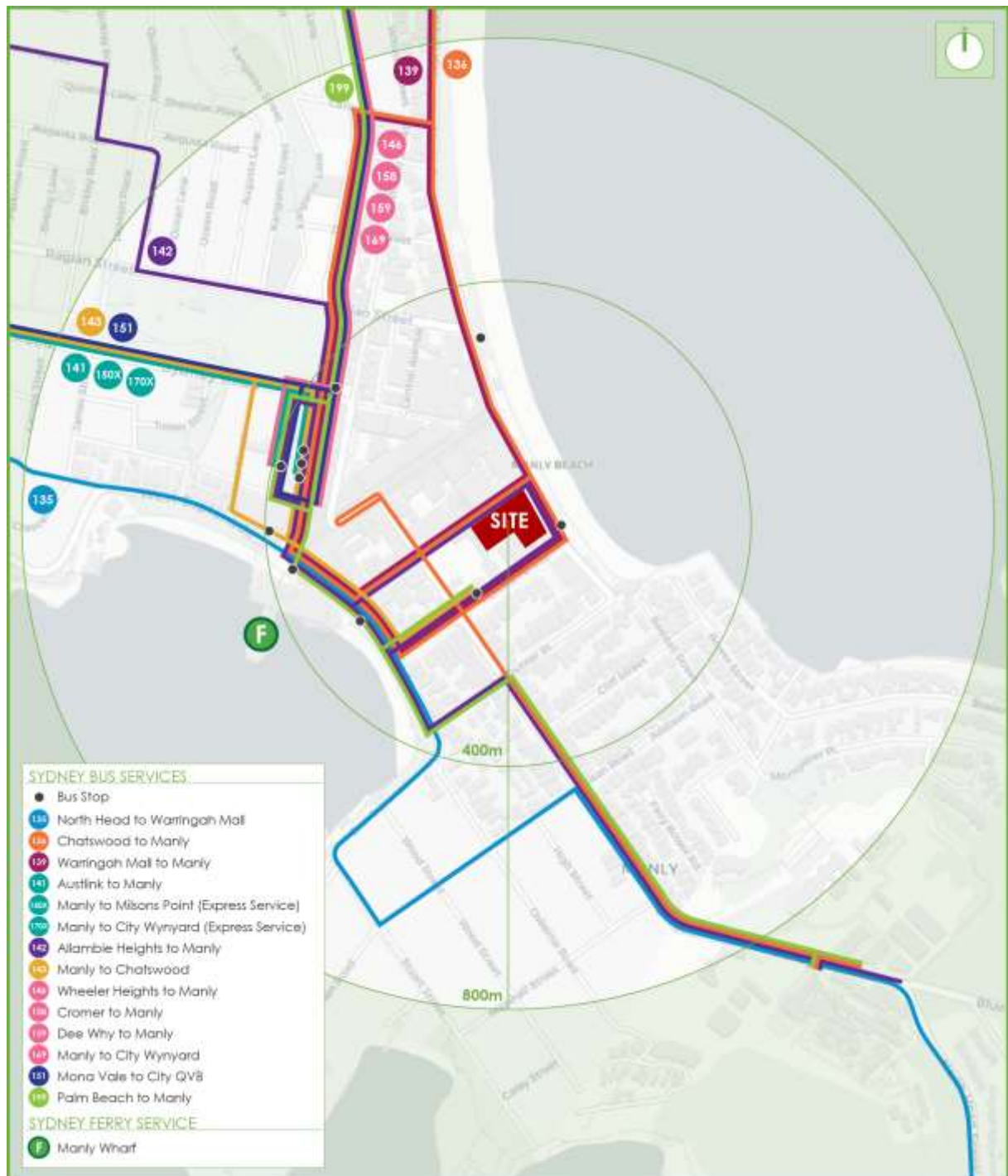


Figure 4: Public Transport

4.3 Key Intersections

The key intersections in the vicinity of the site are shown below and provide an understanding of the existing road geometry and alignment in the locality.

4.3.1 Wentworth Street and South Steyne



Figure 5: Intersection of Wentworth Street and South Steyne

It can be seen from **Figure 5** that the intersection of Wentworth Street and South Steyne is a three-legged priority intersection. The main attributes of each approach are outlined below.

- South Steyne (north to south direction):
 - The northbound approach provides a single shared through / left-turn lane.
 - A pedestrian crossing is provided on the northbound approach.
 - The southbound approach provides a single shared through /right turn lane.
- Wentworth Avenue (east direction):
 - The eastbound approach provides a single shared left-turn / right-turn lane.
 - A pedestrian crossing is provided on the eastbound approach.

4.3.2 Wentworth Street and Darley Road



Figure 6: Wentworth Street and Darley Road

It can be seen from **Figure 6** that the intersection of Wentworth Street and Darley Road is a four-legged signalised intersection. All legs provide signalised pedestrian crossings. The main attributes of each approach are outlined below.

-) All approaches provides two lanes comprising of one shared through / right turn lane and one shared through /left-turn short lane.
- 🟢 Vehicles over 6.0 metres traveling on Wentworth Street eastbound are not able to turn left due to 'No Left Turn' restrictions.
- 🟢 A single departure lane is provided for each leg.

4.3.3 Wentworth Street and East Esplanade



Figure 7: Intersection of Wentworth Street and East Esplanade

It can be seen from **Figure 7** that the intersection of Wentworth Street and East Esplanade is a four-legged signalised intersection. The northern and eastern legs provide signalised pedestrian crossings. The main attributes of each approach are outlined below.

-) Wentworth Street:
 - The southbound approach provides one (1) right turn lane and one (1) shared through / left-turn short lane.
-) Carpark Access:
 - The northbound approach provides one through lane (all movements permissible). It is noted that vehicles over 9.0 metres long are unable to turn left due to restrictions.
-) East Esplanade (southeast to northwest direction):
 - The eastbound approach provides one (1) shared through / right-turn lane and one (1) left-turn lane.
 - The westbound approach provides one (1) shared through lane / left-turn lane.



5. DESCRIPTION OF MODIFICATIONS REQUIRED TO THE CONCEPT PLAN APPROVAL INSTRUMENT (MP10_159)

The Section 75W modification seeks to modify the Concept Approval (Application # MP10_0159) with respect to the implementation of Stages 3 and 4 of the and involves the retention of the previously constructed Stages 1 and 2 (hospital facility 'Centre for Excellence' now known as the 'CCK' building) as well as alterations and additions to Drummond House and the construction of mixed use buildings which incorporate tourist and visitor accommodation, residential apartments and retail/ commercial uses with basement parking and landscaping. In summary, the development for which approval is now sought is a mixed use development comprising of the following components:

-) The potential for approximately 58 apartments comprising of the following indicative mix:
 - 12 x one-bedroom apartments;
 - 24 x two-bedroom apartments;
 - 14 x three-bedroom apartments;
 - 8 x four-bedroom apartments.
-) The potential for approximately 3,400m² GFA of commercial/retail space;
-) Removal of eight (8) car spaces from the existing basement of the Royal Far West development to accommodate internal circulation access to the proposed development basement carpark;
-) Two (2) basement levels to potentially accommodate an additional 176 car parking spaces (from Stages 1 and 2).
-) Removal of the proposed second vehicular access onto Wentworth Street. It is proposed that the existing vehicular access (constructed under Stage 1 and 2) service the whole site.
-) The removal of the condition requiring relocation of a pedestrian crossing. This is detailed further in **Section 8.2**.

The parking and traffic impacts arising from the concept plan modifications are discussed in **Section 6** and **Section 7**. Reference should be made to the modified concept plans submitted separately to Council which are presented at reduced scale in **Appendix B**.



6. PARKING REQUIREMENTS

6.1 Car Parking

6.1.1 Stage 1 and 2: Royal Far West (Approved and Constructed)

The Concept Approval states that the total amount of parking “shall not be less than 184 spaces” for the development of the entire site. **Table 2** summarises the approved parking provision for Stage 1 and 2 of the development.

Table 2: Approved Parking Provision for Existing Development

Type	No./GFA	Approved Provision
Royal Far West Facility	4,640m ²	50
Drummond House	1,620m ²	
Total		50

Therefore, the Stage 1 and 2 of the constructed Royal Far West Development provides a total of 50 car parking spaces, with the concept approval requiring a minimum provision of 184 spaces for the development as a whole.

6.1.2 Existing + Proposed Development

The parking requirements of the development have been assessed as a whole, including the approved parking provision from Stage 1 and 2 of the development. The Manly Development Control Plan (DCP) 2013, Schedule 3 – Parking and Access, presents the parking requirements for various uses. These rates are summarised in **Table 3** below:



Table 3: Existing and Proposed Development - Council Parking Requirement

Type	No./GFA	Parking Rate ¹	Spaces Required
Existing RFW Facility			
Royal Far West Facility	4,640m ²	Approved parking provision from previous DA Consent	50
Drummond House	1,620m ²		
Sub-Total			50
Residential			
1 Bedroom	12	0.6 spaces per dwelling	7.2 (8)
2 Bedroom	24	1 space per dwelling	24
3+ Bedroom	22	2 spaces per dwelling	44
Residential Visitor	58	0.16 spaces per dwelling	9.3 (10)
Sub-Total			86
Commercial Premises (including retail)			
Commercial	3,400m ²	1 parking space for every 40m ² of gross floor area.	85
Retail			
Sub-Total			85
Total			221 (+171)

¹All calculations to be rounded up to next whole number in accordance with the DCP

It is evident that a future development of the nature outlined in Table 3 would require the provision of at least 221 spaces under Council's DCP; or a net addition of 171 spaces. It is noted that 50 car parking spaces are to remain for the existing RFW facility.

To maximise the use of resources and in particular noting that overlapping demands will not occur, it is proposed to use ten (10) of the commercial spaces as residential visitor spaces, mainly during the evenings and on weekends when peak resident visitor demands typically occur. This would result in a total requirement for 211 parking spaces within the development or a net additional 161 spaces.

When account is taken of the deletion of 8 spaces to construct internal circulation access, a total of 169 new spaces will need to be constructed.



In response, the modified concept plans accommodate a total of 226 car parking spaces (net addition of 176 spaces). The total car parking provision will meet the parking demands of the development and is therefore considered acceptable. It is noted however, the allocation of car parking to suitably meet the proposed uses of the development will be addressed at a later DA stage.

As a result, the Section 75W modification meets the requirements of the Concept Approval providing no less than 184 spaces for the development of the entire site.

6.2 Accessible Parking

No change to the existing RFW facility with two (2) accessible spaces for the existing development.

Section 3.6.3.2 of the DCP requires that accessible parking is to be provided at a rate of two (2) car parking spaces for a development comprising at least 50 spaces and less than 100 spaces and 1 additional car for every 50 spaces thereafter. This rate is to be adopted to the commercial component of the development. With 77 commercial spaces proposed, two (2) accessible parking spaces are required. In response, two (2) accessible parking spaces are provided and comply with the requirements.

In addition, an accessible parking space is to be provided for each residential adaptable unit in accordance with AS 4299 (1995). A total of 15 adaptable units are proposed and therefore a total of 15 accessible parking spaces are required for residential use. In response, the development provides 15 accessible parking spaces, complying with the requirements of AS 4299.

6.3 Bicycle Parking

Council's DCP states the following in relation to bicycle 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 premise." The proposed Stage 3 and 4 works result in an addition of 77 commercial car parking spaces and 98 residential car parking spaces. Therefore, the development is required to provide a minimum of 26 bicycle parking spaces for commercial uses and a minimum of 33 bicycle parking spaces for residential spaces. In



response, a total of 70 bicycle spaces are able to be provided within the two basement levels in the form of bicycle rails. This satisfies the DCP requirement and is considered acceptable.

6.4 Refuse Collection and Servicing

Refuse collection is proposed to occur within Basement Level 1 by a private contractor using a 6.35-metre-long Waste Wise Mini vehicle. The specifications of the nominated waste collection vehicle are provided in **Appendix C**. A commercial and residential waste pick-up area is located adjacent to the residential and commercial waste storage areas in Basement 1. Collection is to occur within the aisle, this is considered acceptable due to the nature of the development and the low frequency of waste collection that is expected.

A swept path analysis has been conducted of the 6.35m long vehicle which shows satisfactory movements. This swept path analysis is presented in **Appendix D**.



7. TRAFFIC AND TRANSPORT IMPACTS

7.1 Concept Approval Trip Generation

A Concept Plan Application for the redevelopment and expansion of the existing Royal Far West facility was submitted with the support of a Traffic Impact Assessment (TIA) and subsequent Preferred Project Report prepared by TRAFFIX (Ref: 10.302r02v01). Concept Plan approval was determined by the Planning Assessment Commission of New South Wales on 18 April 2013 and resulted in the following traffic generation:

-) 103 vehicle trips per hour during the morning peak period; (51 in, 52 out)
-) 121 vehicle trips per hour during the evening peak period; (66 in, 55 out)

7.2 Proposed Development Trip Generation

The impacts of the proposed development on the external road network have been assessed having regard for the yield scenarios as summarised in **Section 5** above. This assessment has been undertaken in accordance with the requirements of the *RMS Guideline to Traffic Generating Developments 2002 (RMSGTGD)* and most recently the *RMS Technical Direction (TDT 2013/04a)*.

7.2.1 Residential

The TDT 2013/04a recommends the following trip generation rates for high density residential flat dwellings:

-) 0.19 vehicle trips per dwelling during the morning peak hour period
-) 0.15 vehicle trips per dwelling during the evening peak hour period

Application of this rate to the proposed 58 residential units results in the following trip generation:

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



7.2.2 Commercial

The RMS Technical Direction TDT 2013/04a provides traffic generation rates for office blocks based on surveys, mostly conducted within the Sydney urban area. It recommends the following traffic generation rates:

-) 1.6 vehicle trips per 100m² GFA in the morning peak hour period.
-) 1.2 vehicle trips per 100m² GFA in the evening peak hour period.

Application of the above traffic generation rates and an 80/20 directional split to the 3,400m² GFA of commercial space results in the following traffic generation:

-) 54 vehicle trips per hour during the morning peak period; (43 in, 11 out)
-) 41 vehicle trips per hour during the evening peak period; (8 in, 33 out)

7.2.3 Net Traffic Generation

Therefore, the traffic generation of the proposed development is summarised as follows:

-) 65 vehicle trips per hour during the morning peak period; (45 in, 20 out)
-) 50 vehicle trips per hour during the evening peak period; (15 in, 35 out)

7.3 Existing CCK Development Trip Generation

The traffic generation numbers of the proposed development (as discussed in **Section 7.2** above) does not consider the CCK development as the development is existing and the traffic generation is already accounted for within the existing road network. However, to assist in making a direct like-for-like comparison to the Part 3A, the existing CCK Development is assessed with the proposed development as follows.

7.3.1 CCK Development

In accordance with the trip generation with the existing CCK development, it is recommended the following traffic generation of:



-) 6 vehicle trips per hour during the morning peak hour period; (6 in, 0 out)
-) 6 vehicle trips per hour during the evening peak hour period (0 in, 6 out)

7.3.2 S75W Combined Development Traffic Generation

In accordance with the proposed development and the existing CCK development, the combined development traffic generation as part of this S75W modification would result in the following:

-) 71 vehicle trips per hour during the morning peak period; (51 in, 20 out)
-) 56 vehicle trips per hour during the evening peak period; (15 in, 41 out)

7.4 Approved Concept vs S75W Modification

The below assesses the changes from the approved concept to that of the S75W modification. The net change are as follows:

-) -32 vehicle trips per hour during the morning peak period; (0 in, -32 out)
-) -65 vehicle trips per hour during the evening peak period; (-51 in, -14 out)

It can be seen from the above that the proposed S75W modification would result in a net decrease in traffic generation of 32 to 65 vehicles during the morning and evening peak hour period, respectively. Therefore, the proposal would provide a traffic generation less than that of the approved concept and is a benefit to the public with the surrounding road network expected to experience less vehicles as a result of the proposed S75W modification.

As such, the proposed S75W modification is considered supportable from a traffic planning perspective and will not adversely impact the nearby intersection performances when compared to the approved concept.



8. ACCESS AND DESIGN ASPECTS

8.1 Site Vehicular Access

8.1.1 Access

The Concept Approval Scheme proposed two vehicular accesses. It is proposed that the second access is removed under the Section 75W modification.

It is proposed that the basement car parking area for the proposed development will use the existing vehicular access that is currently provided for Stage 1 and 2 Royal Far West. This access is restricted to left-in and left-out movements only.

The Stage 1 and 2 development provides 50 car parking spaces (User Class 1A) and proposed development to provide a total of 223 car parking spaces (User Class 1A). When accounting for all stages of the development with access to Wentworth Street, a local access road. The development combined, requires a Category 2 access driveway in accordance with AS2890.1, being a combined entry and exit width of 6.0 – 9.0 metres. The current vehicular access provides a width of 6.6 metres and therefore is considered acceptable.

8.2 Pedestrian Crossing

Schedule 4 of the Concept Approval states the following in relation to a pedestrian crossing:

Traffic Management Measures:

Implement traffic management measures including the relocation of a pedestrian crossing at the corner of South Steyne and Wentworth Street, and the provision of an additional raised (paved) pedestrian threshold across Wentworth Street as described in the Traffic and Car Parking Report, if required by Manly Council under the Roads Act 1993.

This condition was required due to the proposed second vehicular access which would have caused the relocation of the pedestrian crossing. As this modification seeks to remove the second vehicular access, there is no need to relocate the pedestrian crossing. Therefore, the deletion of this condition from the concept approval is sought.



8.3 Internal Design

The internal car park will be assessed at DA stage however is to comply with the requirements of AS 2890.1 (2004) and AS 2890.6 (2009), with the following characteristics noteworthy:

8.3.1 Parking Modules

-) All residential car parking spaces are to be designed in accordance with User Class 1A. These spaces are to provide a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
-) All commercial car parking spaces are to be designed in accordance with User Class 1A. These spaces are to provide a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
-) All parallel car parking spaces are to provide a space length of 6.6m, a minimum width of 2.4m.
-) All spaces located adjacent to obstructions of greater than 150mm in height are to provide an additional width of 300mm.
-) Dead-end aisles are to provide the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1 (2004).
-) All accessible parking spaces are to be designed in accordance with AS 2890.6 (2009), being 2.4m wide, 5.4m long and situated immediately adjacent to a dedicated shared area or the circulating aisle.

8.3.2 Ramps

-) The existing ramps accessing the basement levels provide a maximum gradient of 1:5 (20%) with transitions of 1:8 (12.5%). The ramps have been provided in accordance with AS 2890.1. In addition, the waste wise mini vehicle is able to traverse ramps up to a 1:5 (20%) gradient and will be traversing ground floor to basement 1 (of the existing ramp). Therefore, the proposed arrangement is considered acceptable and supportable.
-) The proposed internal residential ramp is to provide a maximum gradient of 25% (1 in 4) with sag and summit transitions of 12.5% (1:8) respectively. These provisions satisfy the requirements of AS 2890.1 (2004).



8.3.3 Clear Head Heights

-) A minimum clear head height of 2.5m is to be provided above all accessible spaces in accordance with AS 2890.6 (2009).
-) A minimum clear head height of 2.2m is to be provided for all areas within the basement car park as required by AS 2890.1 (2004).

8.3.4 Other Considerations

-) All columns are to be located outside of the parking space design envelope shown in Figure 5.2 of AS 2890.1 (2004).
-) Visual splay has been provided at the access driveway in accordance with Figure 3.3 of AS 2890.1 (2004).

8.4 Summary

Detailed design will be assessed at DA stage, however, the internal configuration of the car park is required to be designed in accordance with AS 2890.1 (2004) and AS 2890.6 (2009).



9. CONCLUSIONS

In summary:

-) The Section 75W seeks to modify the approved consent for Stage 3 and 4 of the mixed use development at 14-22 Wentworth Street & 19-21 South Steyne, Manly (Application # MP10_0159). The changes to the stage of the development (Stage 3 and 4) has the potential for approximately 58 apartments, 3,400m² GFA of commercial area and two (2) levels of basement car parking. It is noted that 50 parking spaces are provided as part of Stage 1 and 2 of the development, and that the modified concept plans accommodate a total of 226 car parking spaces, with therefore 176 net additional car parking spaces for the development.
-) The modification seeks to remove the second vehicular access that was included as part of the Concept Plan Approval Scheme (MP10_0159), with the whole development utilising the vehicular access constructed during Stage 1 and 2 of the development. The relocation of a pedestrian crossing is also sought to be removed from the approved consent as the removal of the second vehicular access would result in the pedestrian crossing being able to be retained.
-) 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 high density residential and commercial development as it provides a good opportunity to encourage future tenants / visitors / staff to use sustainable transport modes.
-) The modified concept plans accommodate 226 parking spaces, including maintaining the existing 50 parking spaces for Royal Far West facility. The total car parking provision will meet the parking demands of the development and is therefore considered acceptable. It is noted that parking allocation will be assessed to meet the suitable demands of all uses at a later DA stage.
-) The proposed S75W modification would result in a net decrease in traffic generation of 32 to 65 vehicles during the morning and evening peak hour period, respectively. Therefore, the proposal would provide a traffic generation less than that of the approved concept and is a benefit to the public with the surrounding road network expected to experience less vehicles as a result of the proposed S75W modification.



As such, the proposed S75W modification is considered supportable from a traffic planning perspective with no external improvements to the network required.

-) The basement car park is to be assessed to comply with the requirements of AS 2890.1 (2004) and AS 2890.6 (2009) during DA stage.

This Section 75W modification therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the planning approvals process.

APPENDIX A

Photographic Record



View looking northeast at the intersection of Wentworth Street and North Styrene



View looking northwest along North Styrene at the pedestrian crossing



View looking southwest along Wentworth Street towards East Esplanade



View looking northeast along Wentworth Street towards North Steyne



View looking southeast along Darley Road towards Victoria Parade



View looking northwest along Darley Road towards The Corso



View looking northwest along East Esplanade at the intersection of Wentworth Street



View looking southeast along East Esplanade at the intersection of Wentworth Street



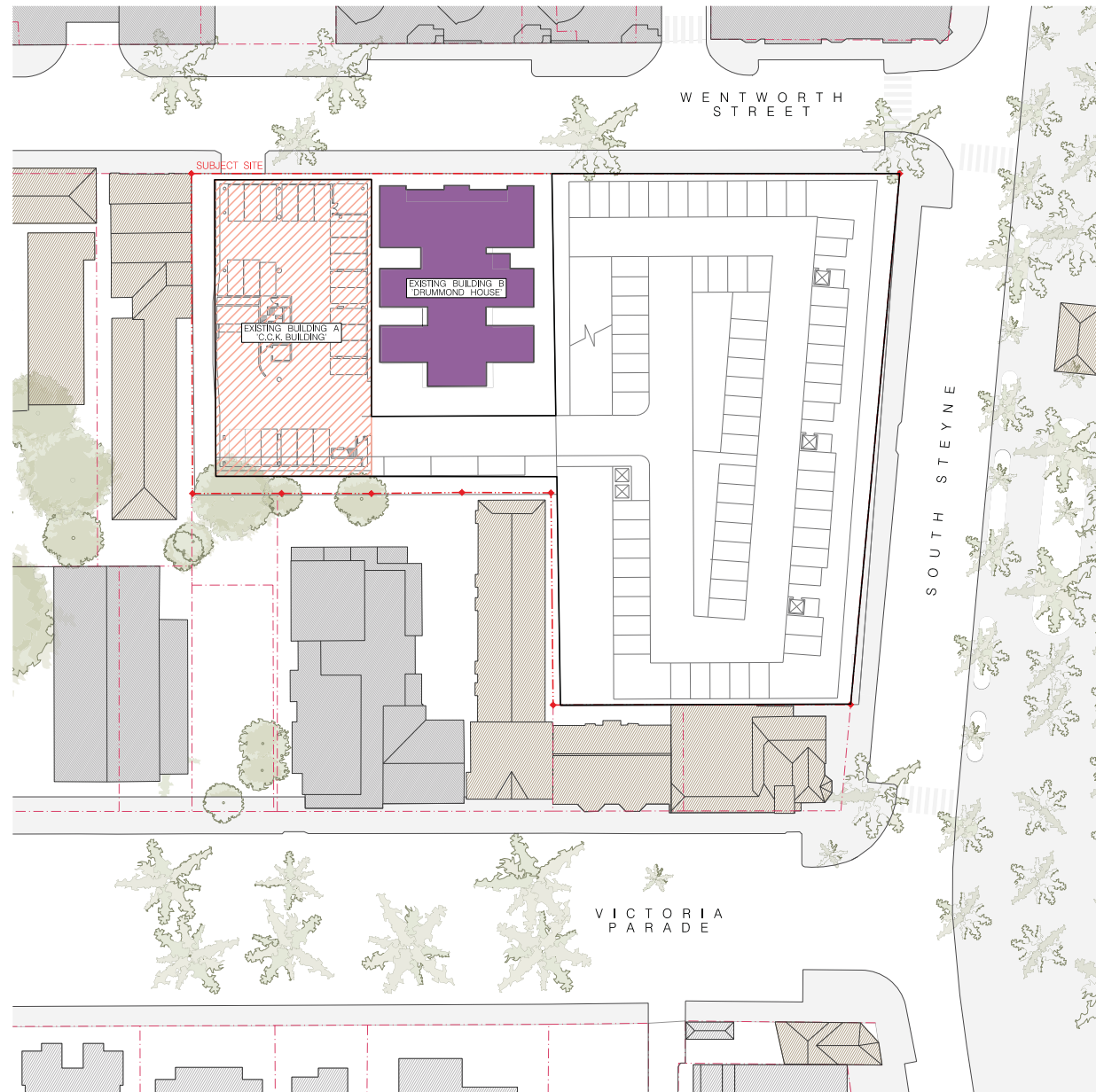
View looking southwest along Wentworth Street at the intersection of East Esplanade



View looking southeast along North Steyne at the intersection with Wentworth Street

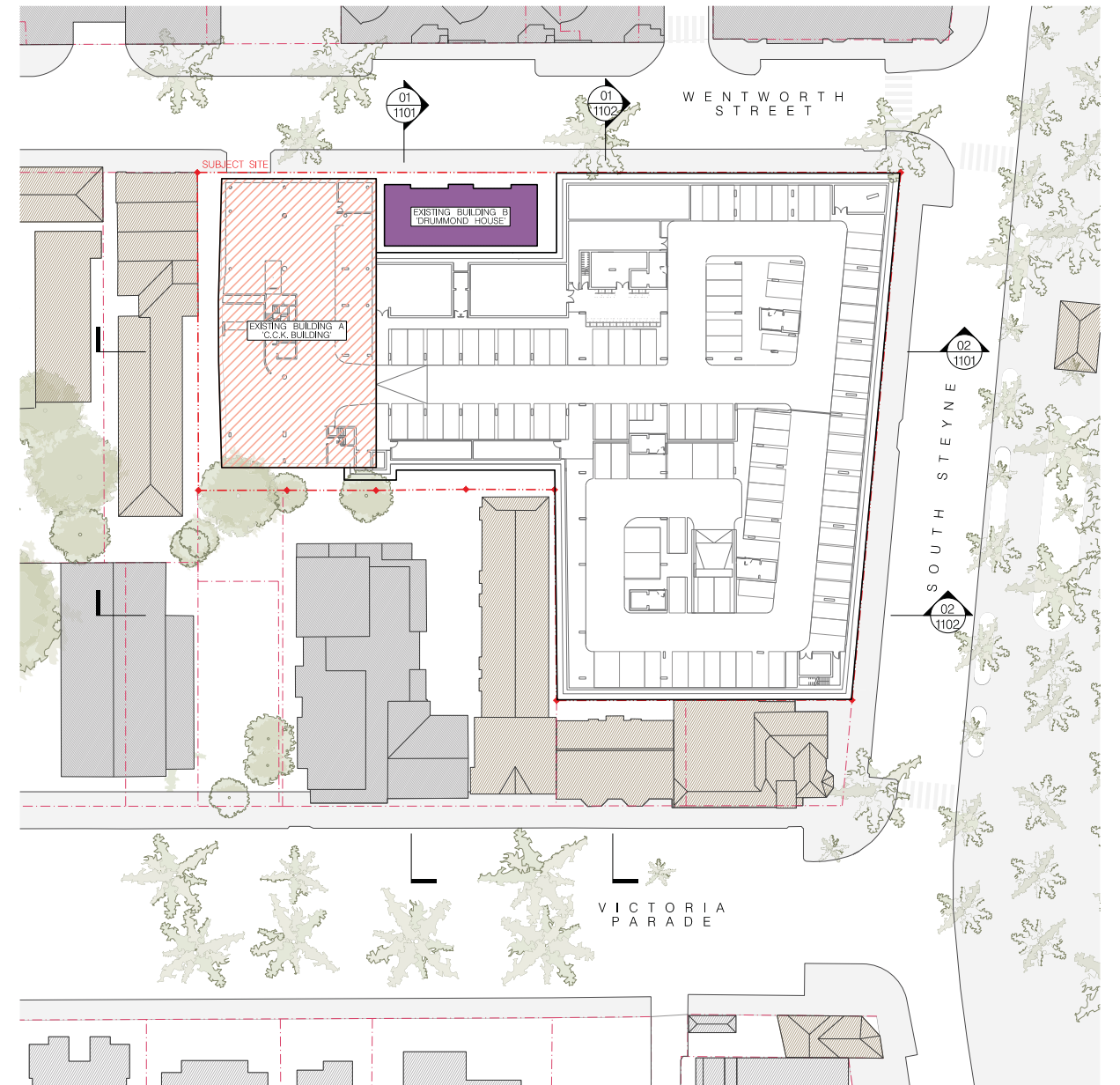
APPENDIX B

Reduced Plans



01 BASEMENT 2 ENVELOPE PLAN – PART 3A
1:500

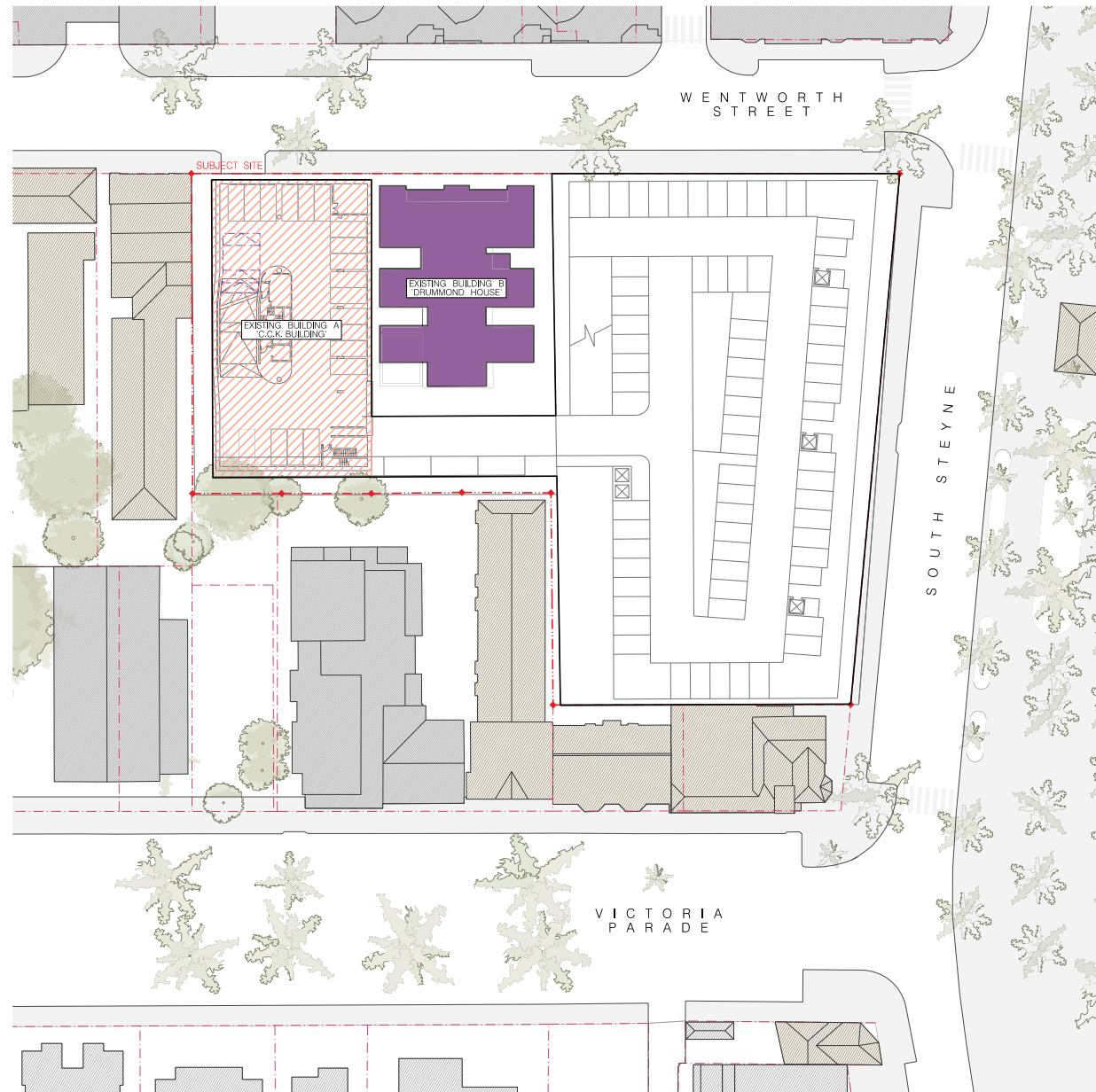
- LEGEND:**
- MANLY LEP 2013 HERITAGE ITEM
 - 'C.C.K. BUILDING PROPOSED AS PART OF PART 3A
 - EXISTING BUILDING B 'DRUMMOND HOUSE'
 - LANDSCAPING / PLAYGROUND
 - RETAIL
 - RESIDENTIAL
 - HOTEL USE



02 BASEMENT 2 ENVELOPE PLAN – PROPOSAL
1:500

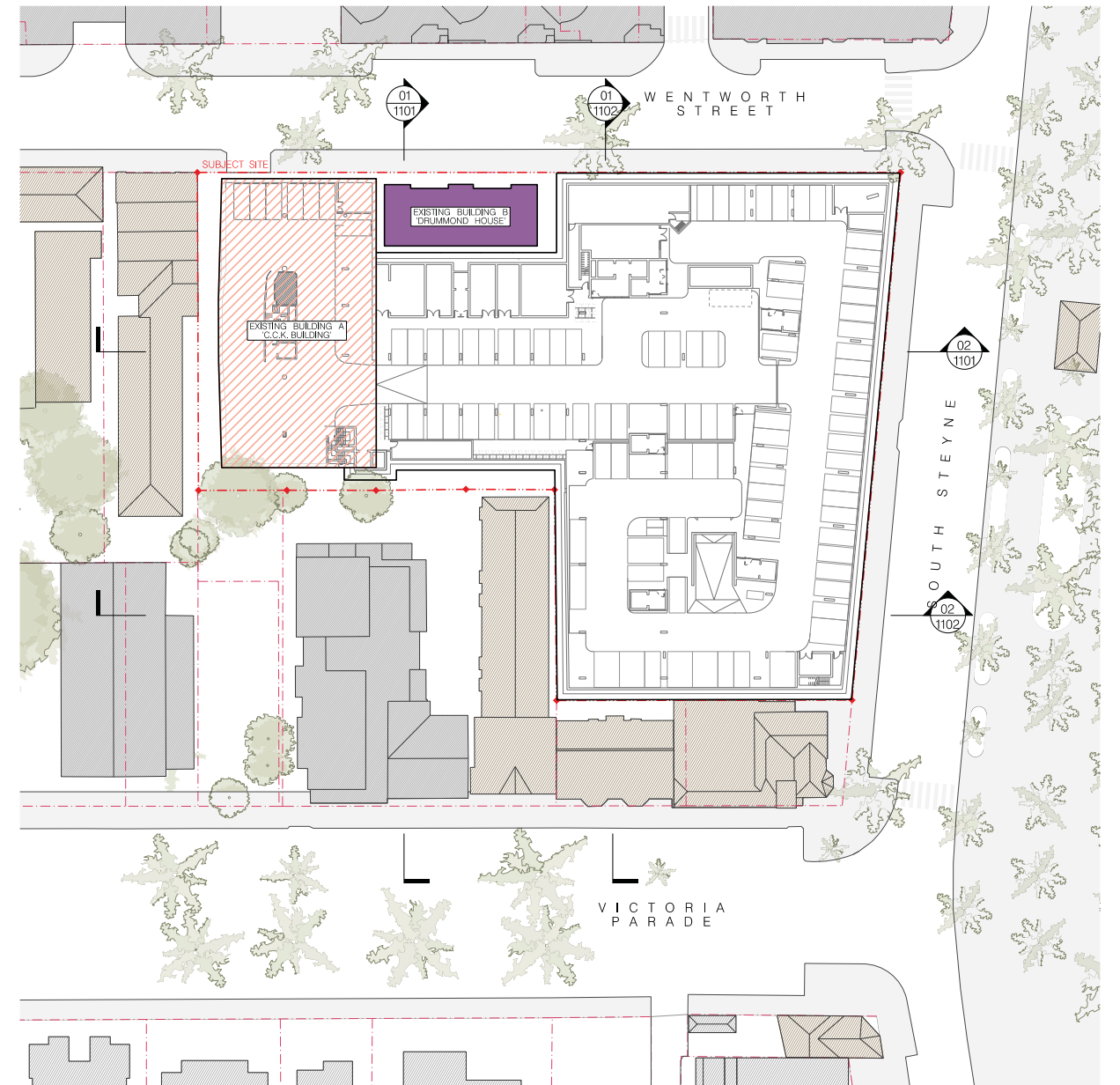
- LEGEND:**
- MANLY LEP 2013 HERITAGE ITEM
 - RFW USE (NEW ACCOMMODATION)
 - RFW USE (EXISTING CCK BUILDING)
 - EXISTING BUILDING B 'DRUMMOND HOUSE'
 - LANDSCAPING / PLAYGROUND
 - COMMERCIAL
 - RESIDENTIAL

<p>Notes:</p> <p>The drawing is to be read in conjunction with all relevant project documentation (including architectural, structural, mechanical, electrical, plumbing, fire, landscape, and civil engineering documentation etc.) Refer architectural drawing notes page for further notations.</p> <p>Do not scale from the drawing. Only figured dimensions shall be used.</p> <p>Report any discrepancy between the drawing & other project documentation immediately to the architect for clarification prior to commencement of works on site. All structural elements (load bearing columns, beams, walls etc.) shall be shown on these architectural documents as an indication only. Refer Structural Engineer's documents for all items. Shop drawings to be completed for all steelwork, joinery etc. and checked by architect & SE prior to fabrication.</p> <p>This document shall only be used for the purpose for which it was commissioned.</p>	<p>Town Planning: Boston Blyth Fleming</p> <p>Suite 1, 9 Northing Way Sydney NSW 2000 greg@bbfplanners.com.au T: 02 9986 2535</p>	<p>Project Manager: Lighthouse Project Group</p> <p>Level 2, 56 Berry St North Sydney NSW 2000 info@lighthousepm.com.au</p>	<p>Heritage Consultant: URBIS</p> <p>Angel Place, 18, 133 Pitt St Sydney NSW 2000 T: 02 8233 9900</p>	<p>BCA Consultant: City Plan</p> <p>Level 4, 120 Sussex St Sydney NSW 2000 reception@cityplan.com.au T: 02 8270 3500</p>	<p>Geotech & Contamination: Douglas & Partners</p> <p>86 Hermitage Rd West Ryde NSW 2114 sydney@dougpartners.com.au T: 02 9809 0666</p>	<p>Account Engineer: Renzo Tonin & Associates</p> <p>Level 1, 438A Elizabeth St Sydney NSW 2000 sydney@renzotonin.com.au T: 02 8218 0500</p>	<p>Landscape Architect: Jane Irwin Landscape Architecture</p> <p>Suite 203, 12, 61 Marlborough St Sydney NSW 2000 info@jila.net.au T: 02 9212 6957</p>	<p>Rse & Fire Services Engineers: GHD</p> <p>Level 15, 133 Castlereagh St Sydney NSW 2000 T: 02 9239 7100</p>	<p>Civil & Stormwater Engineers: Northrop</p> <p>Level 11, 345 George St Sydney NSW 2000 sydney@northrop.com.au T: 02 9241 4188</p>	<p>Hydraulic & Mechanical Engineers: ADP Consulting</p> <p>Level 3, 3 Spring St Sydney NSW 2000 contact@adpconsulting.com.au T: 02 8203 5447</p>	<p>Structural Engineer: James Taylor & Associates</p> <p>Suite 1, 115 Military Rd Heathcote NSW 2089 jta@james.taylor.associates.com.au T: 02 9569 1999</p>	<p>Project: ROYAL FAR WEST Site: 14-22 Wentworth Street & 19-21 South Steyne, Manly</p> <p>Client: Royal Far West</p> <p>Scale: As shown @ A1 Drawn By: LMET/AM Checked 1: HIL/EP Checked 2: EP Approved: EP</p>	<p>Architect: Murcutt Candalepas Client: Murcutt Registration No. NSW 2448 Angela Candalepas Registration No. NSW 5773</p> <p>309 Sussex Street Sydney NSW 2000 info@candalepas.com.au T: 02 9283 7755 F: 02 9283 7477</p>	<p>Drawing: BASEMENT LEVEL 2 ENVELOPE PLANS</p> <p>Drawing Number: S75W - 1001</p>	<p>Job Number: 5899</p> <p>Issue: B.</p> <p>FOR A STSW APPLICATION ONLY</p>
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01 BASEMENT 1 ENVELOPE PLAN - PART 3A
1:500

- LEGEND:
- MANLY LEP 2013 HERITAGE ITEM
 - 'C.C.K. BUILDING PROPOSED AS PART OF PART 3A
 - EXISTING BUILDING B 'DRUMMOND HOUSE'
 - LANDSCAPING / PLAYGROUND
 - RETAIL
 - RESIDENTIAL
 - HOTEL USE

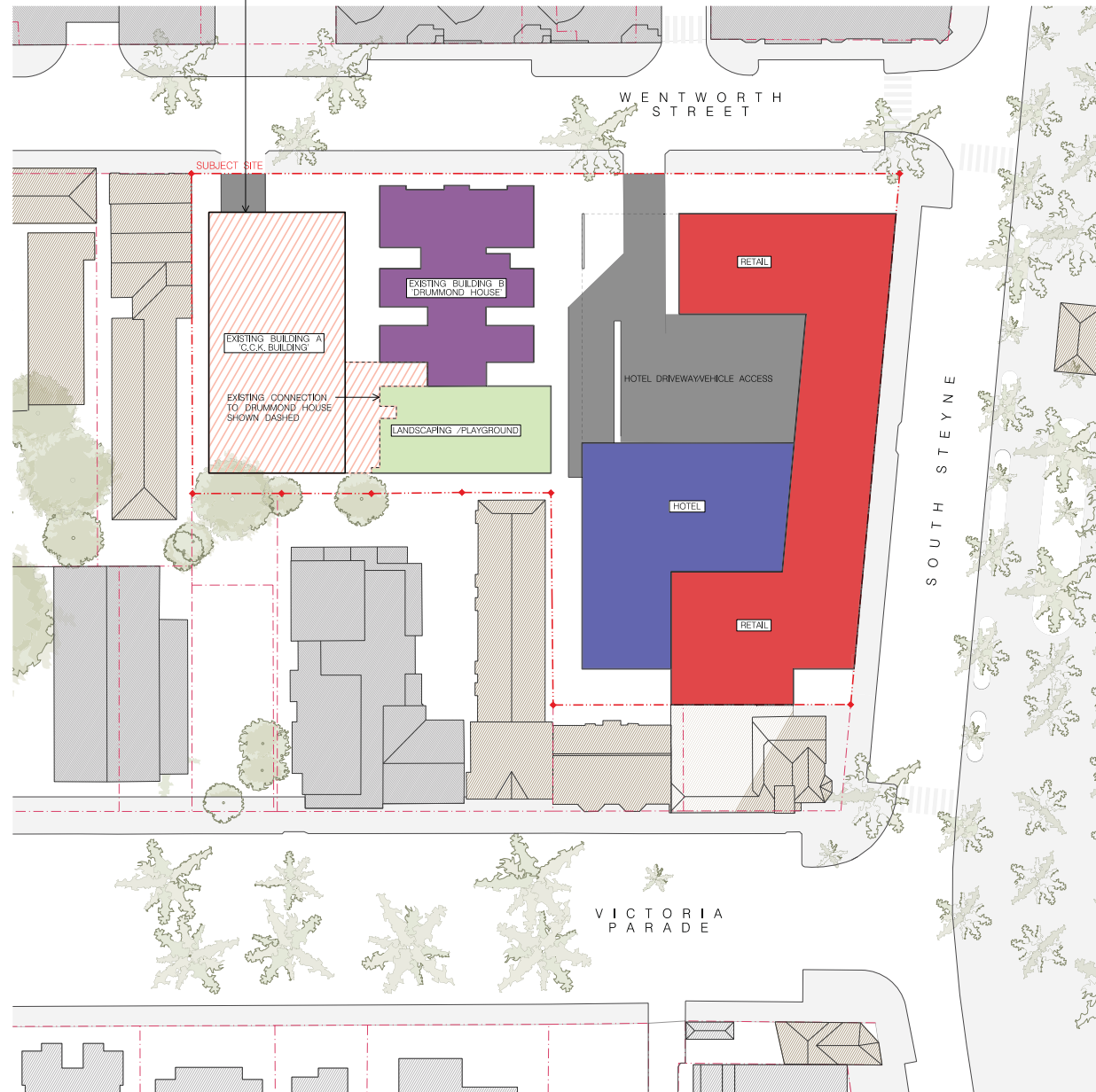


02 BASEMENT 1 ENVELOPE PLAN - PROPOSAL
1:500

- LEGEND:
- MANLY LEP 2013 HERITAGE ITEM
 - RFW USE (NEW ACCOMMODATION)
 - RFW USE (EXISTING CCK BUILDING)
 - EXISTING BUILDING B 'DRUMMOND HOUSE'
 - LANDSCAPING / PLAYGROUND
 - COMMERCIAL
 - RESIDENTIAL

<p>Notes:</p> <p>The drawing is to be read in conjunction with all relevant project documentation (including architectural, structural, mechanical, electrical, plumbing, fire, and landscape architectural documents) and all specialist consultant documentation (including structural, mechanical, electrical, plumbing, fire, and landscape architectural documents) and all specialist consultant documentation (including structural, mechanical, electrical, plumbing, fire, and landscape architectural documents).</p> <p>Do not scale from the drawing. Only agreed dimensions shall be used.</p> <p>Report any discrepancy between the drawing & other project documentation immediately to the architect for clarification prior to commencement of works on site. All structural elements (load-bearing columns, beams, walls etc.) are shown on these architectural documents as an indication only. Refer Structural Engineer's documents for all items. Shop drawings to be completed for all steelwork, joinery etc. and checked by architect & SE prior to fabrication.</p> <p>This document shall only be used for the purpose for which it was commissioned.</p>	<p>Town Planning:</p> <p>Boston Blyth Fleming</p> <p>Suite 1, 9 Northing Way Sydney NSW 2000 greg@bbfplanners.com.au T: 02 9986 2535</p>	<p>Project Manager:</p> <p>Lighthouse Project Group</p> <p>Level 2, 56 Berry St Sydney NSW 2000 info@lighthousepm.com.au</p>	<p>Heritage Consultant:</p> <p>URBIS</p> <p>Angel Place, 18, 133 Pitt St Sydney NSW 2000 T: 02 8233 9900</p>	<p>BCA Consultant:</p> <p>City Plan</p> <p>Level 4, 120 Sussex St Sydney NSW 2000 reception@cityplan.com.au T: 02 8270 3500</p>	<p>Geotech & Contaminator:</p> <p>Douglas & Partners</p> <p>86 Hermitage Rd West Ryde NSW 2114 sydney@douglaspartners.com.au T: 02 9809 0666</p>	<p>Account Engineer:</p> <p>Renzo Tonin & Associates</p> <p>Level 1, 438A Elizabeth St Sydney NSW 2000 sydney@renzotonin.com.au T: 02 8218 0500</p>	<p>Landscape Architect:</p> <p>Jane Irwin Landscape Architecture</p> <p>Suite 203, 12, 61 Marlborough St Sydney NSW 2000 info@jia.net.au T: 02 9212 6957</p>	<p>Rse & Fire Services Engineers:</p> <p>GHD</p> <p>Level 15, 133 Castlereagh St Sydney NSW 2000 T: 02 9239 7100</p>	<p>Civil & Stormwater Engineers:</p> <p>Northrop</p> <p>Level 11, 345 George St Sydney NSW 2000 sydney@northrop.com.au T: 02 9241 4188</p>	<p>Hydraulic & Mechanical Engineers:</p> <p>ADP Consulting</p> <p>Level 3, 3 Spring St Sydney NSW 2000 contact@adpconsulting.com.au T: 02 8203 5447</p>	<p>Structural Engineer:</p> <p>James Taylor & Associates</p> <p>Suite 1, 115 Military Rd Heathcote NSW 2089 jta@james-taylor.com.au T: 02 9569 1999</p>	<p>Project:</p> <p>ROYAL FAR WEST</p> <p>Site: 14-22 Wentworth Street & 19-21 South Steyne, Manly</p> <p>Client: Royal Far West</p> <p>Scale: As shown @ A1</p> <p>Drawn By: LMF:JAB</p> <p>Checked 1: HL:EP</p> <p>Checked 2: EP</p> <p>Approved: EP</p>	<p>Architect:</p> <p>Murcutt Candalepas</p> <p>Client: Murcutt Registration No. NSW 2448 Angela Candalepas Registration No. NSW 5773</p> <p>309 Sussex Street Sydney NSW 2000 info@candalepas.com.au T: 02 9283 7755 F: 02 9283 7477</p>	<p>Drawing:</p> <p>BASEMENT LEVEL 1 ENVELOPE PLANS</p> <p>Drawing Number: S75W - 1002</p>	<p>Job Number: 5899</p> <p>Issue: B.</p> <p>FOR A STSW APPLICATION ONLY</p>
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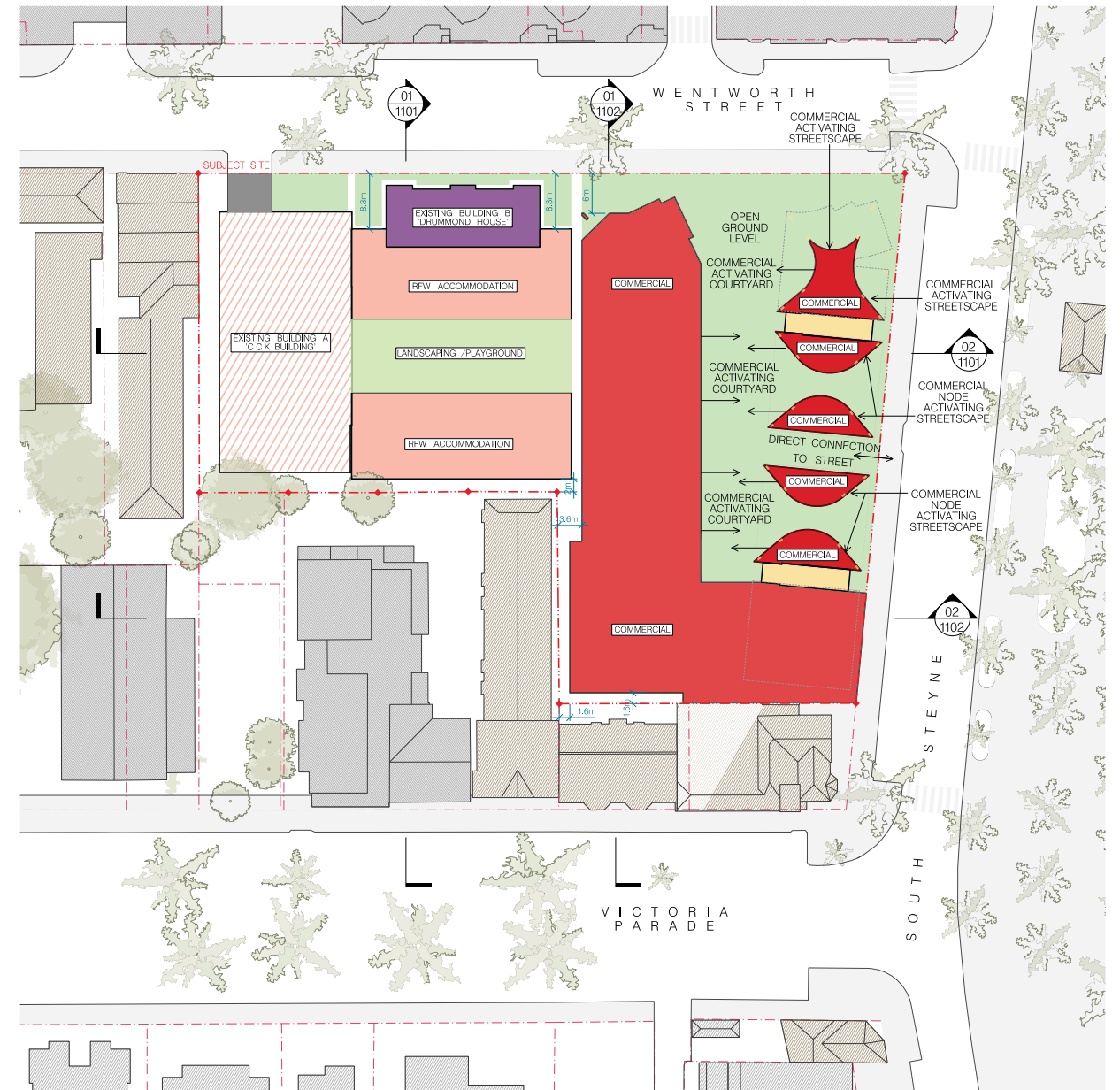
OUTLINE OF THE APPROVED CCK BUILDING SHOWN (DA 2532014).



01 GROUND LEVEL ENVELOPE PLAN - PART 3A
1:500

LEGEND:

- MANLY LEP 2013 HERITAGE ITEM
- 'C.C.K. BUILDING PROPOSED AS PART OF PART 3A
- EXISTING BUILDING B 'DRUMMOND HOUSE'
- LANDSCAPING / PLAYGROUND
- RETAIL
- RESIDENTIAL
- HOTEL USE



02 GROUND LEVEL ENVELOPE PLAN - PROPOSAL
1:500

LEGEND:

- MANLY LEP 2013 HERITAGE ITEM
- RFW USE (NEW ACCOMMODATION)
- RFW USE (EXISTING CCK BUILDING)
- EXISTING BUILDING B 'DRUMMOND HOUSE'
- LANDSCAPING / PLAYGROUND (BOTH HARD AND SOFTWARES)
- COMMERCIAL
- RESIDENTIAL

<p>Notes: This drawing is to be read in conjunction with all relevant project documentation (including architectural, structural, mechanical, electrical & hydraulic engineering documentation etc.) and shall be used for construction purposes only. Refer to the relevant project documentation for further information.</p> <p>Do not scale from this drawing. Only agreed dimensions shall be used.</p> <p>Report any discrepancy between this drawing & other project documentation immediately to the architect for clarification prior to commencement of works on site. All structural elements (load bearing columns, beams, walls etc.) shall be shown on these architectural documents as an indication only. Refer Structural Engineer's documents for all items. Shop drawings to be completed for all steelwork, joinery etc. and checked by architect & SE prior to fabrication.</p> <p>This document shall only be used for the purpose for which it was commissioned.</p>	<p>Town Planning: Boston Blyth Fleming</p> <p>Suite 1, 9 Northing Way Sydney NSW 2005 greg@bbfplanners.com.au T: 02 9986 2535</p>	<p>Project Manager: Lighthouse Project Group</p> <p>Level 2, 56 Berry St North Sydney NSW 2000 info@lighthousepm.com.au T: 02 8270 3500</p>	<p>Heritage Consultant: URBIS</p> <p>Angel Place, 123 Pitt St Sydney NSW 2000</p> <p>T: 02 8233 9900</p>	<p>BCA Consultant: City Plan</p> <p>Level 4, 120 Sussex St Sydney NSW 2000 reception@cityplan.com.au T: 02 8270 3500</p>	<p>Geotech & Contaminator: Douglas & Partners</p> <p>86 Hermitage Rd West Ryde NSW 2114 sydney@dougpartners.com.au T: 02 9809 0666</p>	<p>Account Engineer: Renzo Tonin & Associates</p> <p>Level 1, 438A Elizabeth St Sydney NSW 2000 sydney@renzotonin.com.au T: 02 8218 0500</p>	<p>Landscape Architect: Jane Irwin Landscape Architecture</p> <p>Suite 203, 12, 61 Macleayborough St Sydney NSW 2000 info@jal.net.au T: 02 9212 6957</p>	<p>RfE & Fire Services Engineers: GHD</p> <p>Level 15, 133 Castlereagh St Sydney NSW 2000</p> <p>T: 02 9239 7100</p>	<p>Civil & Stormwater Engineers: Northrop</p> <p>Level 11, 345 George St Sydney NSW 2000 sydney@northrop.com.au T: 02 9241 4188</p>	<p>Hydraulic & Mechanical Engineers: ADP Consulting</p> <p>Level 3, 3 Spring St Sydney NSW 2000 contact@adpconsulting.com.au T: 02 8203 5447</p>	<p>Structural Engineer: James Taylor & Associates</p> <p>Suite 1, 115 Military Rd Heathcote NSW 2089 me@jamestaylorassociates.com.au T: 02 9569 1999</p>	<p>Architect: Murcutt Candalepas</p> <p>309 Sussex Street Sydney NSW 2000 info@murcuttcandalepas.com.au T: 02 9283 7755 F: 02 9283 7477</p>	<p>Project: ROYAL FAR WEST 14-22 Wentworth Street & 19-21 South Steyne, Manly</p> <p>Client: Royal Far West</p> <p>Scale: As shown @ A1 Drawn By: LMET/AM Checked 1: HIL/EP Checked 2: EP Approved: EP</p>	<p>Job Number: 5899</p> <p>Issue: B</p> <p>Drawing: GROUND LEVEL ENVELOPE PLANS S75W - 1003</p>
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APPENDIX C

Garbage Truck Specifications

Introducing the
WASTE WISE MINI



REAR LOADER

Waste Wise Environmental introduced the first MINI rear loader vehicle into Australia in September 2011.

The success of the MINI rear loader has been well documented over the first 12 months of service. The ability to manoeuvre in confined areas within basement car parks, where bin rooms are located, and laneways where other vehicles find difficulty in reversing is unique, but achievable for this compact unit.

With an overall height of just 2.08 metres and length of 6.40 metres, this vehicle can enter most car parks, going down three (3) basement levels or climbing up eight (8) car park levels to empty MGB 240 litre & MGB 660 litre bins within its own height capacity.

MGB 1100 litre bins will be lifted higher than the vehicle and generally find a spot within the complex to do so.

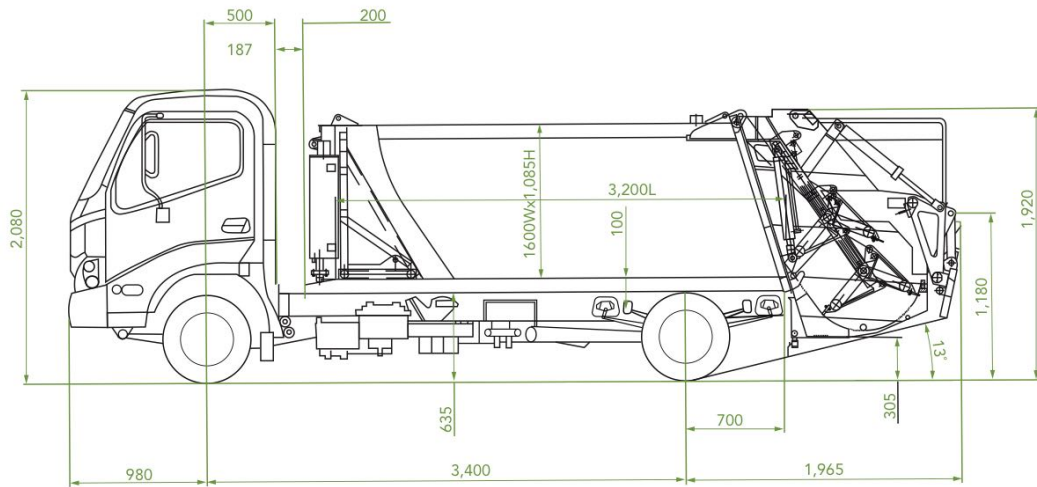
The MINI rear loader is valuable to all: architects, developers, owners corporations (space saving and cost saving) and councils (no bins at kerbside affecting the streetscape).



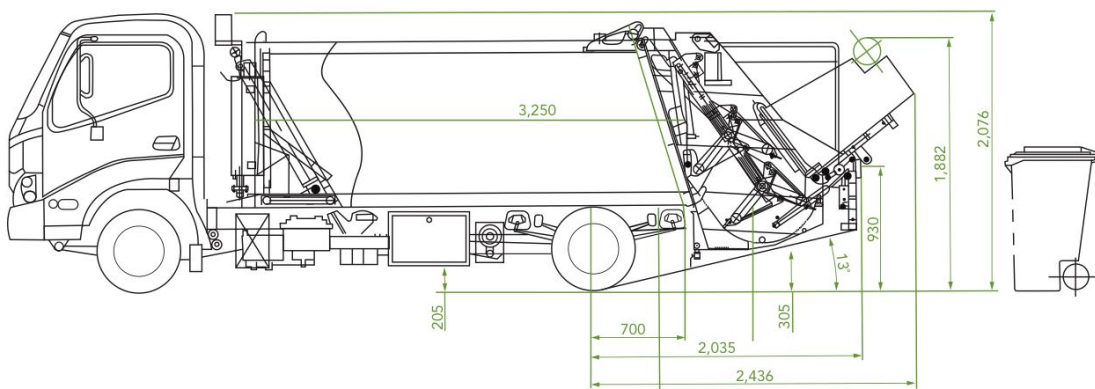
The Waste Wise Environmental fleet of MINI'S has successfully demonstrated its ability as the most valuable & versatile MINI rear loader on the road today. Not only in confined areas, but also under standard rear loader conditions at street level.



Vehicle Dimensions



Truck Bin Lift Capabilities



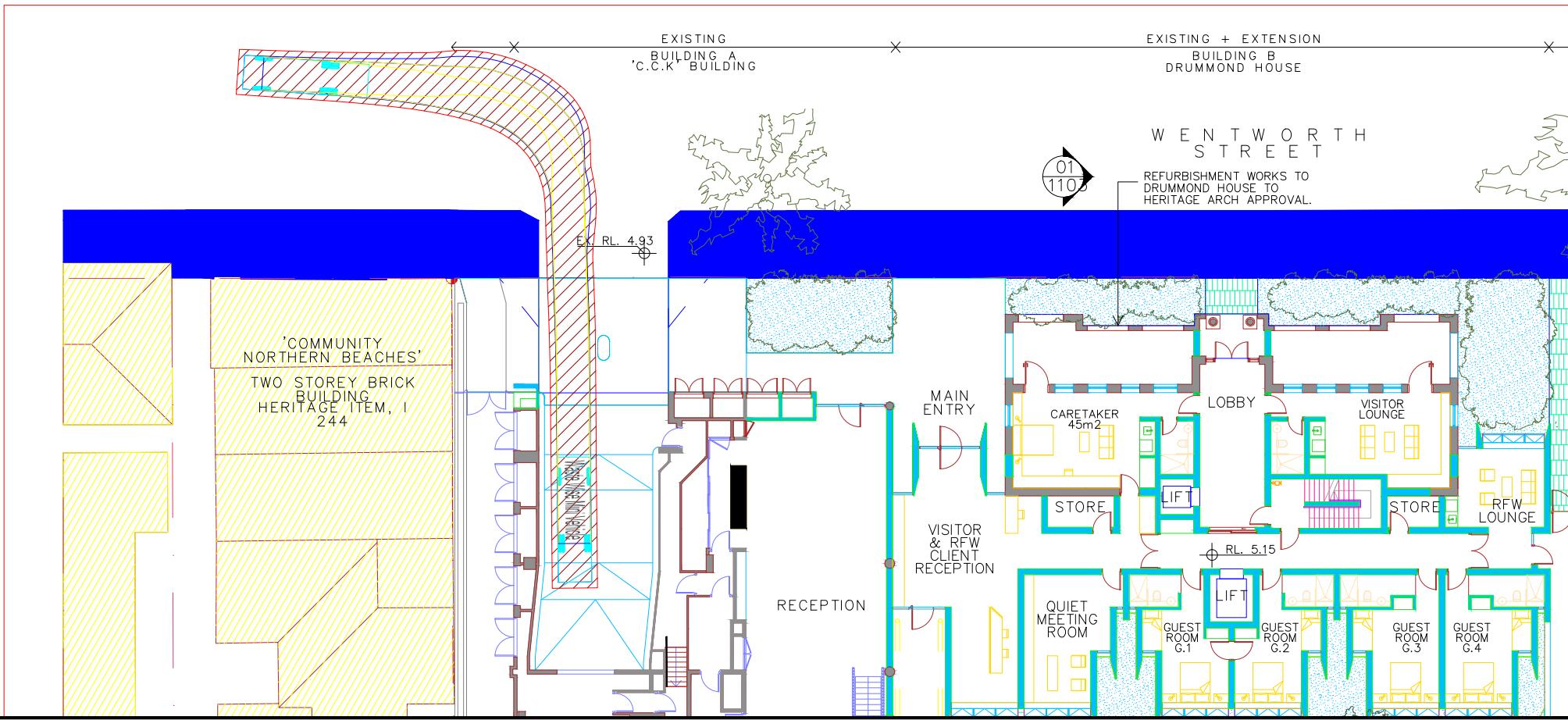
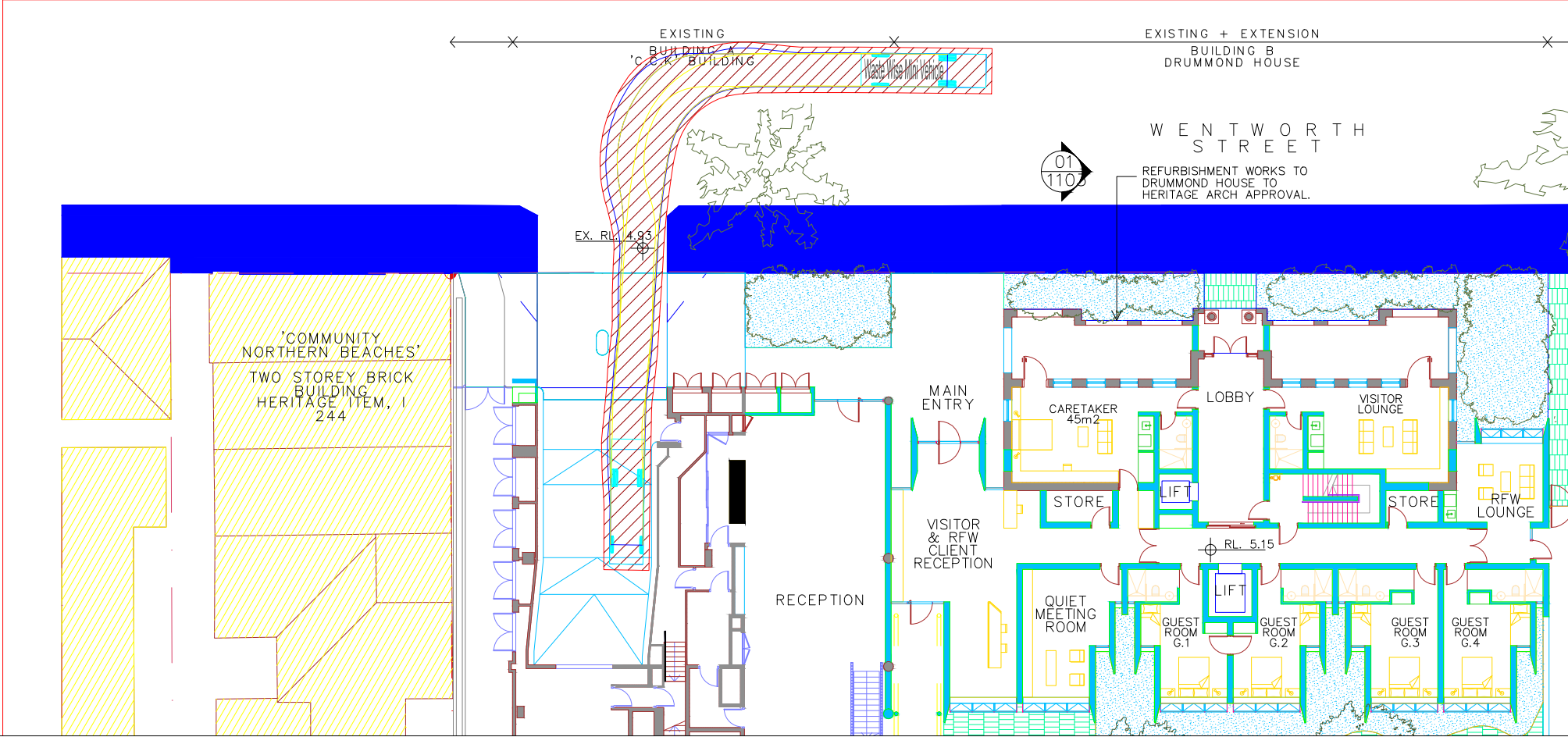
PO Box 117 Reservoir VIC 3073
 T 03 9359 1555 F 03 9359 2544
 info@wastewise.com.au
 www.wastewise.com.au

WASTEWISE environmental 

1300 550 408

APPENDIX D

Swept Path Analysis



Notes:
 This drawing is prepared for information purposes only. It is not to be used for construction.
 TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.
 Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

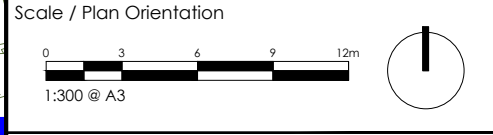
Rev.	Revision Note	By.	Date
A	Design Review	SW	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
 Royal Far West



Project Description
 12-22 Wentworth Street & 19-21 South Steyne, Manly NSW 2095

Drawing Prepared By

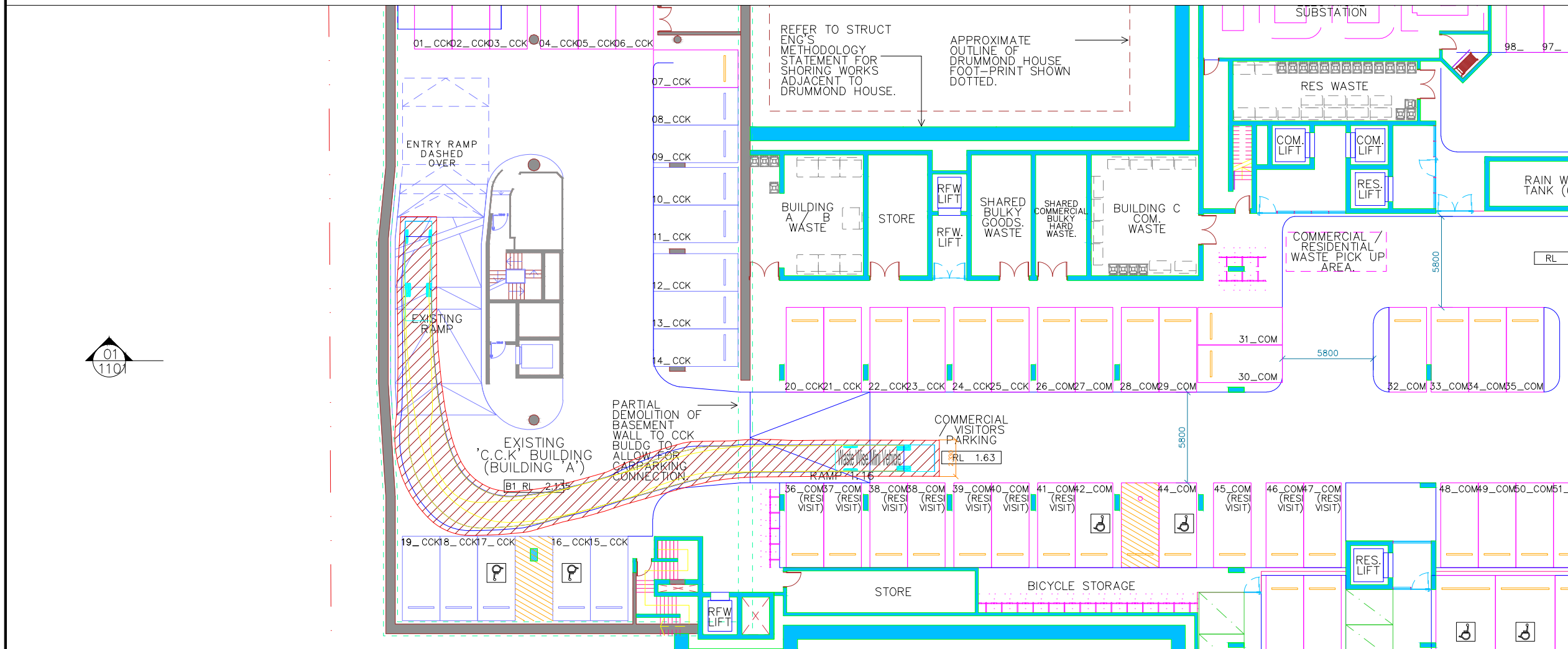
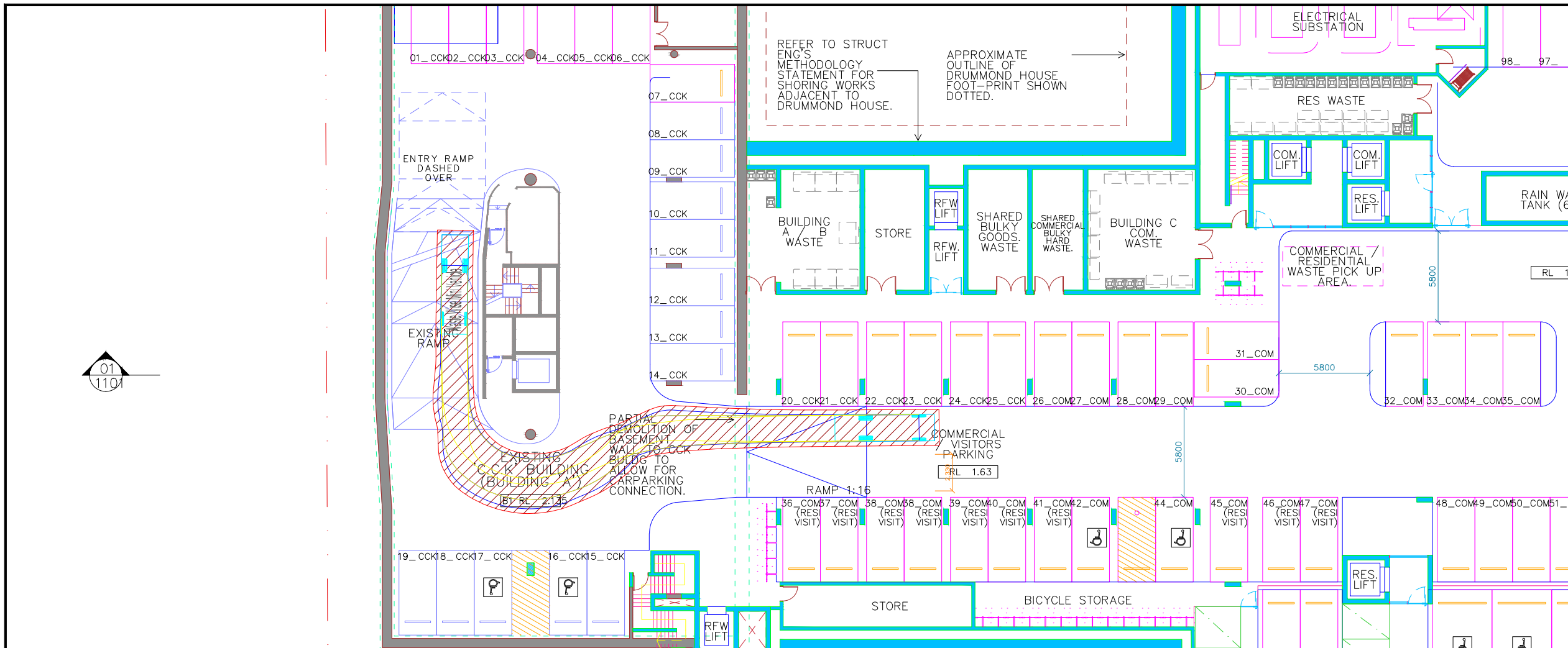
Suite 2.08, 50 Holt Street
 Surry Hills, NSW 2010
 PO Box 1124
 Strawberry Hills, NSW 2012
 t: +61 2 8324 8700
 f: +61 2 9830 4481
 w: www.traffix.com.au

Drawing Title
 Swept Path Analysis
 6.35m Waste Wise Mini
 Ground Floor
 Top: Entry Movement Bottom: Exit Movement

Drawn: SW	Checked: VD	Date: 09-12-20
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19.525d08v01 TRAFFIX [201209 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.525		TX.01	A



Notes:
 This drawing is prepared for information purposes only. It is not to be used for construction.
 TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.
 Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

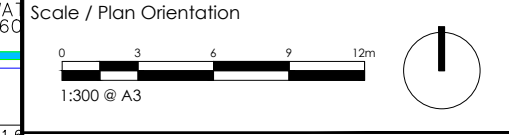
Rev.	Revision Note	By.	Date
A	Design Review	SW	09-12-20

Swept Path Legend

	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect

Client
 Royal Far West



Project Description
 12-22 Wentworth Street & 19-21 South Steyne,
 Manly NSW 2095

Drawing Prepared By



Suite 2.08, 50 Holt Street
 Surry Hills, NSW 2010
 PO Box 1124
 Strawberry Hills, NSW 2012
 t: +61 2 8324 8700
 f: +61 2 9830 4481
 w: www.traffix.com.au

Drawing Title
 Swept Path Analysis
 6.35m Waste Wise Mini
 Basement 1
 Top: Entry Movement Bottom: Exit Movement

Drawn: SW	Checked: VD	Date: 09-12-20
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Project No. 19.525d08v01	Drawing Phase TRAFFIX [201209 Plans] Design Review.dwg	Drawing No. TX.02	Rev. A
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