



# Proposed Change of Use for Gymnasium Development Level 1, Office 4, 4-10 Inman Road, Cromer

## Traffic & Parking Assessment



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## 1.0 Introduction

This report has been prepared to accompany a Development Application to the Northern Beaches Council for a proposed change of use to permit a gymnasium at Level 1, Office 4, 4-10 Inman Road, Cromer (Figure 1).

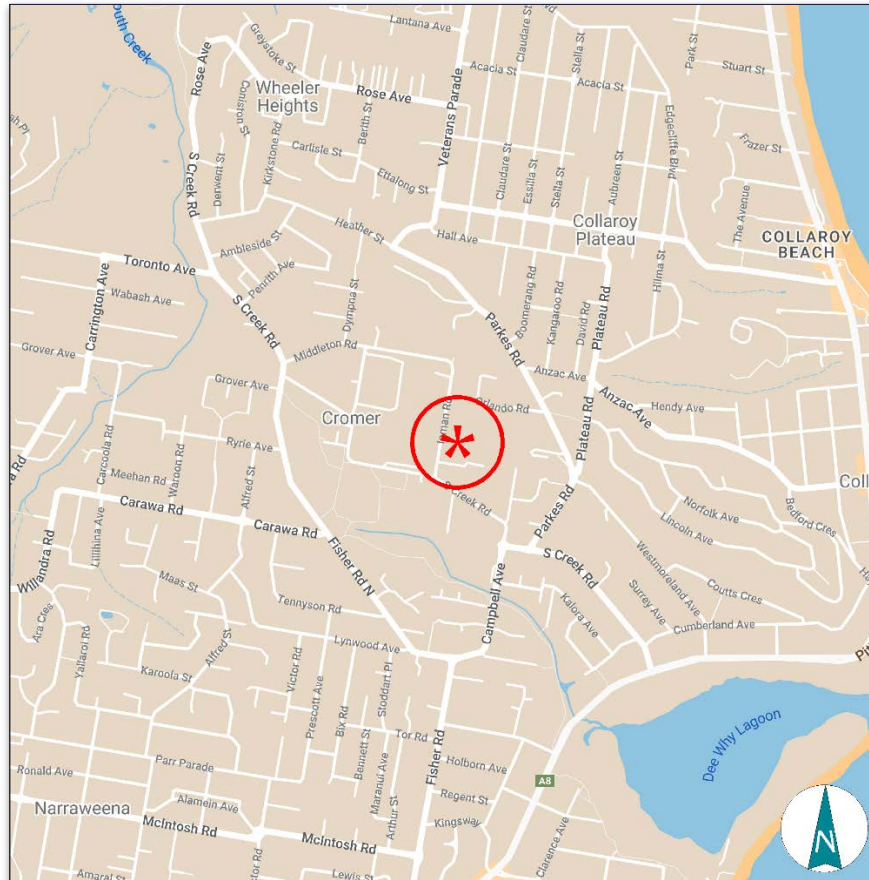


Figure 1 - Site Location

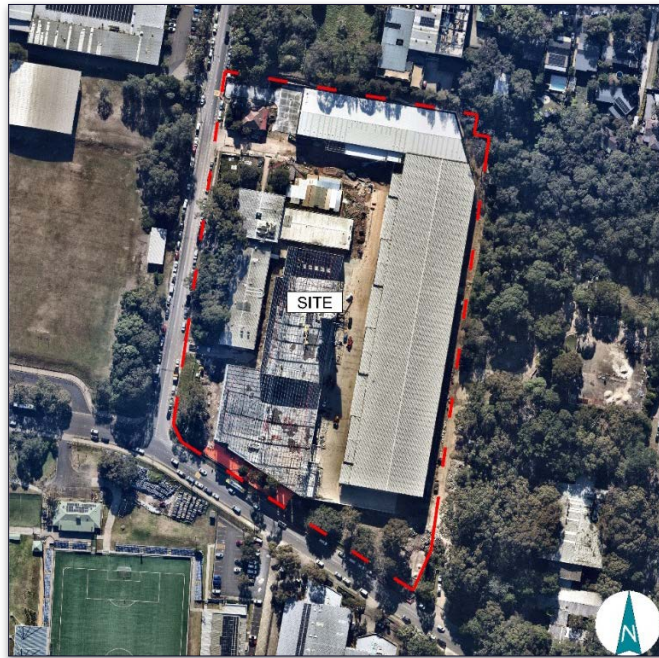
The purpose of this report is to:

- Describe the site, its context and the proposed development scheme.
- Describe the road network serving the site and the prevailing traffic conditions.
- Assess the suitability of the vehicle access, internal circulation and servicing arrangements.
- Assess the potential traffic implications.

## 2.0 Proposed Development

### 2.1 Site, Context & Existing Circumstances

The site (Figure 2) is part of Lot 1 in DP 1220196, which occupies an irregularly shaped area of 7.49ha, with frontages of 190m to the eastern side of Inman Road and 210m to the northern side of Southern Creek Road and is zoned as E4 General Industrial.



*Figure 2 - Site Boundary*

There has been ongoing construction on the subject lot since 2021 to provide for new buildings with light industrial, commercial and retail uses. The proposed gymnasium will be situated within a building on the site's southwestern boundary.

The current surrounding land uses comprise:

- Pittwater House Schools to the southeast
- Northern Beaches Secondary College Cromer Campus to the west
- Cromer Park to the southwest
- the residential properties to the east
- the industrial developments to the north and south

## 2.2 Proposed Development

It is proposed to conduct fitout works to the new mixed-use premises to provide for the conversion of one unit into a gymnasium, comprising:

- Studio gymnasium area
- Reception
- Office space
- Associated amenities

Details of the proposed development are provided on the plans prepared by Archi Spectrum, which accompany the Development Application and are reproduced in part in Appendix A.

## 3.0 Existing Road Network and Traffic Conditions

### 3.1 Road Network

The road network servicing the site (Figure 3) comprises:

- *Pittwater Road* – a major arterial road generally aligned in a north-south direction to the east of the site. Pittwater Road provides connections between Mona Vale to the north and Manly to the south, with 3 lanes of traffic in each direction.
- *South Creek Road* – a local road generally aligned in a southeast-northwest direction in the vicinity of the site, becoming a sub-arterial road when intersecting Campbell Avenue.
- *Campbell Avenue* – a local road generally aligned in a north-south direction in the vicinity of the site, becoming a sub-arterial road when intersecting South Creek Road.
- *Inman Road* – a minor local road generally running in the north-south direction, providing connections between South Creek Road and Middleton Road. Inman Road provides dedicated on-road bicycle shoulder lanes between the traffic lanes and kerbside parking.
- *Orlando Road* – a minor local road generally running in the east-west direction, providing connections between Inman Road and Parkes Road. Orlando Road provides dedicated on-road bicycle shoulder lanes between traffic and kerbside parking.



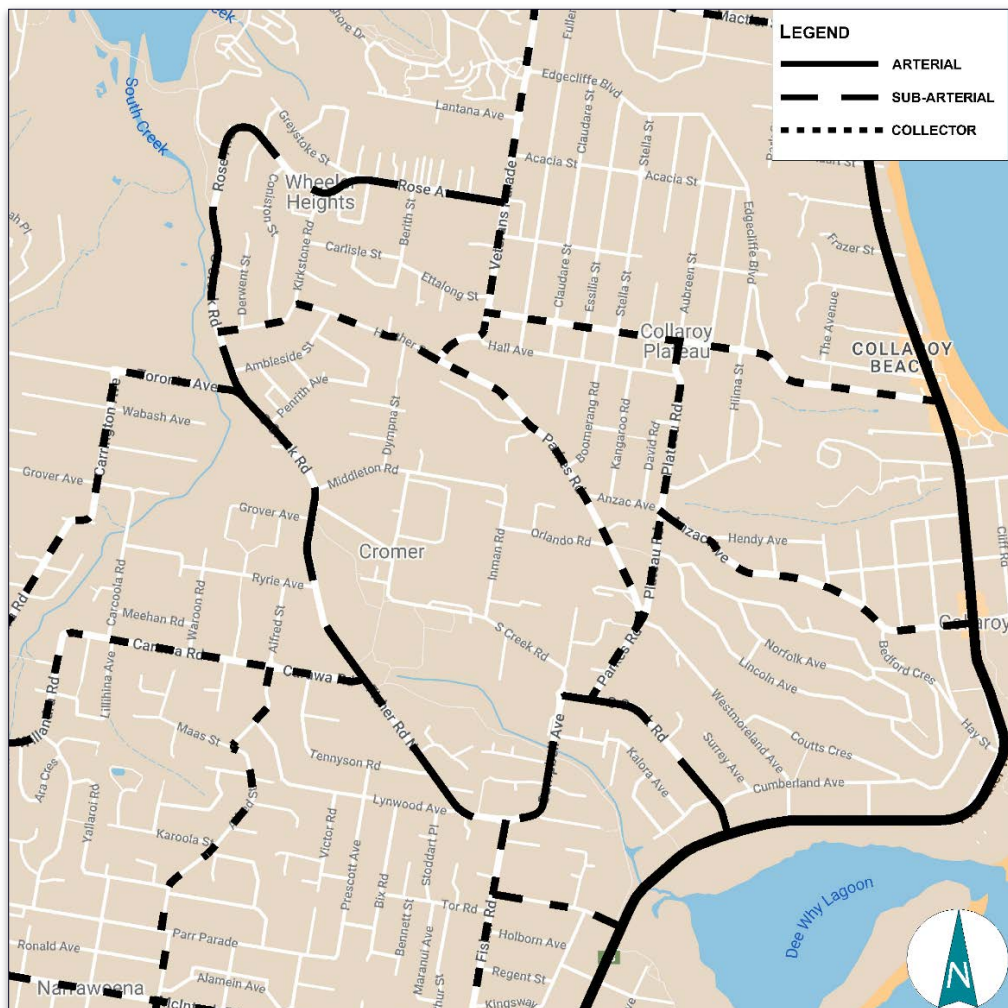


Figure 3 - Road Network

## 3.2 Traffic Controls

The existing traffic controls on the road network (Figure 4) comprise:

- the traffic control signal along Pittwater Road intersecting South Creek Road
- the roundabout along South Creek Road intersecting Campbell Avenue and Parkes Road
- the pedestrian refuge zebra crossing 230m west of the site along South Creek Road
- the unrestricted and 8P kerbside parking between 8 am – 6 pm (every day) in the vicinity of the site on South Creek Road, Inman Road, Orlando Road and Campbell Avenue
- the peak hour bus lanes southbound in the morning peak and northbound in the afternoon peak along Pittwater Road



- the 60kmph speed restriction on Pittwater Road
- the 50kmph speed restriction on South Creek Road, Inman Road, Orlando Road and Campbell Avenue
- the 40kmph School speed zone restriction along South Creek Road between Inman Road and Thew Parade and 270m eastbound from Parkes Road

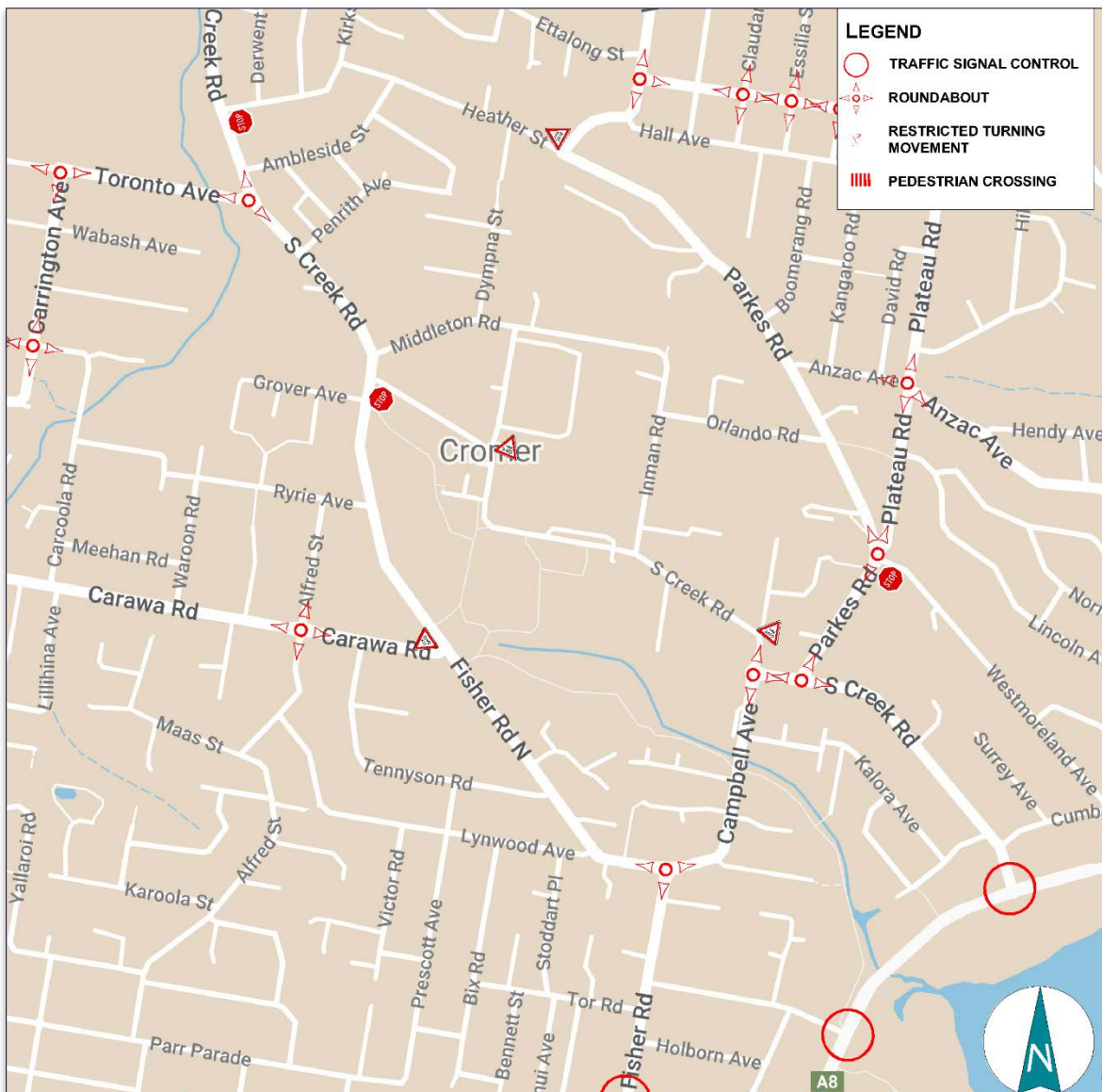


Figure 4 - Traffic Controls

### 3.3 Traffic Conditions

An indication of the prevailing traffic conditions on the road system in the vicinity of the site is provided by data published by TfNSW. The TfNSW data is presented in terms of Annual Average Daily Traffic (AADT) and the most recent available data reveals the following volumes:

	AADT
Pittwater Road Southbound 50m north of Lismore Avenue	15,476

The operational performance of the South Creek Road/Inman Road intersection is quite satisfactory.

### 3.4 Transport Services

The site is within 350 metres (a 5-minute walk) of the nearby bus stops along South Creek Road, Campbell Avenue and Parkes Road. These stops are currently serviced by routes 180 and 180X, providing services to Warringah Mall, Collaroy Plateau and express services to the City. Services vary in frequency, typically in the order of every 10-20 minutes during the weekdays. Details of the existing transport services are provided in Appendix B.

### 3.5 Walking Facilities

Pedestrians in the vicinity of the site are afforded excellent provisions with wide footpaths on the western side of Inman Road and the southern side of South Creek Road. There is good pedestrian connectivity throughout the remainder of the surroundings.

### 3.6 Cycling Facilities

The council provides a number of on- and off-street bike paths, which connect to the regional cycling network. There is currently on-road cycling infrastructure on Inman Road, as shown in the following figure.



## 4.0 Parking & Traffic

### 4.1 Parking

The Council's Development Control Plan (DCP) specifies the required parking facilities for Gymsnasiums as follows:

Use	Requirement
Gymnasium	4.5 spaces per 100m <sup>2</sup> GFA

Application of the criteria to the proposed development would indicate the following requirements:

Use	GFA	Car Parking Rate
Gymnasium	148 m <sup>2</sup>	7

While no dedicated parking is provided for the gymnasium, the complex provides some 42 shared parking spaces for the facility as a whole. It is apparent then that the site accommodates the 7 car parking space requirement in full satisfaction of the Council's DCP requirements for parking.

## 4.2 Traffic

TfNSW's guidelines provide generic criteria in relation to the traffic generation of Gymnasiums as follows:

Land Use	Traffic Generation Rates	
	Daily Vehicle Trips	Peak Hour Vehicle Trips
Gymnasiums	<b>Metropolitan regional centre</b>	
	20 / 100m <sup>2</sup> GFA	3 / 100m <sup>2</sup> GFA
	<b>Metropolitan sub-regional areas</b>	
	45 / 100m <sup>2</sup> GFA	9 / 100m <sup>2</sup> GFA

While the site is located within Sydney, It is not within a CBD area, so the metropolitan sub-regional area rates are to be applied. Thus, the proposed development will generate some 13 vtph as during the peak periods.

This relatively minor level of activity for peak traffic flows generated from the development will not result in any adverse environmental, capacity or traffic-related consequences on the surrounding road network. The existing regular lengthy gaps in the traffic movements along Inman Road will enable vehicles to ingress and egress the site without any difficulty or delay.

## 5.0 Access, Internal Circulation & Servicing

### 5.1 Access

The proposed vehicle access arrangements will be consistent with the rest of the building's approval and located on the southwestern boundary of the site with good sight distances available and remains to comply with the design requirements of AS 2890.1.

### 5.2 Internal Circulation

The design of the car park, including access driveways, aisles, bays, grades, etc., will continue to comply with the requirements of AS2890.1,2 and 6, with quite generous manoeuvring space available..

### 5.3 Servicing

Refuse will be removed by privately operated garbage collection, with small service vehicles which will be able to access and utilise the available parking spaces, as is normal for Gymnasium developments of this nature. These vehicles' arrivals and departures will occur outside peak periods to avoid any queuing.



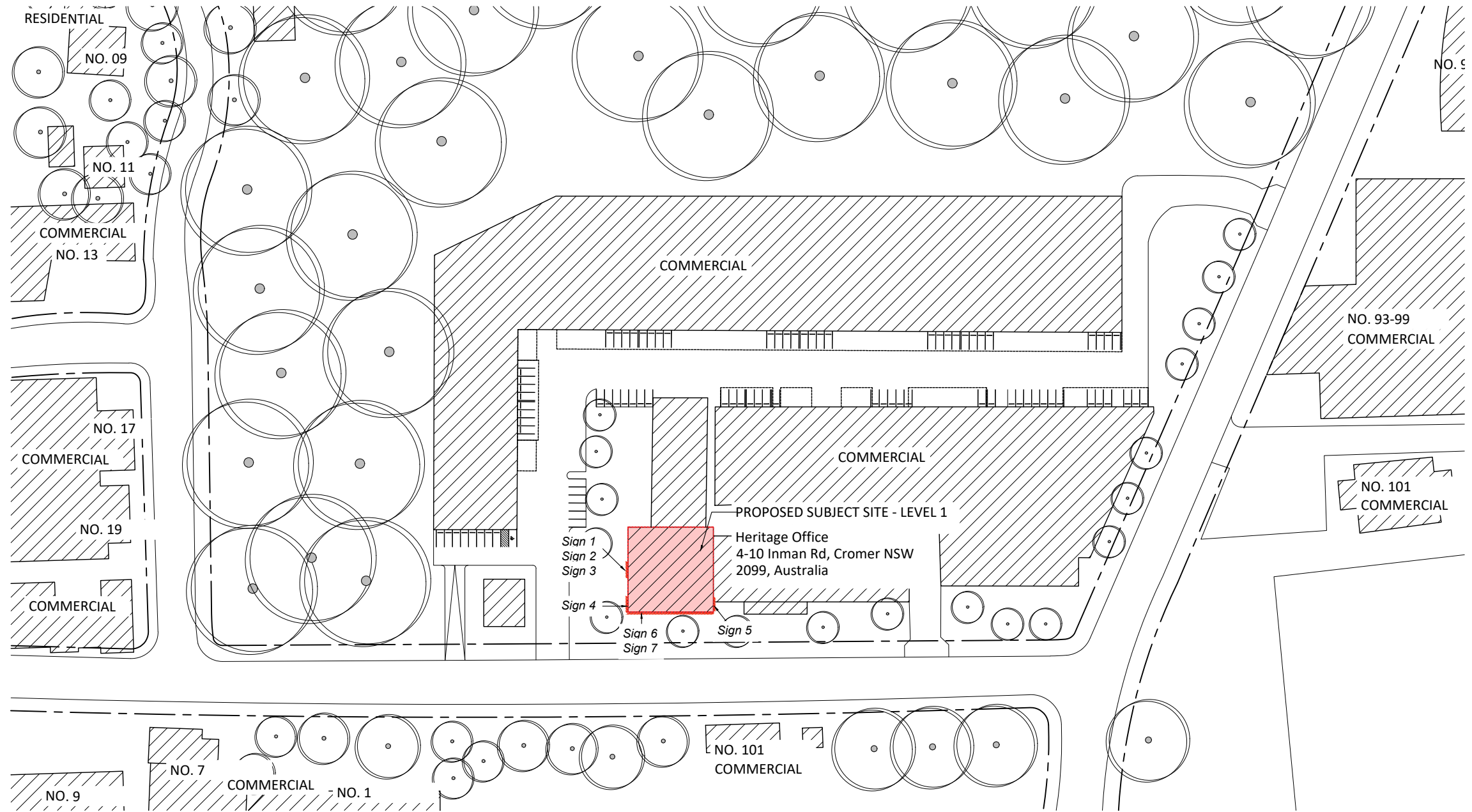
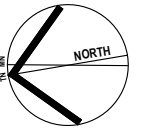
## 6.0 Conclusion

Assessment of the envisaged traffic circumstances at 4-10 Inman Road, Cromer, has concluded that:

- There will not be any adverse traffic implications
- The proposed car parking provision will be adequate and appropriate
- The vehicle access and internal circulation arrangements will be quite suitable and appropriate in compliance with AS2890.1, 2 & 6

# Appendix A

## Proposed Plans



**SITE PLAN**  
SCALE: 1:1500

A	17.08.2023	DA Issue for Council Approval
ISSUE	DATE	DESCRIPTION

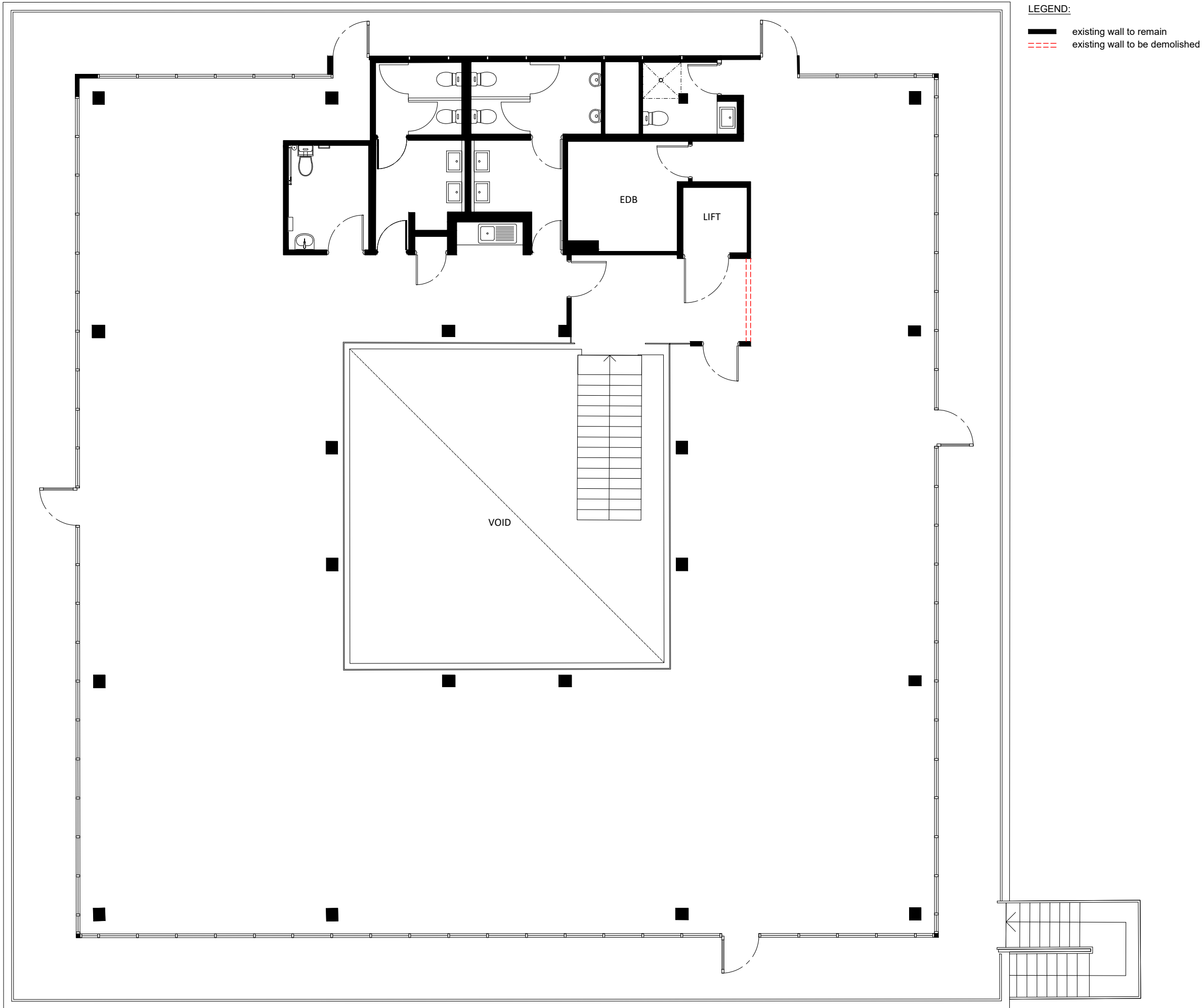
**ARCHISPECTRUM**  
Nominated Architect: Martin Bednarczyk | NSW ARB #8912  
Suite C5, 8 Allen St, Waterloo NSW 2017 | A.B.N. 40 966 067 144  
m: 0419 670 108 | ph: (02) 8399 2807 | e: office@archispectrum.com.au

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PROJECT:  
**Rumble Cromer**  
Office 4, 4-10 Inman Road, Cromer

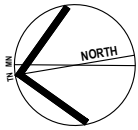
CLIENT:  
**Dan Collins**

SHEET TITLE:  
**Site Plan**



**EXISTING TENANCY PLAN**  
SCALE: 1:100

LEGEND:  
— existing wall to remain  
--- existing wall to be demolished



A 17.08.2023 DA Issue for Council Approval

ISSUE	DATE	DESCRIPTION
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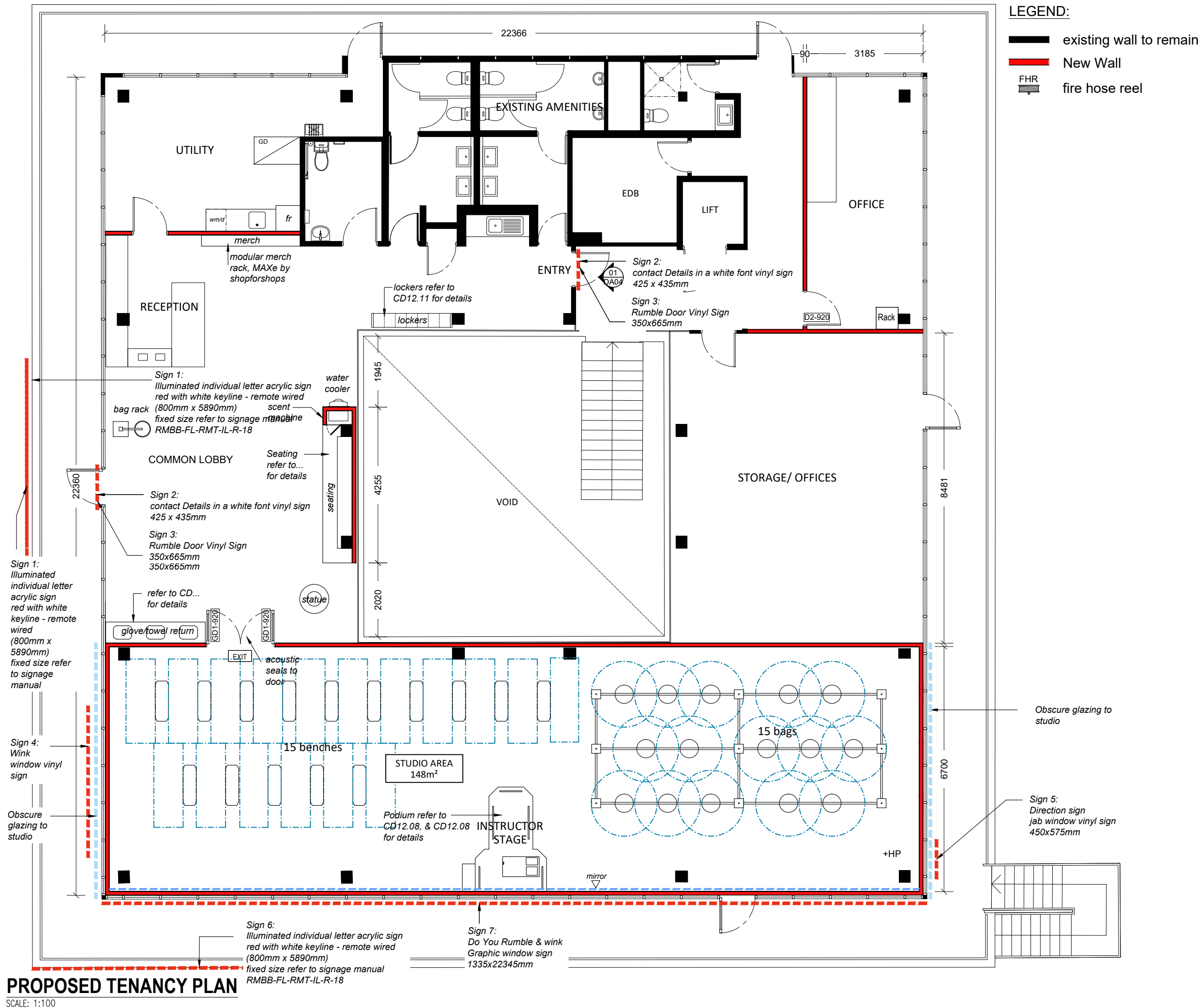
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**Rumble Cromer**  
Office 4, 4-10 Inman Road, Cromer

CLIENT:  
**Dan Collins**

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**Existing Tenancy Plan**

SCALE:	1:100 @ A3	SHEET SIZE:	DWG NO:	REVISION:
DRAWN:	Furqon S			

**A3 DA02.01 a**



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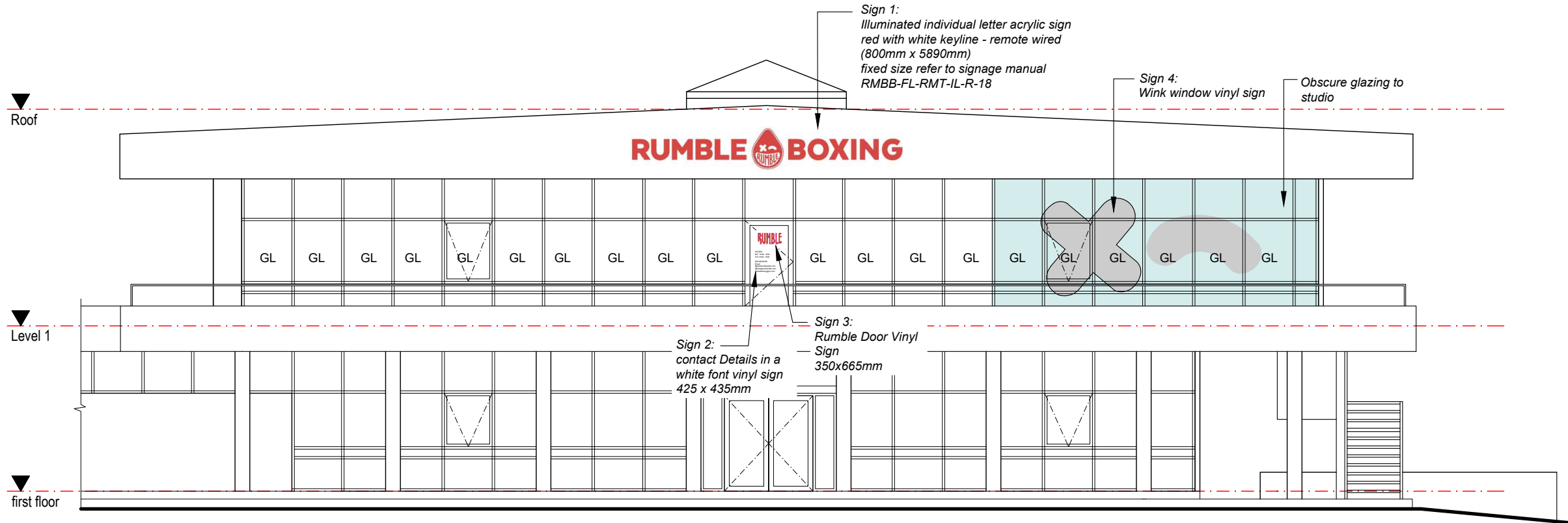
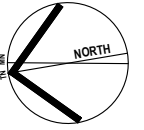
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Office 4, 4-10 Inman Road, Cromer

CLIENT:  
**Dan Collins**

SHEET TITLE:  
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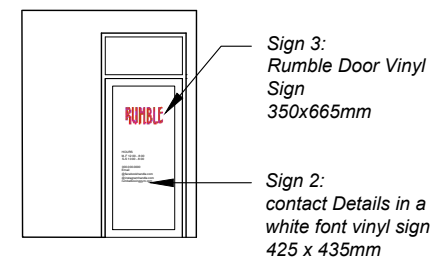
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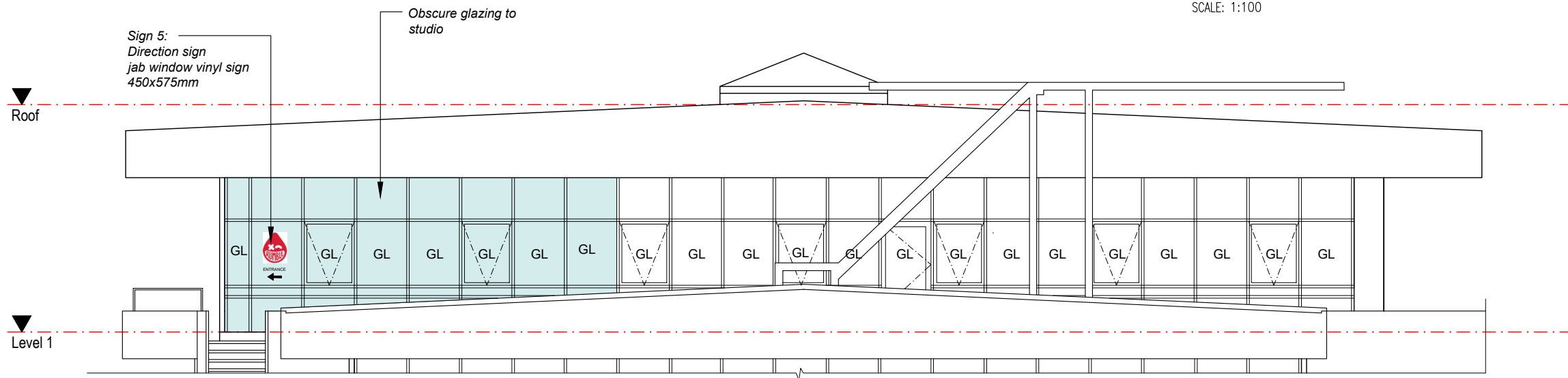
## PROPOSED NORTH ELEVATION

SCALE: 1:100



## ELEVATION 01

SCALE: 1:100



## PROPOSED SOUTH ELEVATION

SCALE: 1:100

### Signages Calculation:

1. Percentage of North Elevation Glazing (Level 1) that is occupied by Window signs =  $20m^2$  (divided by)  $65.4m^2 \times 100 = 30.1\%$
2. Percentage of South Elevation Glazing (Level 1) that is occupied by Window signs =  $22.7m^2$  (divided by)  $65.4m^2 \times 100 = 34.7\%$

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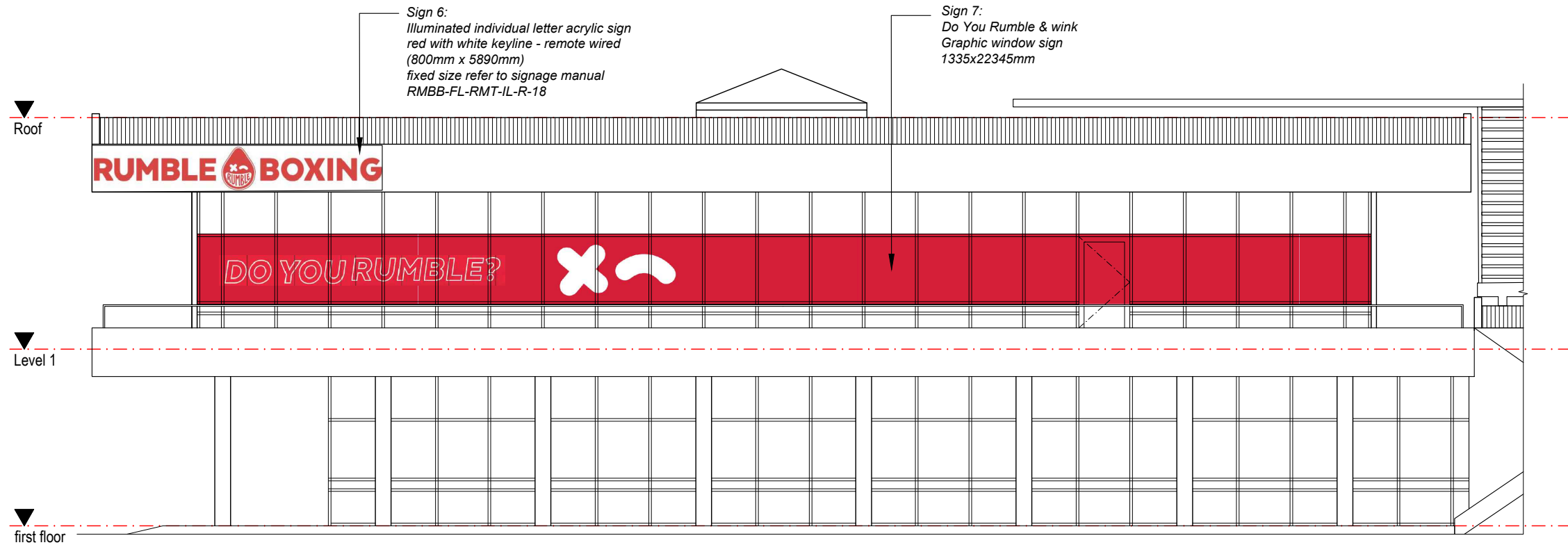
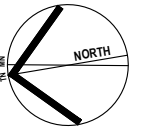
CLIENT:  
**Dan Collins**

SHEET TITLE:  
**External Elevation & Signage Details**

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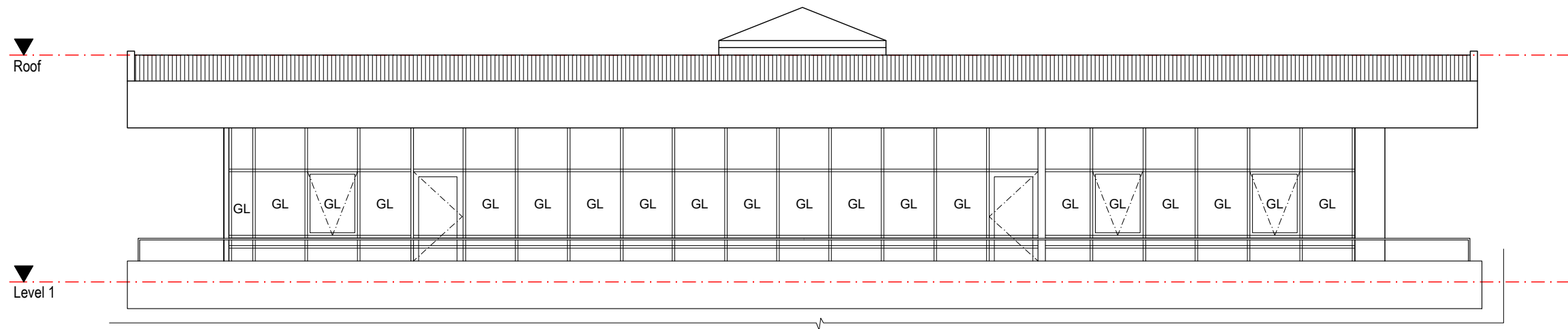
**A3 DA04.01 a**





### PROPOSED WEST ELEVATION

SCALE: 1:100



### PROPOSED EAST ELEVATION

SCALE: 1:100

Signages Calculation:  
1. Percentage of West Elevation Glazing (Level 1) that is occupied by Window signs = 30m<sup>2</sup> (divided by) 66.8m<sup>2</sup> X 100 = 45%

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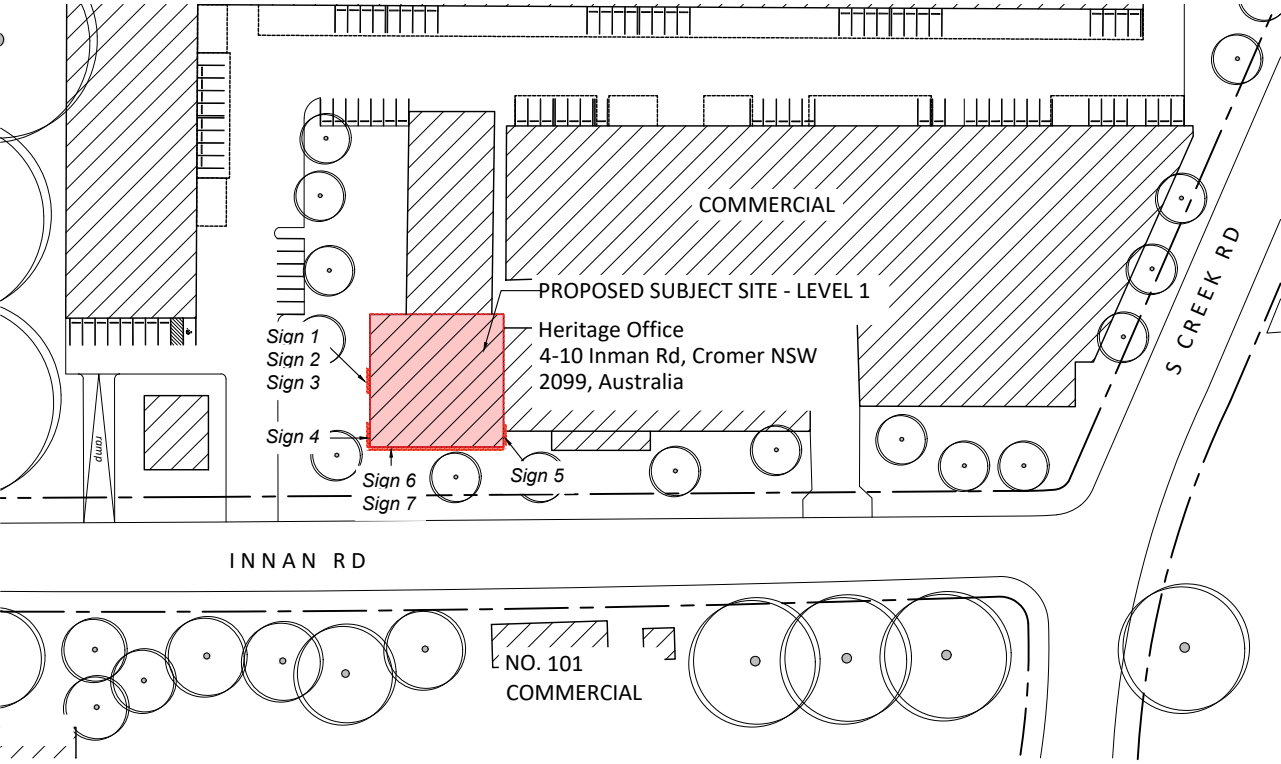
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CLIENT:  
**Dan Collins**

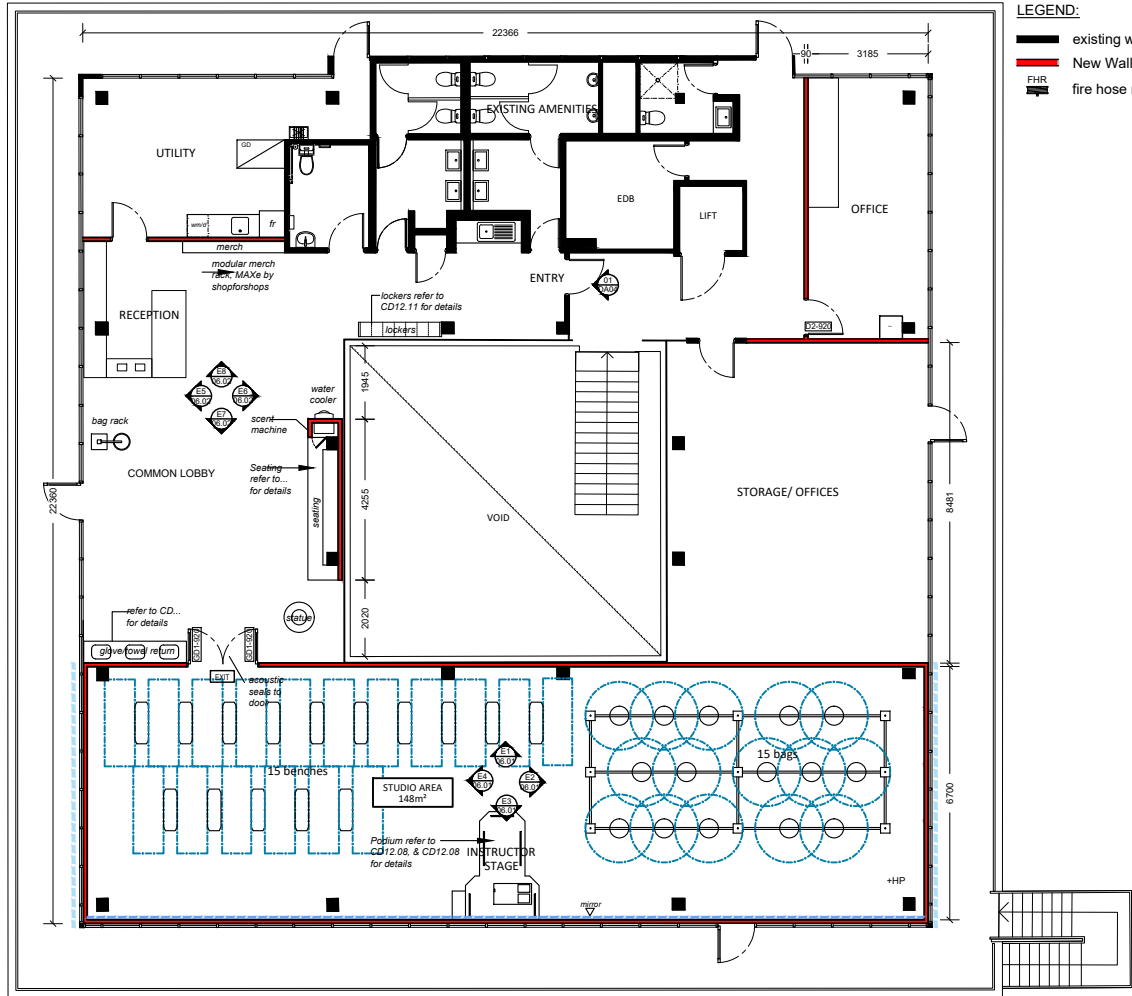
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**External Elevation & Signage Details**

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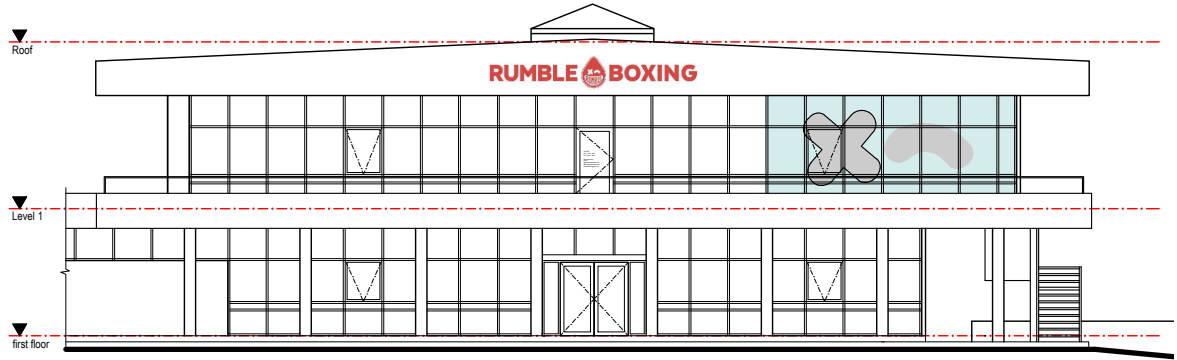
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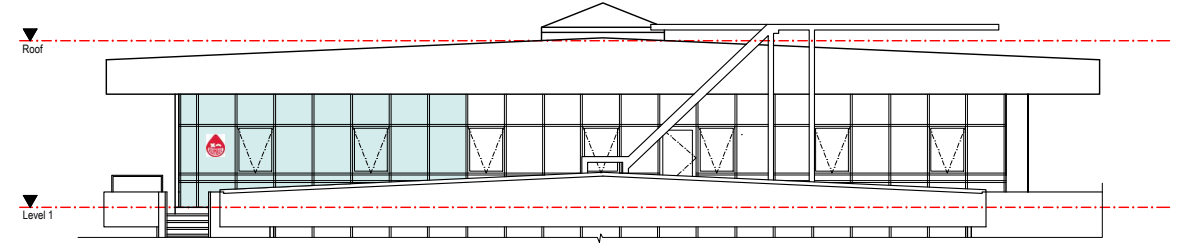
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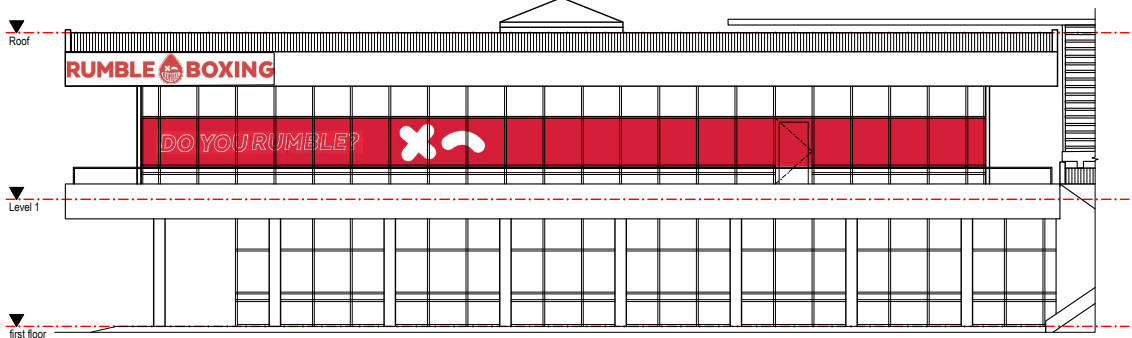
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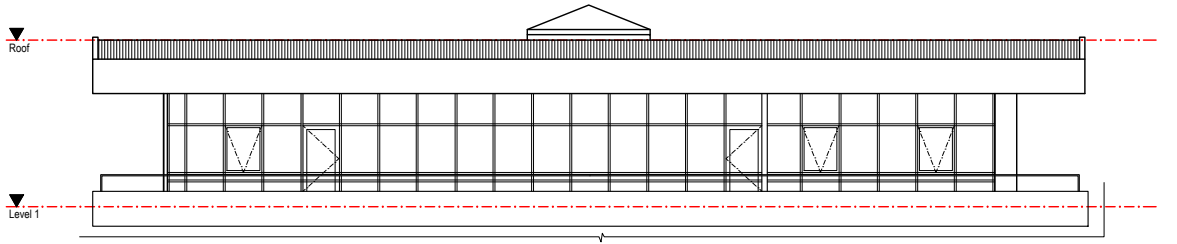
**PROPOSED NORTH ELEVATION**  
SCALE: 1:200



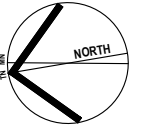
**PROPOSED SOUTH ELEVATION**  
SCALE: 1:200



**PROPOSED WEST ELEVATION**  
SCALE: 1:200



**PROPOSED EAST ELEVATION**  
SCALE: 1:200



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PROJECT:  
**Rumble Cromer**  
Office 4, 4-10 Inman Road, Cromer

CLIENT:  
**Dan Collins**

SHEET TITLE:  
**Notification Drawings**

SCALE: As shown @ A3	SHEET SIZE: DWG NO: REVISION:
DRAWN: Furqon S	

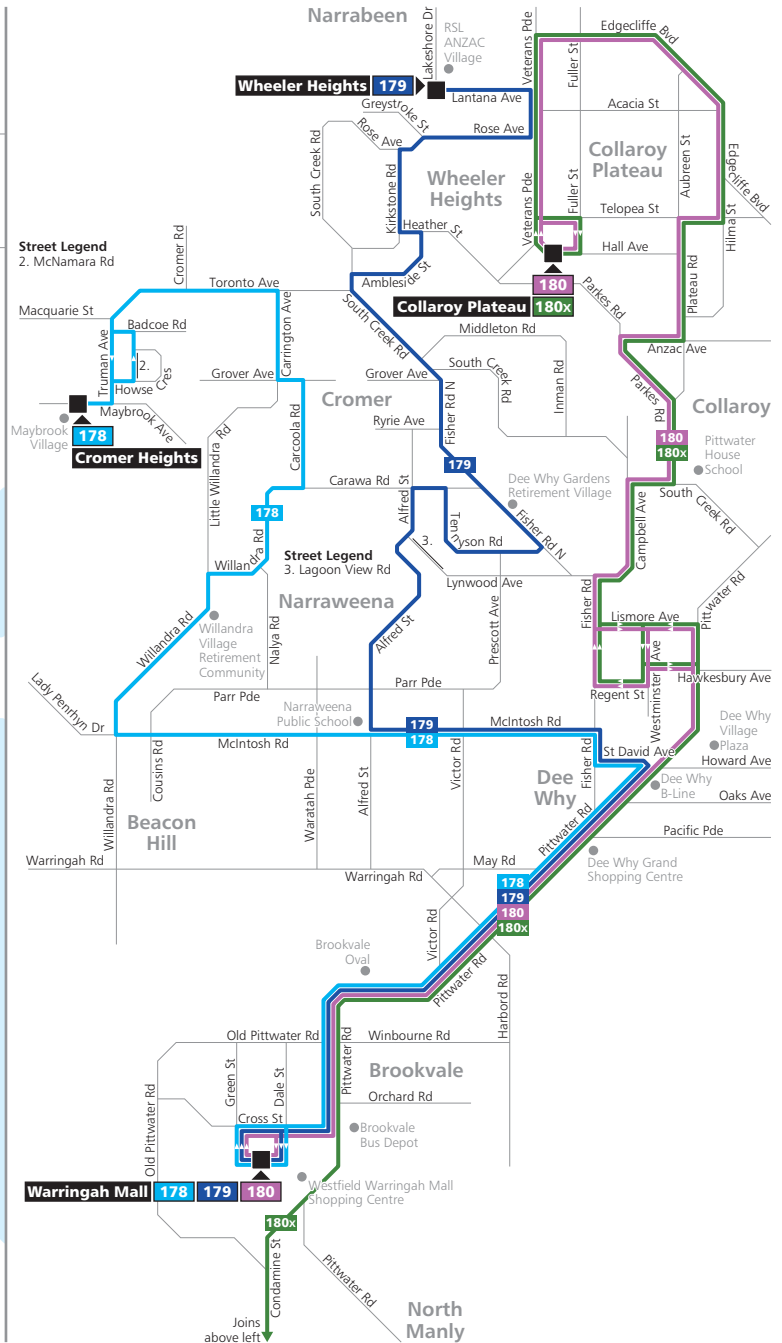
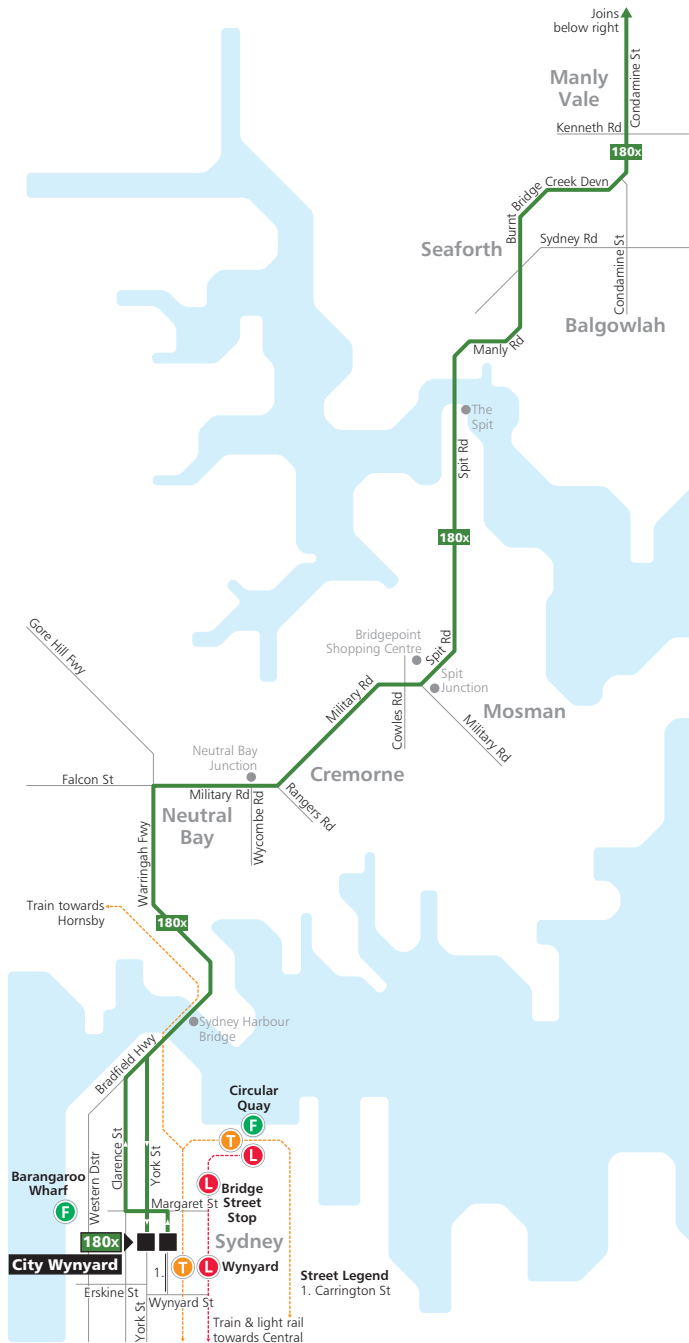
**A3 N01 a**

# Appendix B

## Public Transport Maps

# Routes 178, 179, 180, 180x

B



## Legend

- Bus route
- 178 Bus route number
- Bus route start/finish
- Train line/station
- Ferry wharf
- Light rail line/stop

Diagrammatic Map  
Not to Scale

## Route 180x to City Wynyard

Picks up and sets down passengers at all stops to Dee Why B-Line, then Warringah Mall, Kenneth Road Manly Vale, Spit Junction, Neutral Bay Junction, and Wynyard.

## Route 180x to Collaroy Plateau

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, Kenneth Road Manly Vale, Warringah Mall, Dee Why B-Line, then all stops.