

Proposed Expansion of an Existing Restaurant

**Shop 1 – Hugos Manly, Manly Wharf  
East Esplanade, Manly**

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**TRAFFIC AND PARKING ASSESSMENT REPORT**

10 July 2020

Ref 20133

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## 1. INTRODUCTION

This report has been prepared to accompany a development application to Northern Beaches Council for the expansion of an existing restaurant – Hugos Manly located at Shop 1, Manly Wharf, East Esplanade, Manly (Figures 1 and 2).

The proposed expansion seeks approval to increase the seating capacity of the restaurant from 200 patrons to 266 patrons, corresponding to a nett increase of 66 patrons which is to be accommodated as follows:

- extension of the upper deck of the restaurant to accommodate an additional 30 patrons, and
- provide seating along its southern perimeter to accommodate an additional 36 patrons.

The existing restaurant does not have any off-street car parking facilities, and it is understood that all staff currently commute to work via public transport or walking / cycling, and that patronage is primarily drawn from local residents and visitors to Manly who travel by public transport or taxi/Uber.

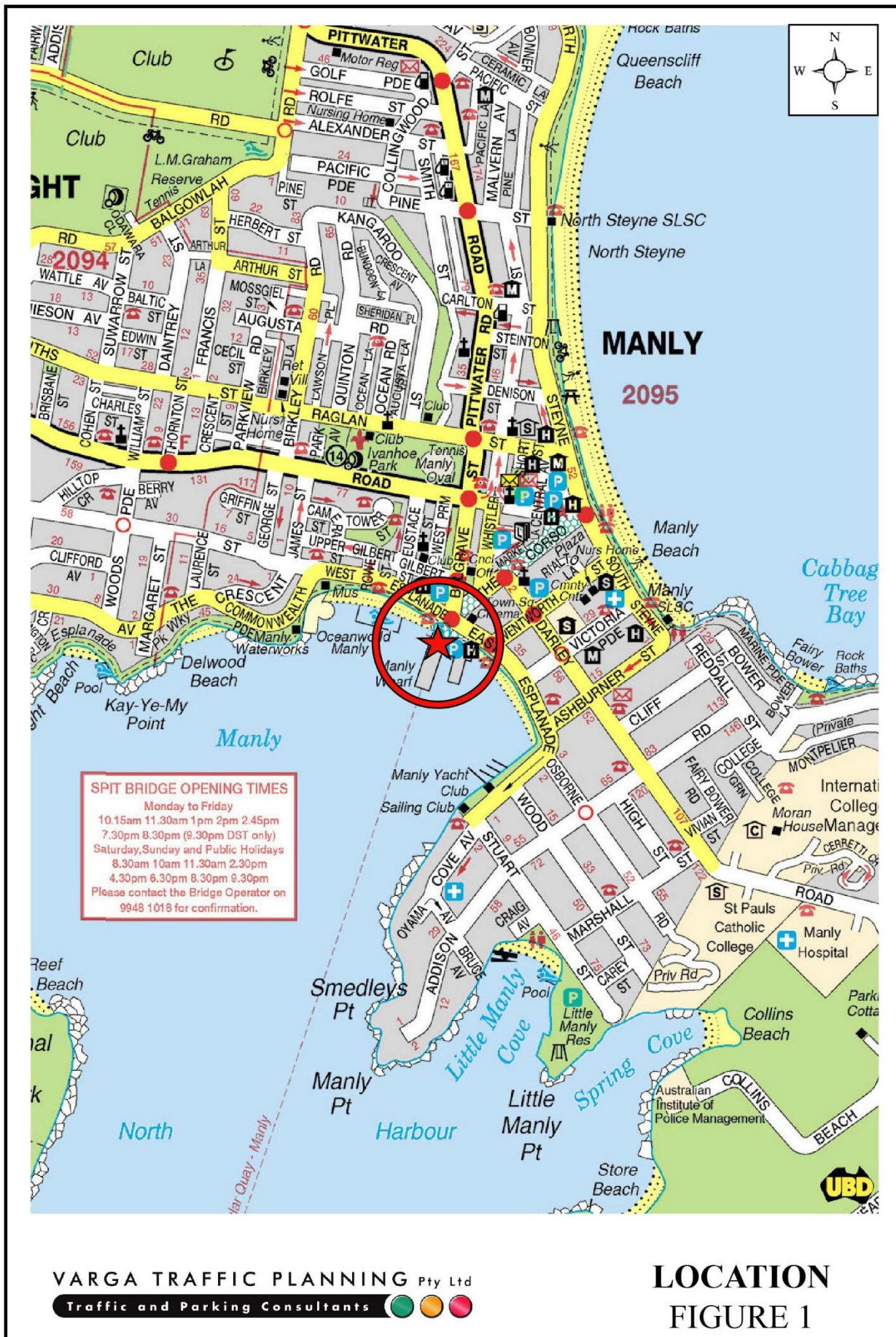
In any event, it is noted that there is already a queue of customers waiting for a table at the restaurant during its *peak* trading hours. The proposed expansion simply seeks to reduce the extent of queueing that typically occurs at those *peak* times.

The proposed development will involve the closure of the composting operations on the site to facilitate an expansion of the landscape supplies business.

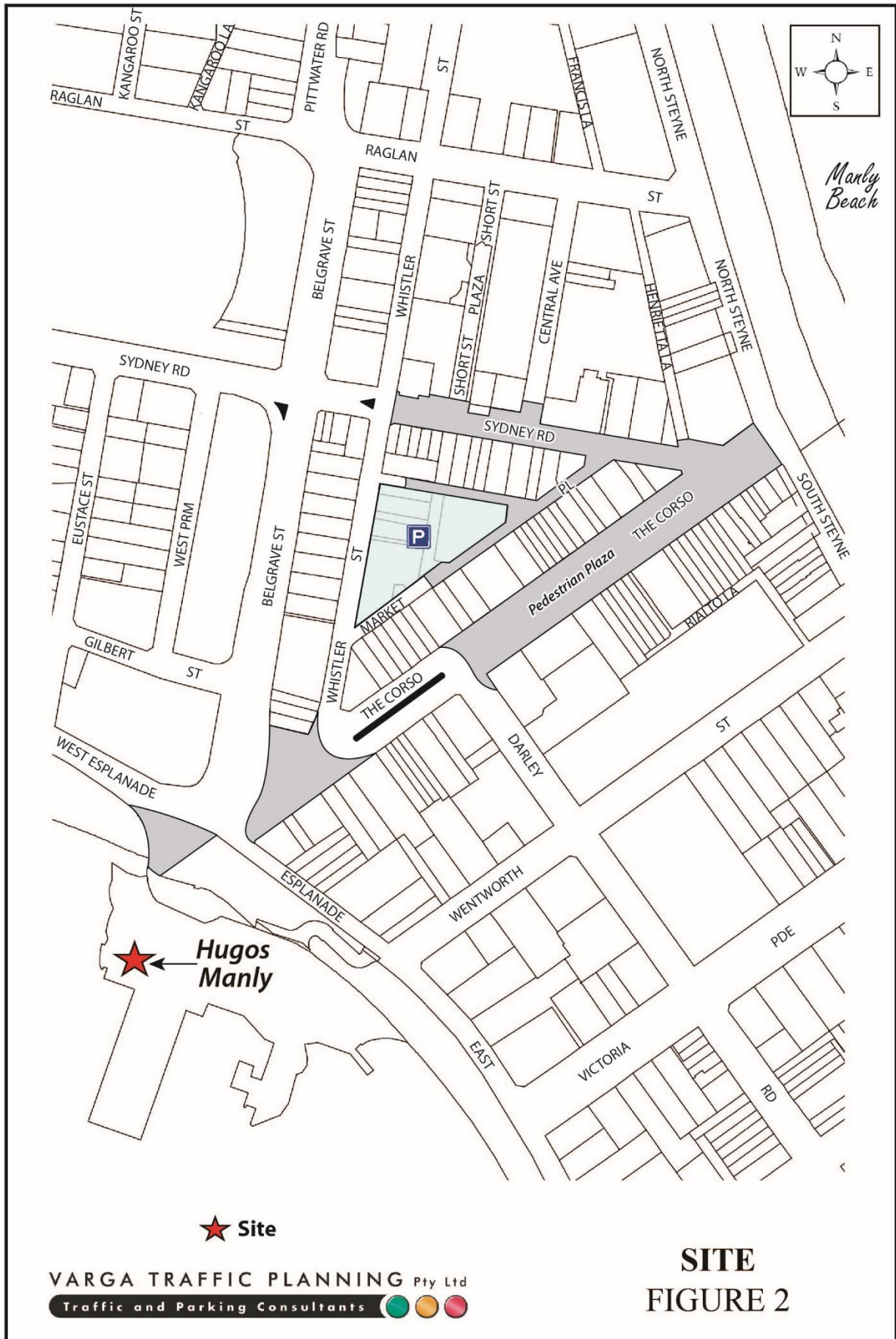
The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site

- reviews the existing public transport facilities in the vicinity of the site
- estimates the traffic generation potential of the development proposal, and assesses the traffic implications of the development proposal in terms of road network capacity
- assesses the adequacy and suitability of the quantum of off-street car parking required by the proposed development.







## 2. PROPOSED DEVELOPMENT

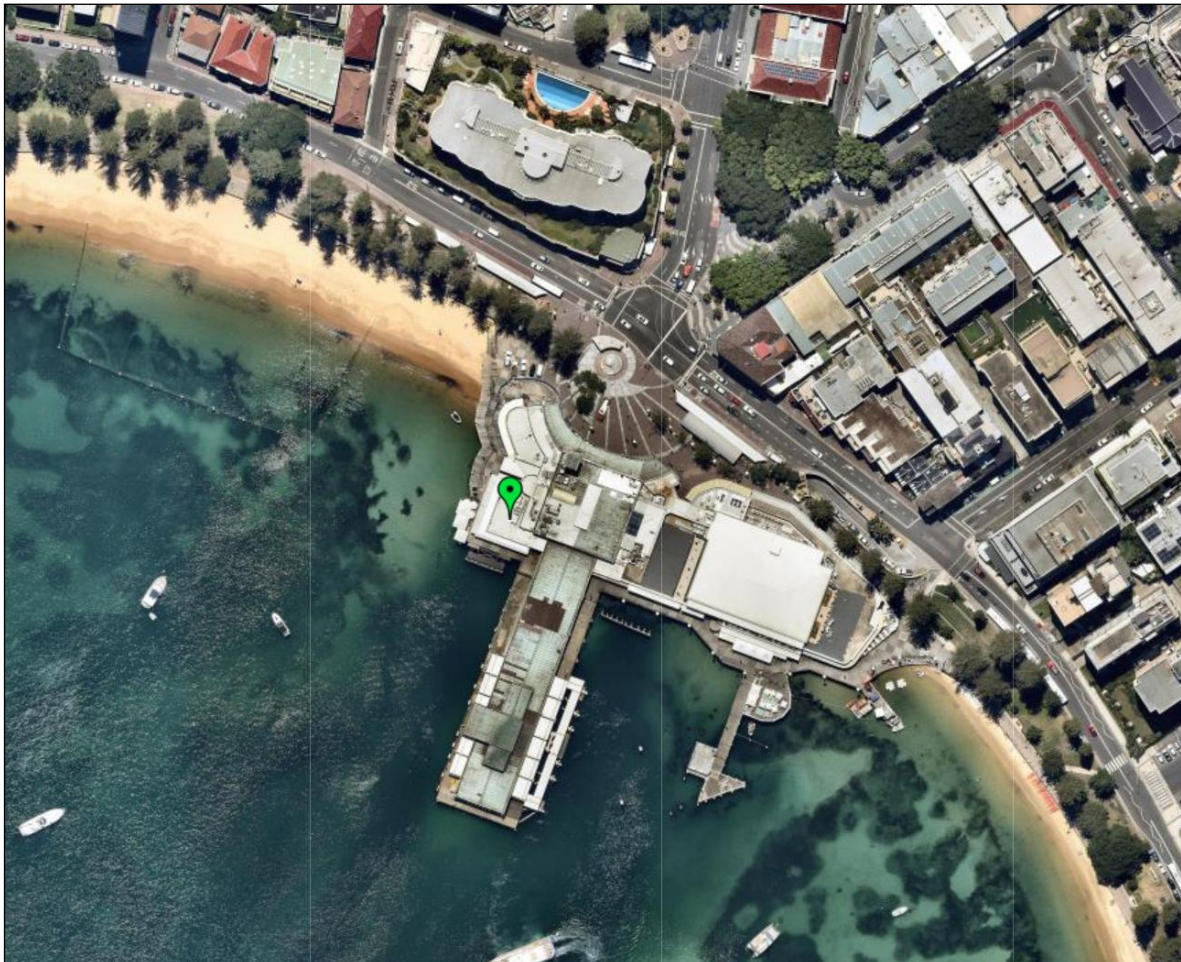
### Site

The subject site is located at Manly Wharf, to the south of East Esplanade.

The subject of this application primarily concerns Shop 1, currently occupied by an Italian restaurant known as Hugos Manly.

Hugos Manly does not have any off-street car parking facilities, and it is understood that all staff currently commute to work via public transport or walking / cycling, and patronage is primarily drawn from local residents and visitors to Manly who travel by public transport, taxi or Uber.

A recent aerial image of the site and its surroundings is provided below.



Courtesy of Nearmap Imagery

**Proposed Development**

The proposed development will involve the alterations and additions to the existing restaurant to increase its seating capacity from 200 patrons to 266 patrons.

The nett increase of 66 patrons will be accommodated as follows:

- extension of the upper deck of the restaurant by 37m<sup>2</sup> to accommodate an additional 30 patrons, and
- utilise 18m<sup>2</sup> of its southern perimeter to accommodate an additional 36 patrons.

Due to site constraints, there are no opportunity to provide any off-street parking for the restaurant, and none currently exists.

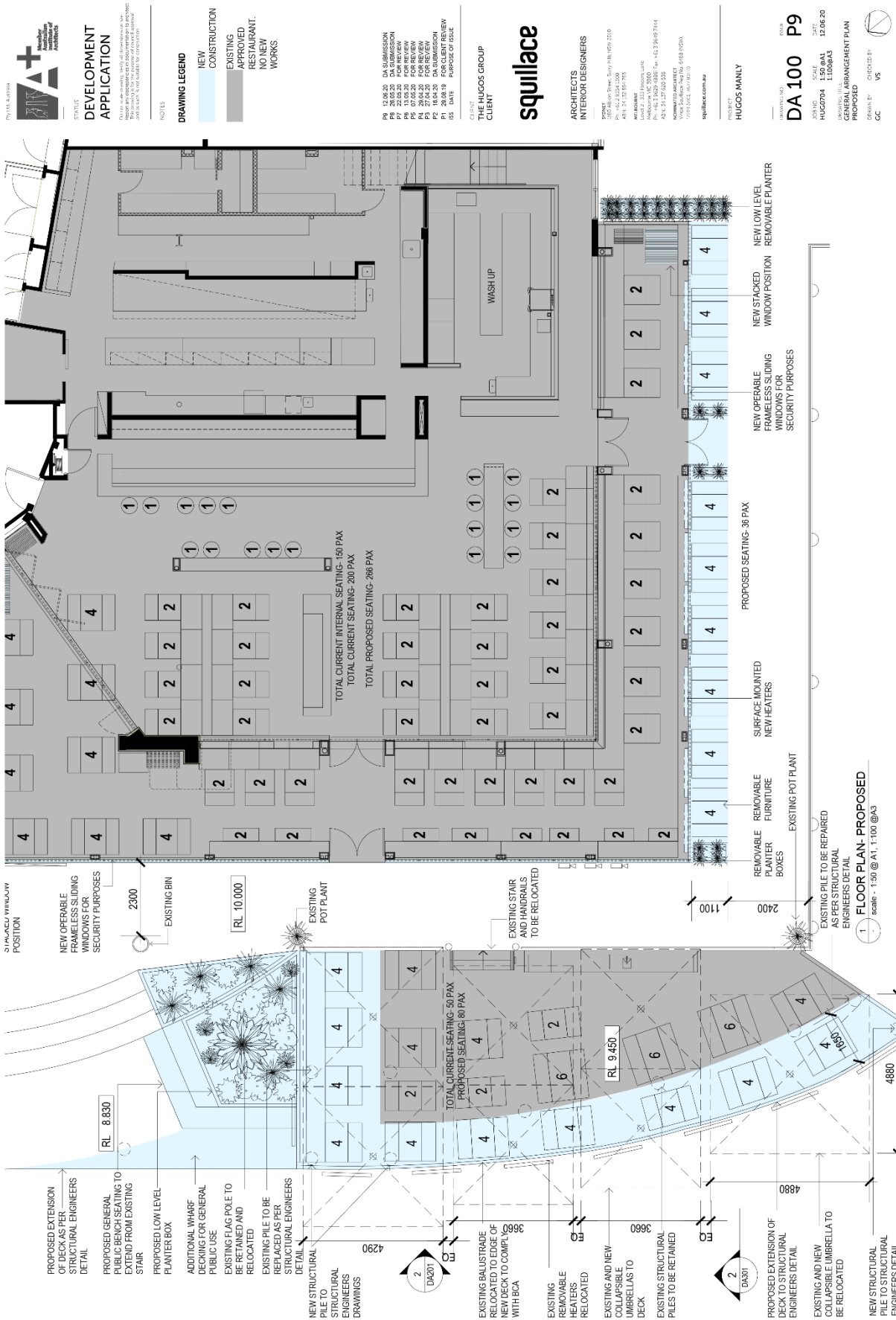
Staff will be advised there is no car parking available, and will be encouraged to utilise public transport or walk / cycle to work.

It is emphasised that patronage will continue to be drawn from local residents and visitors to Manly, noting that there is already a queue of customers waiting for a table at the restaurant during its peak trading hours, and the proposed expansion simply seeks to dissipate that existing queue of customers faster.

The nominal increase in the restaurant capacity will not affect its current loading / servicing arrangements, whereby it will continue to be satisfactorily undertaken in kerbside loading zones as presently occurs.

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





### **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.

Belgrave Street / Pittwater Road is classified by the RMS as a *State Road* and provides the key north-south road link in the area, linking Manly to Church Point. It typically carries one traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted on both sides of the road.

Sydney Road is also classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Seaforth to Manly. It typically carries one traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted on both sides of the road.

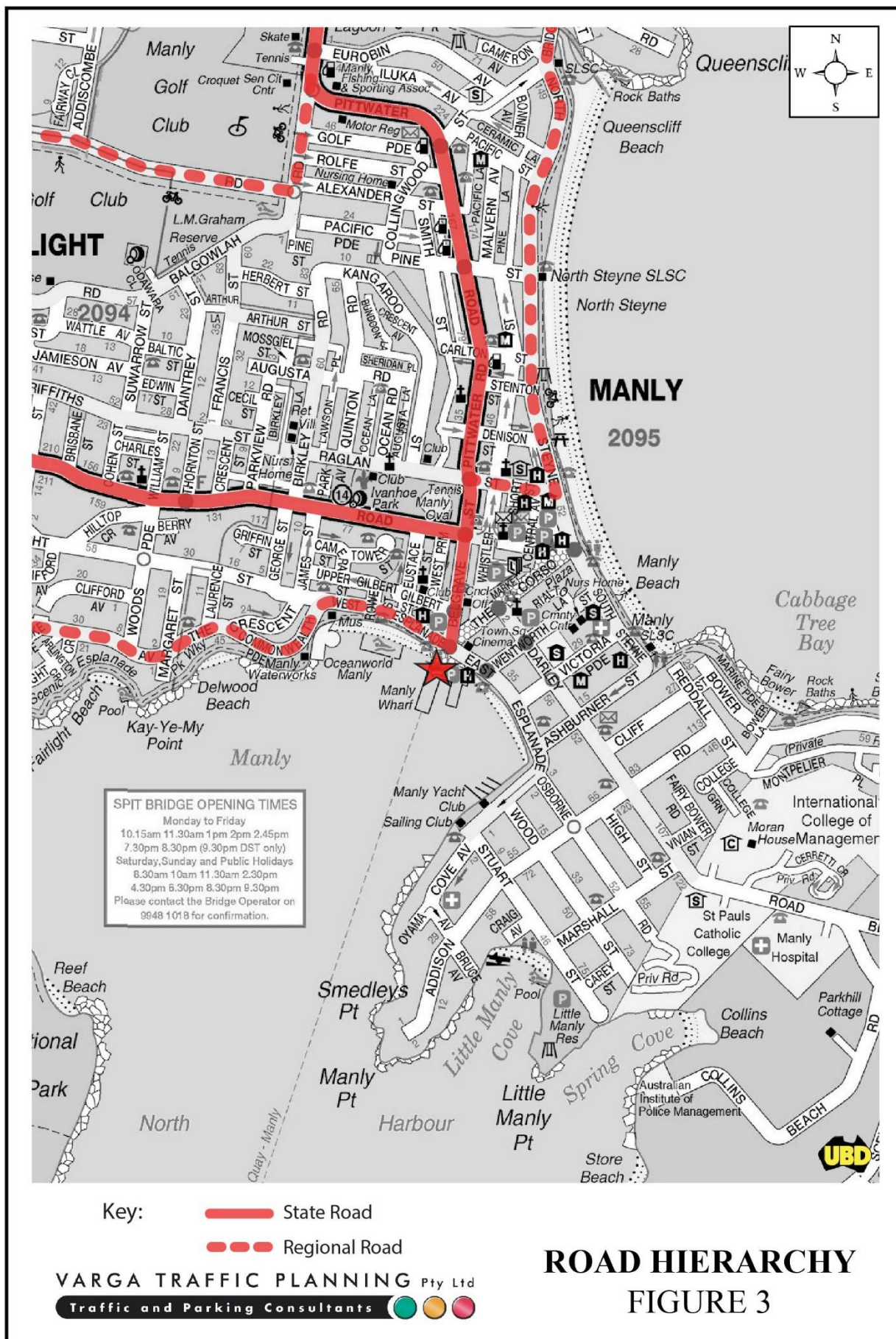
West Esplanade / Commonwealth Parade / Lauderdale Avenue is classified by the RMS as a *Regional Road* and provides the key east-west road link in the area, linking Belgrave Street and Sydney Road. It typically carries one traffic lanes in each direction in the vicinity of the site, with kerbside parking permitted in selected locations, subject to signposted restrictions.

East Esplanade is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is permitted at selected locations.

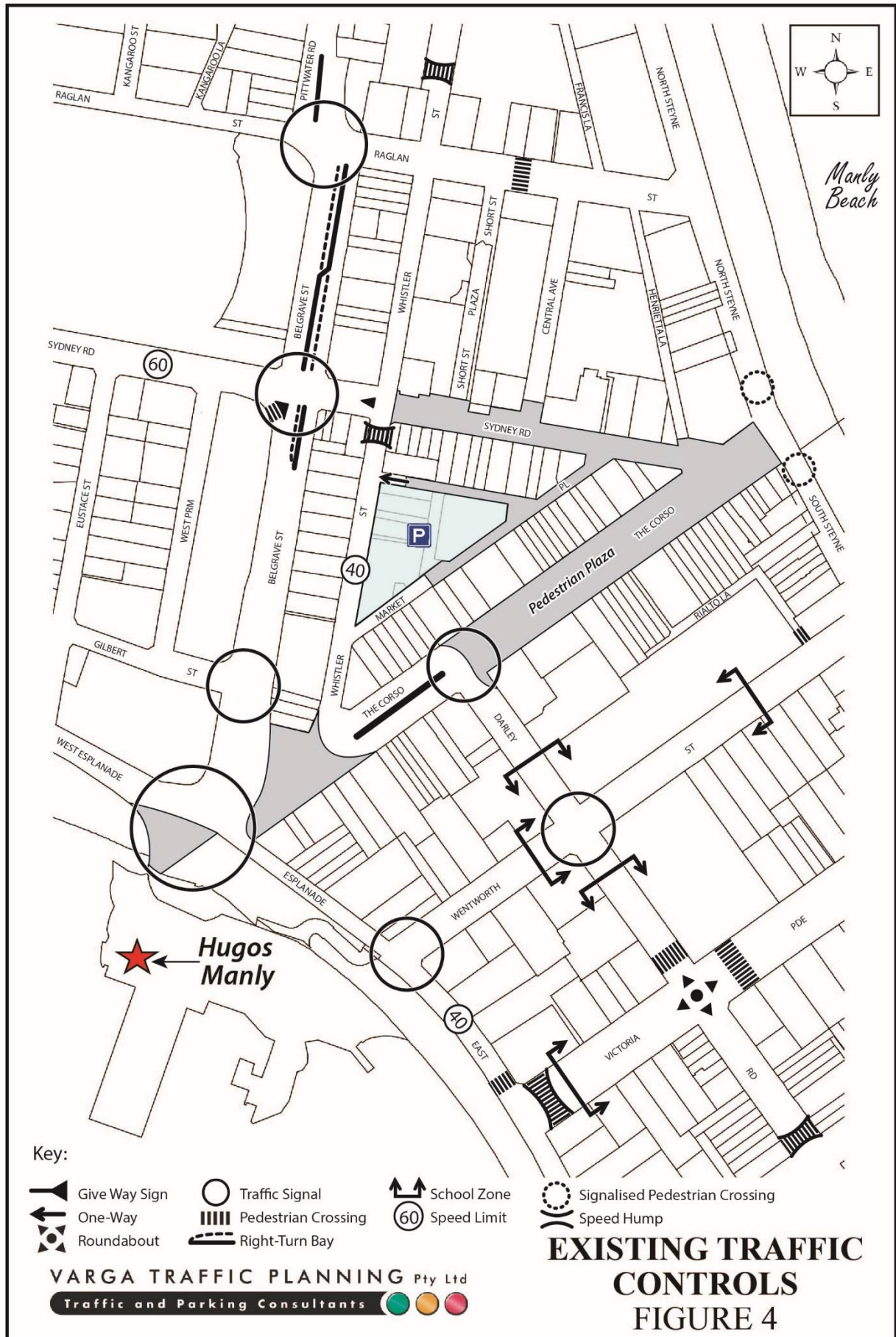
#### **Existing Traffic Controls**

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 60 km/h SPEED LIMIT which applies to Sydney Road
- a 40 km/h SPEED LIMIT which applies to East Esplanade and all other local roads in the vicinity of Manly town centre









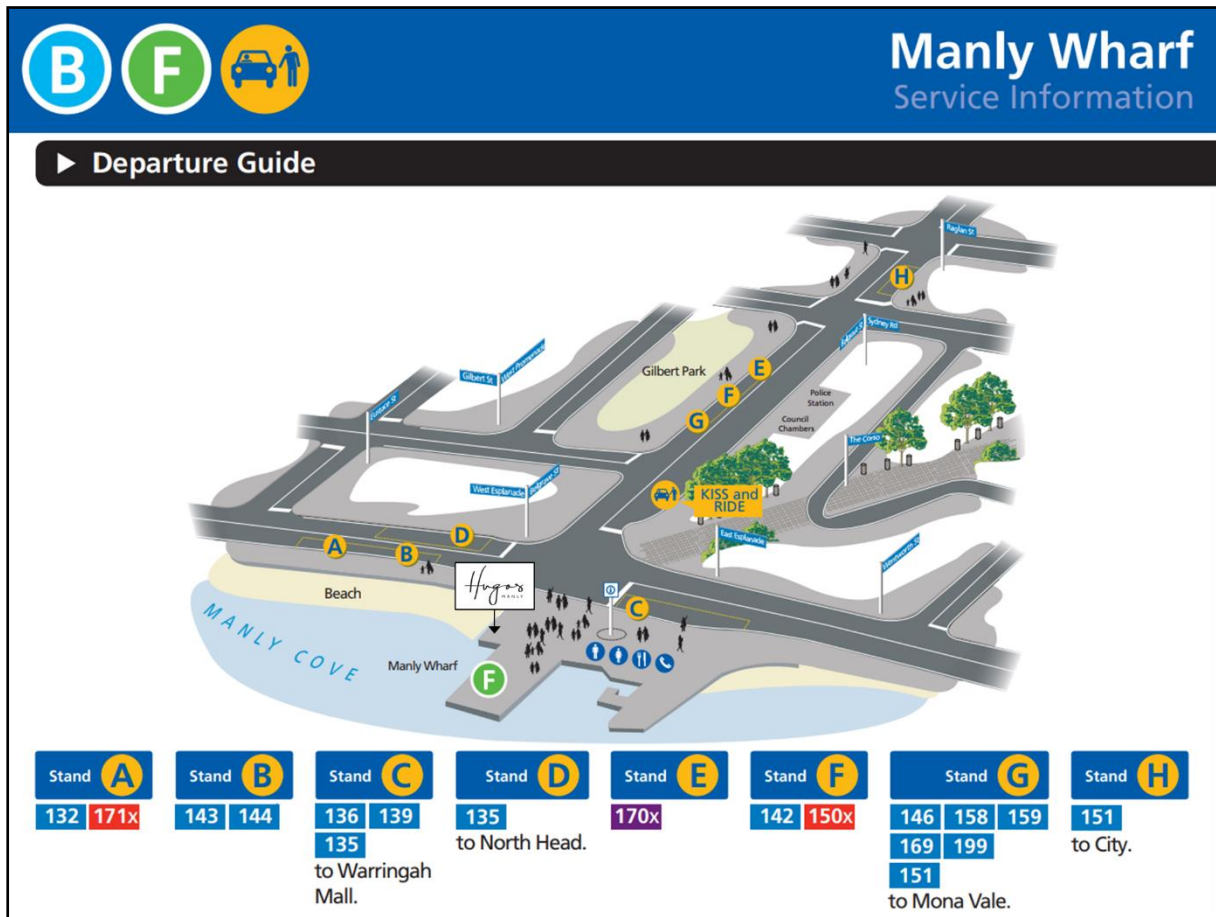
- a 40 km/h SCHOOL ZONE SPEED LIMIT which applies to Darley Road, Wentworth Street, and Victoria Parade in the vicinity of Manly Village Public School
- TRAFFIC SIGNALS in The Corso where it intersects with Darley Road and also Wentworth Street
- TRAFFIC SIGNALS in Darley Street where it intersects with Wentworth Street
- TRAFFIC SIGNALS in Belgrave Street where it intersects with East Esplanade, Gilbert Street and also Sydney Road
- a PEDESTRIAN CROSSING located along Whistler Street immediate north of The Corso intersection
- a PEDESTRIAN CROSSING located along Darley Street immediate north of The Corso intersection
- a ROUNDABOUT located along Darley Road where it intersects with Victoria Parade
- RIGHT TURN HOLDING LANE along Belgrave Street turning onto Sydney Road.

### **Existing Public Transport Services**

The existing public transport services operating in the immediate vicinity of the site are illustrated in the figure overleaf.

The site is located at the Manly Wharf with access to F1 Manly to Circular Quay ferry service, as well as the Manly Fast Ferry.

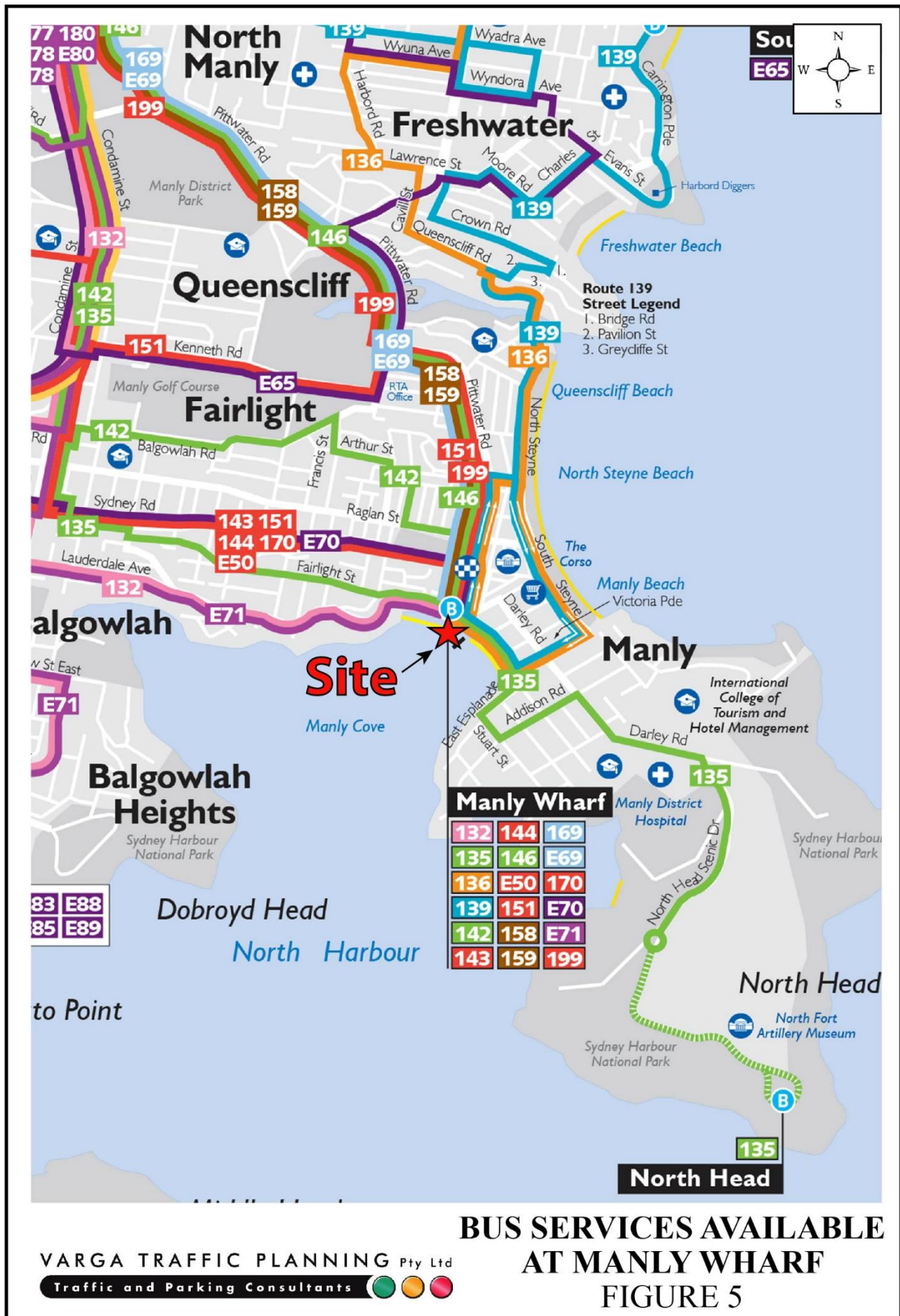
The F1 Manly to Circular Quay ferry service typically operates from 6am past midnight with a servicing frequency of 20 to 45 minutes, and the Manly Fast Ferry operates from 6am to 9pm with a servicing frequency of 10 to 20-minute intervals on weekdays and 30 minute intervals on weekends / public holidays.



Courtesy of transportnsw.info

In addition to ferry services, the site has access to a multitude of bus services within a short walking distance as depicted above. These buses travel to City, Warringah Mall, Chatswood, North Head, Allambie Heights, Brookvale, Dee Why, Mona Vale and Avalon, covering the majority of the northern beaches and the lower shore suburbs. The bus services available at the Manly Wharf bus stands immediately adjacent to Hugos are illustrated on Figure 5.

On the above basis, it is clear that the site has excellent public transport connectivity, being conveniently accessible via bus services operating in the north shore area, and frequent ferry services via Circular Quay. It is also clear that all staff working at the premises can depend on public transport for their daily commute.



## **Projected Traffic Generation**

The traffic implications of the 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.

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 - Landuse Traffic Generation (October 2002)*.

The RMS *Guidelines* 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:

### **Restaurants**

Evening peak hour vehicle trips = 5 / 100m<sup>2</sup> GFA

Application of the above traffic generation rates to the nett increase in seating floor area of 55m<sup>2</sup> as outlined in the development proposal yields a traffic generation potential of approximately 3 vehicle trips during the PM peak hour.

Notwithstanding, due to zero (0) off-street car parking provision, the traffic generation potential of the site is likely to be less than set out in the above.

In any event, that projected increase in the traffic generation potential of the site as a consequence of the development proposal is negligible, 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 immediate vicinity of the site are illustrated on Figure 6. Key features of those parking restrictions are:

- BUS ZONE restrictions on both sides of East Esplanade
- LOADING ZONE on the southern side of East Esplanade outside of BUS ZONE hours
- BUS ZONE / TAXI ZONE on the eastern side of Belgrave Street
- generally NO STOPPING / NO PARKING restrictions elsewhere.

### Off-Street Car Parking Provisions

The off-street car parking requirements applicable to the development proposal are specified in *Manly Development Control Plan 2013* document in the following terms:

#### **Restaurants or Café and Take Away Food and Drink Premises**

1 parking space for every 40 sqm of gross floor area of serviced area

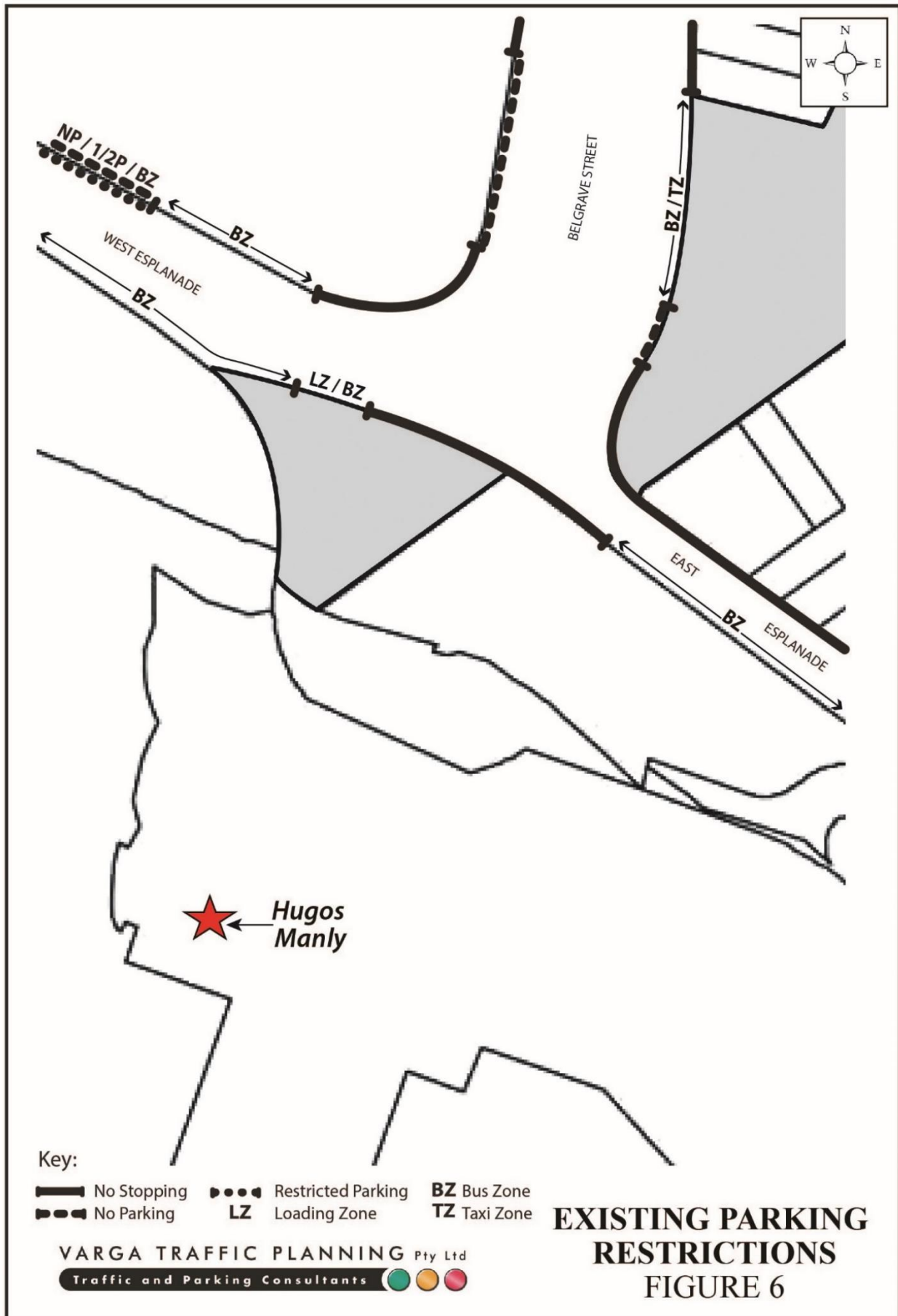
Application of the above car parking requirements to the proposed increase in seating floor area of 55m<sup>2</sup> yields an off-street car parking requirement of 1.4 spaces.

Notwithstanding the above, the *Manly DCP 2013* also provides a pathway for reduced private car parking provisions in the Manly Town Centre as follows:

#### **Manly DCP 2013, Part 4, Clause 4.2.5.4 Car Parking and Access**

Exceptions to parking rates / requirements in Manly Town Centre

- a) 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 the DCP in particular the townscape objective; 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.

Accordingly, the site satisfies all of the abovementioned criteria to support zero (0) off-street car parking provision, with further consideration given to the following reasons:

- the site is located next to a Manly Beach, being a key tourist attraction, destination.nsw.com published the total number of international and domestic visitors to Manly in the year ended March 2018 was in the order of 2.6 million
- those 2.6 million people that visitor Manly each year have a dual purpose in travelling to the area, with the primary purpose of the trip being a visit to the beach, and those customers will *not* require “another” car space if they drove to the area
- patronage will continue to be drawn from local residents and millions of visitors to Manly each year
- it is understood Hugos Manly is popular, and there is already a queue of customers waiting for a table at the restaurant during its peak trading hours, the proposed expansion will simply help dissipate that queue faster
- there has been a significant shift in community attitude towards drink driving in recent years resulting in a substantial reduction in car driver rates and therefore parking demand, and
- the site is readily accessible by public transport with a multitude of bus services to / from north shore suburbs, as well as ferry services to / from Circular Quay.

In summary, the proposed additional seating at the premises is unlikely to negatively affect the local car parking demands, which will continue to self-regulate based on its pricing and availability within the Manly Town Centre.