

Proposed Alterations & Additions to
an Existing Pub Development

The Ivanhoe Hotel, Manly

TRAFFIC AND PARKING ASSESSMENT REPORT

24 May 2019

Ref 18749

TABLE OF CONTENTS

1. INTRODUCTION	1
2. PROPOSED DEVELOPMENT	5
3. TRAFFIC ASSESSMENT	13
4. PARKING ASSESSMENT	21

LIST OF ILLUSTRATIONS

Figure 1	Location
Figure 2	Site
Figure 3	Road Hierarchy
Figure 4	Existing Traffic Controls
Figure 5	Public Transport Services
Figure 6	Existing Parking Restrictions

1. INTRODUCTION

This report has been prepared to accompany a development application to Council for alterations and additions proposed at *The Ivanhoe Hotel* which is located along The Corso and extends through to Market Place in Manly (Figures 1 and 2).

The proposed development will involve an expansion of the existing *Ivanhoe Hotel* into the adjacent commercial building which is currently used as part of a chemist shop at ground floor level with office space at first floor level.

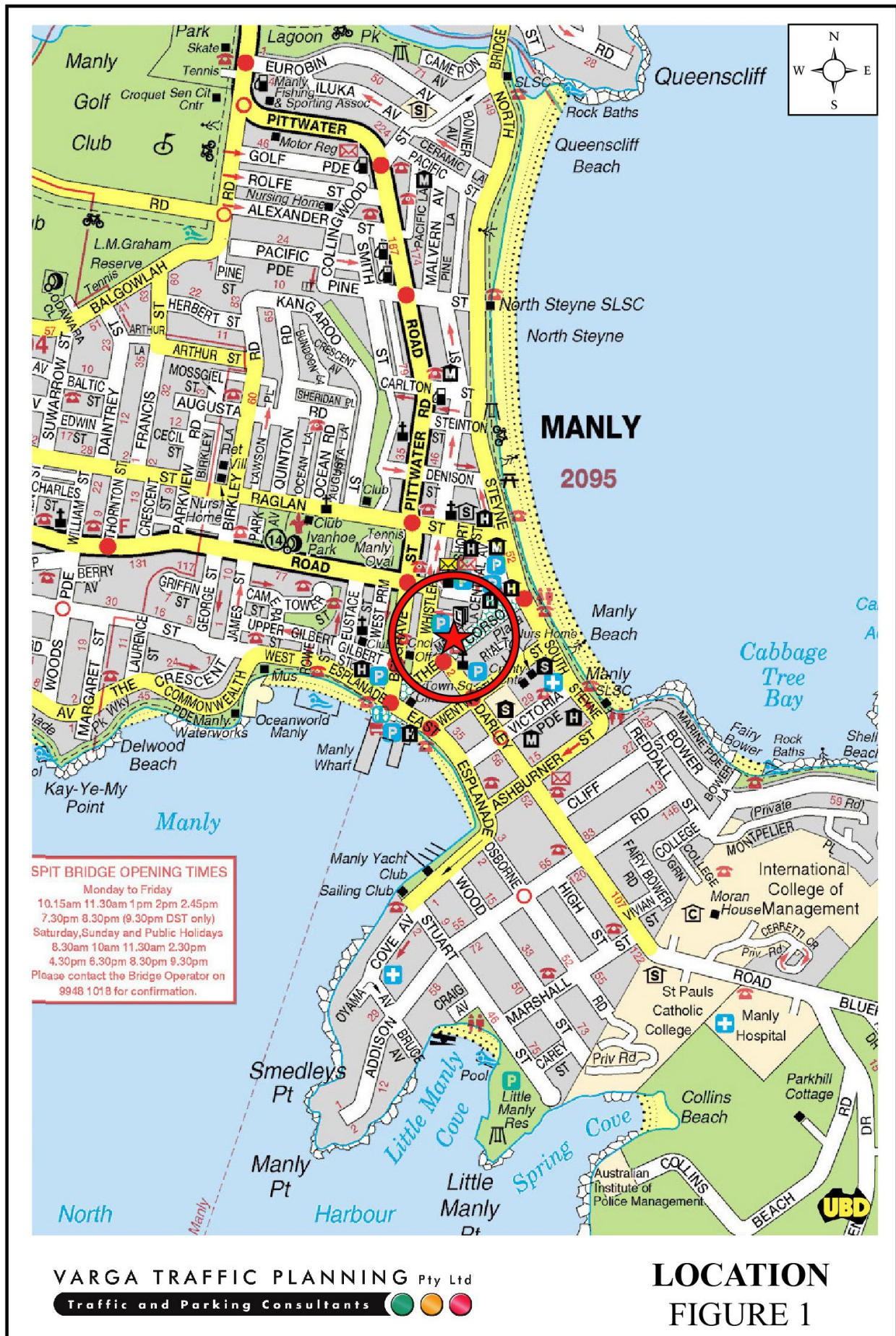
The proposed works will involve relocation of the gaming room from the existing *Ivanhoe Hotel* into the ground floor level of the adjacent retail premises, whilst the existing office space at first floor level will be converted to a storage area for the pub.

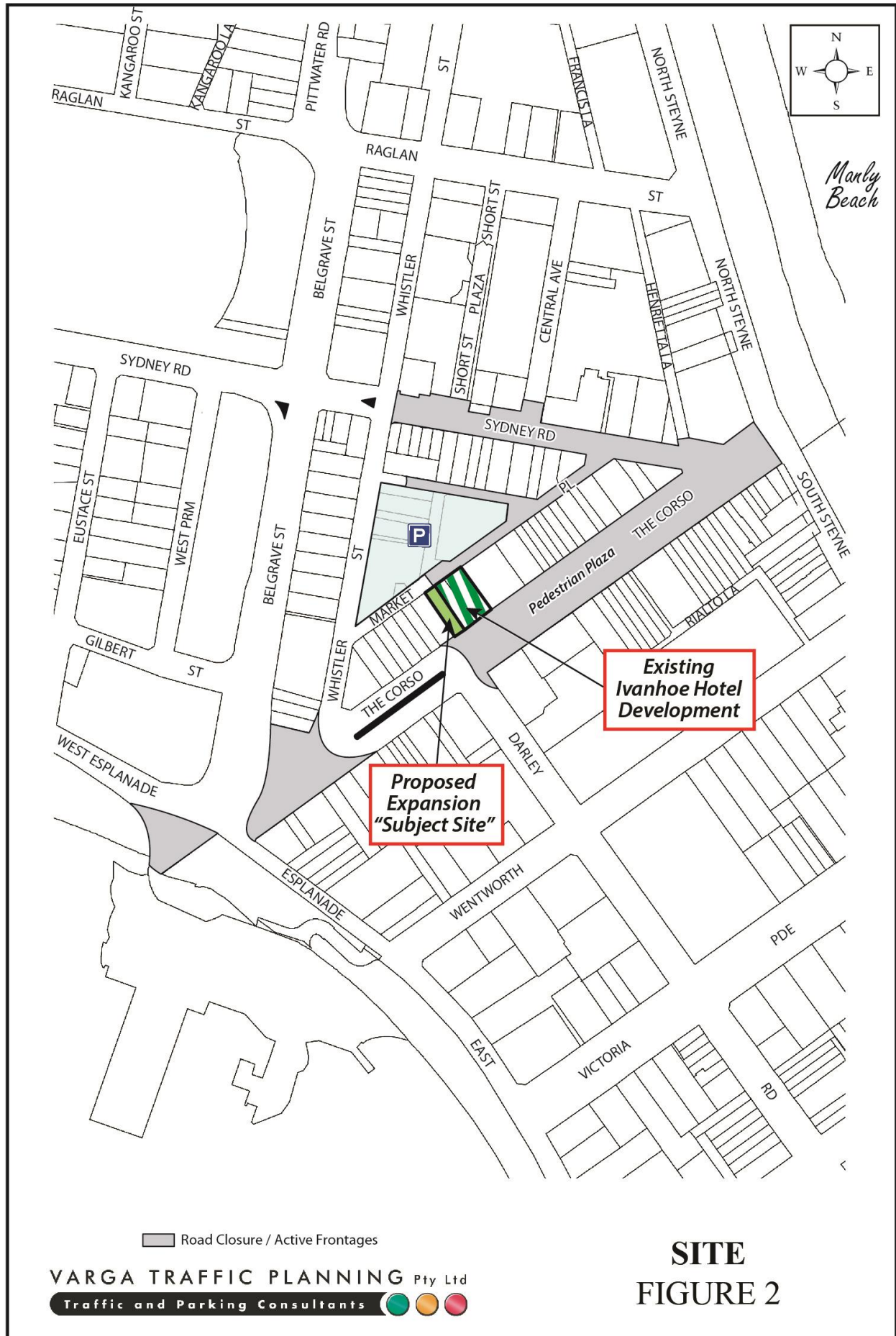
Due to existing site constraints, no off-street car parking can be provided on the site, noting that the existing two-storey commercial building also does not provide any off-street parking.

The purpose of this report is to assess the traffic, parking and loading 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 alternative forms of transport available in the vicinity of the site
- estimates the traffic generation potential of the development proposal, having regard for the lack of existing and future off-street parking on the site
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the existing and proposed car parking provisions on the site

- assesses the adequacy of the public bicycle facilities available in the vicinity of the site.





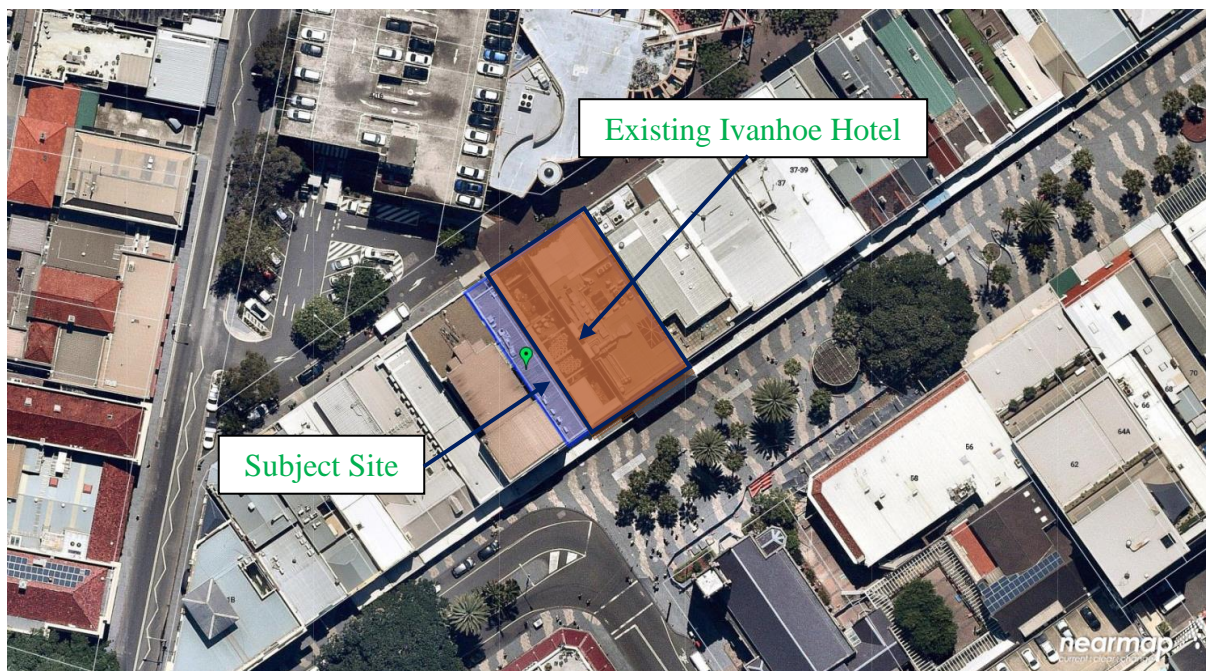
2. PROPOSED DEVELOPMENT

Site

The Ivanhoe Hotel is located on the northern side of The Corso, approximately 10m east of the Darley Road intersection and extends through to Market Place. The existing Ivanhoe Hotel comprises facilities such as a public bar area, a bistro, bottle shop, internal/external seating areas and function areas, as well as various “back-of-house” facilities such as toilets, kitchens, staff amenities and the like.

The subject of this application is part of the adjacent shop, currently occupied by *Discount Chemist Warehouse*. The subject site has street frontages of approximately 5m in length to both The Corso and Market Place, comprising a ground floor retail shop area of approximately 131m². An ancillary office component is located on the first floor level with a floor area of approximately 133m².

A recent aerial image of the subject site, showing the adjacent *Ivanhoe Hotel* site, and the nearby Council car park (Whistler Car Park) located at the rear of the site, off Market Place, is reproduced below.

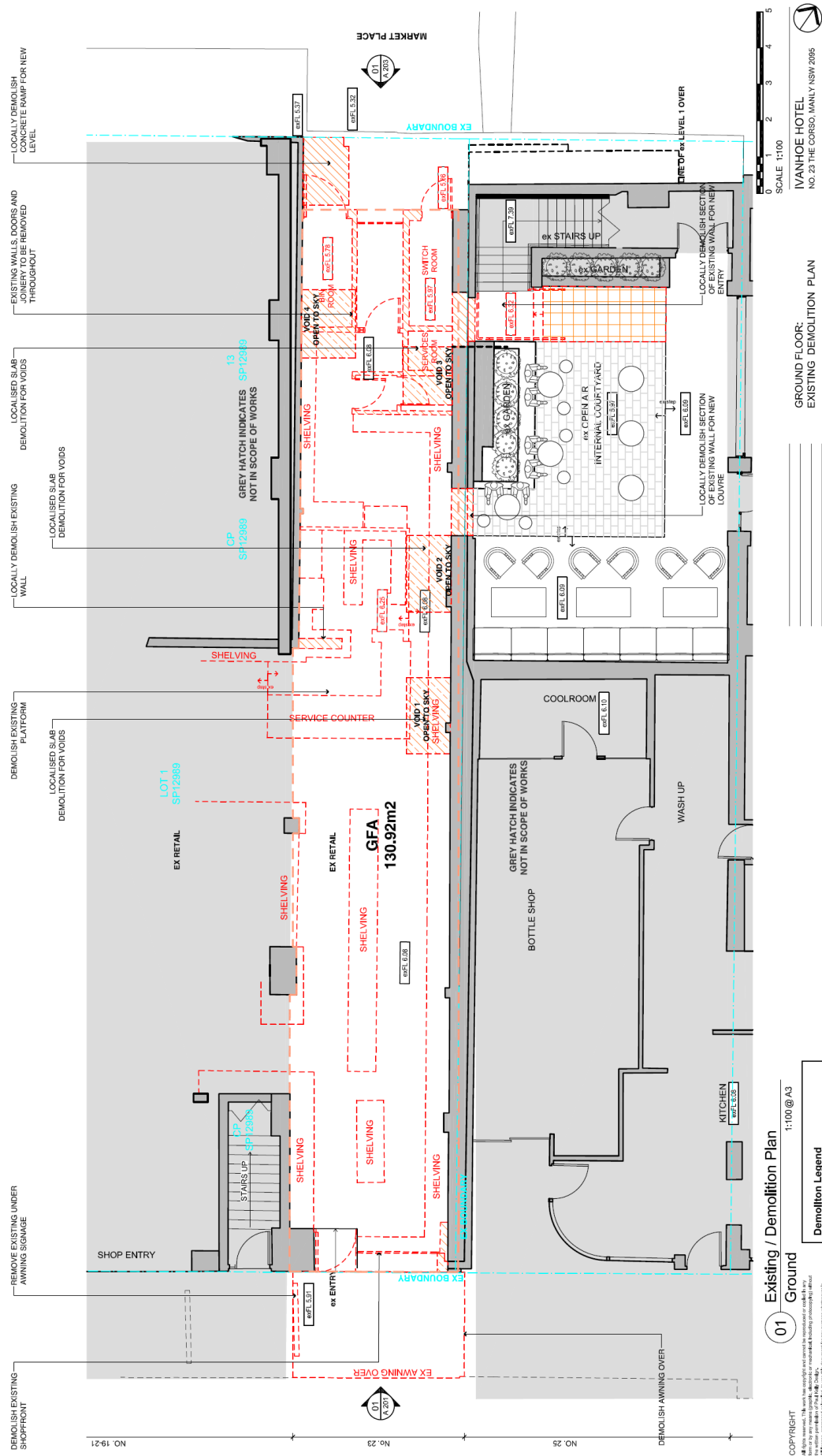


The site is zoned *B2 Local Centre* and does not make any provision for off-street parking. It is pertinent to note in this regard that the previously approved shop and commercial offices was approved without any off-street parking or loading provisions. It is noted also that The Corso and Market Place site frontages are *active street frontages*, with pedestrian only links to Manly Beach.

Proposed Development

The proposed development involves the partial demolition of the existing two-storey retail/commercial building on the subject site to facilitate the relocation of the existing gaming room from *The Ivanhoe Hotel* into the ground floor level of the former shop building. The existing office space at first floor level on the subject site is to be converted to a storage area for the pub.

Plans of the proposed development have been prepared by *Paul Kelly Design Pty Ltd* and are reproduced in the following pages.



COPYRIGHT

01 Existing / Demolition Plan
1:100 @ A3

Demollton Legend

EXISTING WALLS TO BE RETAINED

EXISTING TO BE DEMOLISHED

DEVELOPMENT APPLICATION

GROUND FLOOR:
EXISTING DEMOLITION PLAN

DEVELOPMENT APPLICATION

Scale	1.00	DL
Drawn		

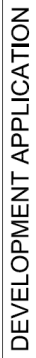
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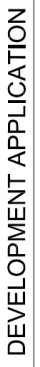
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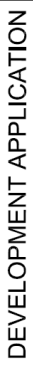
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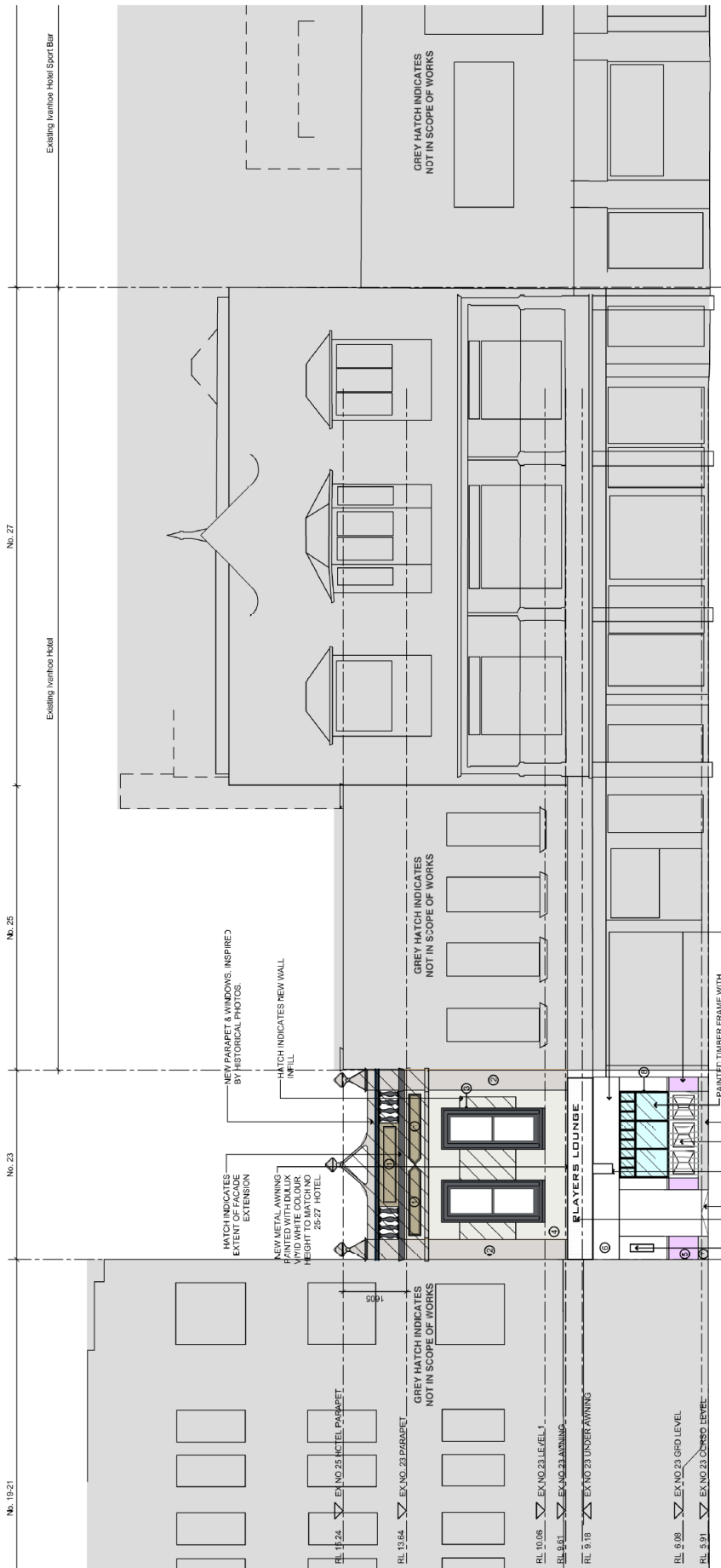
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NOTE

Only use software elements. Do not waste. If in doubt, consult with Phil Kelly Design. Dimensions and dimensions are individual fabrication or set out.

01 Proposed Elevation
South-Eastern: The Corso^{1:100}@A3

PAINT - LEGEND	
1	HAYMES PAINT - IVISLETOE
2	HAYMES PAINT - ATHENS GREY
3	HAYMES PAINT - DARK ADMIRALTY GREY
4	HAYMES PAINT - SUBTLE LIGHT
5	DULUX - ROSETTA
6	DULUX - VIVID WHITE
7	HAYMES PAINT - MISTLETOE
8	HAYMES PAINT - BLACK
9	DULUX - CALF SKIN
10	METAL CLADDING COLOUR GRAPHITE GREY

DEVELOPMENT APPLICATION

[illegible]

External Elevation
Proposed

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NO. 23 THE CORSO, MANLY NSW 2095

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 Sunny Hills NSW 2010
 phone: 02 9606 8295
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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 lanes 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.

The Corso (west of Darley Road) is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the roads, with a wide landscaped central island dividing the eastbound and westbound movements.

The eastern section of The Corso located along the frontage of The Ivanhoe Hotel comprises an active street frontage which is primarily used to provide pedestrian access to frontage properties, with direct linkage to the Manly Beachfront. No vehicular access is permitted along this section of the road.

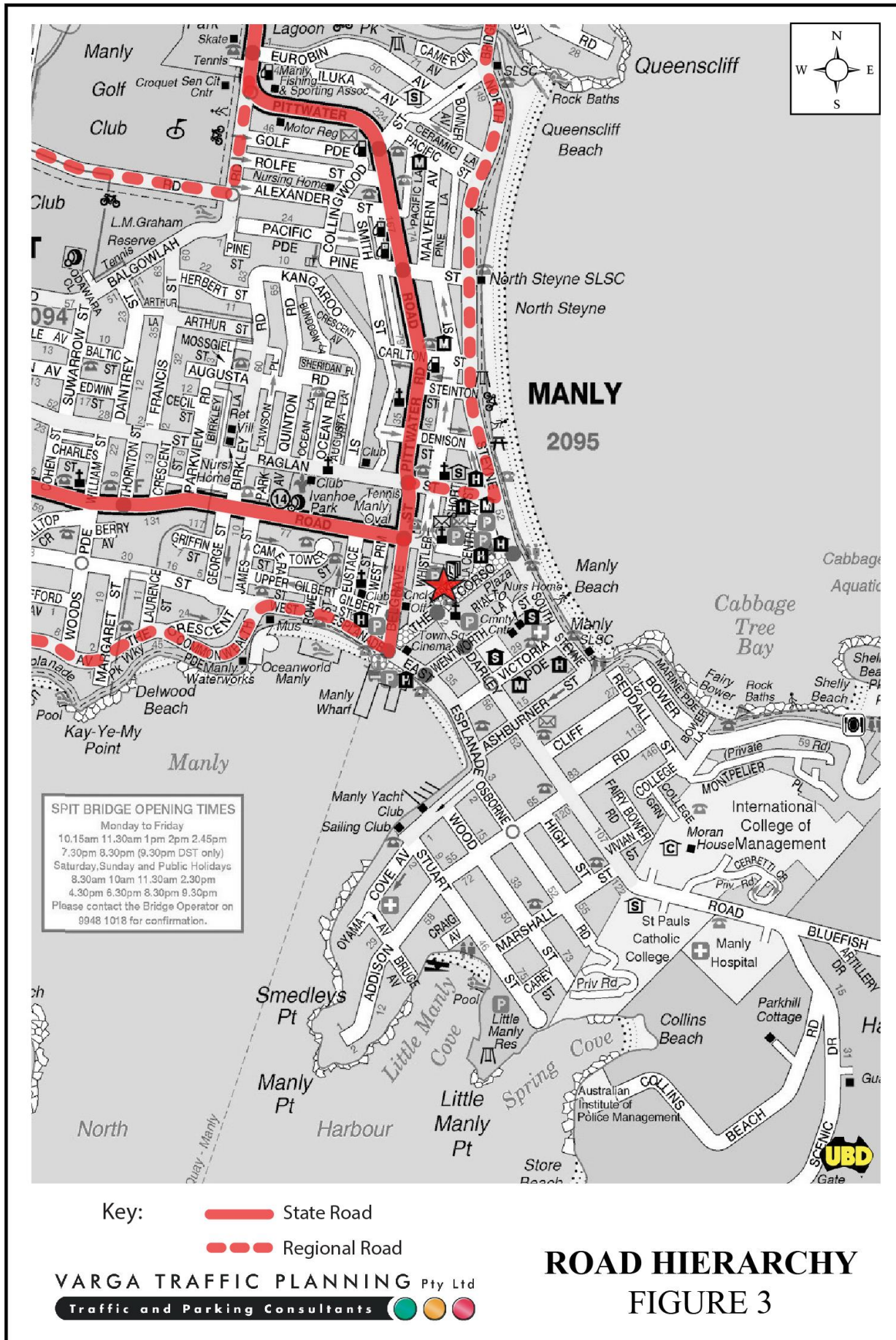
Market Place (west of The Ivanhoe Hotel) is a local, unclassified service lane which is primarily used to provide rear vehicular and pedestrian access to properties fronting The Corso and also provides entry access to Council's public car parking areas. Kerbside parking is generally permitted along the southern side of the laneway

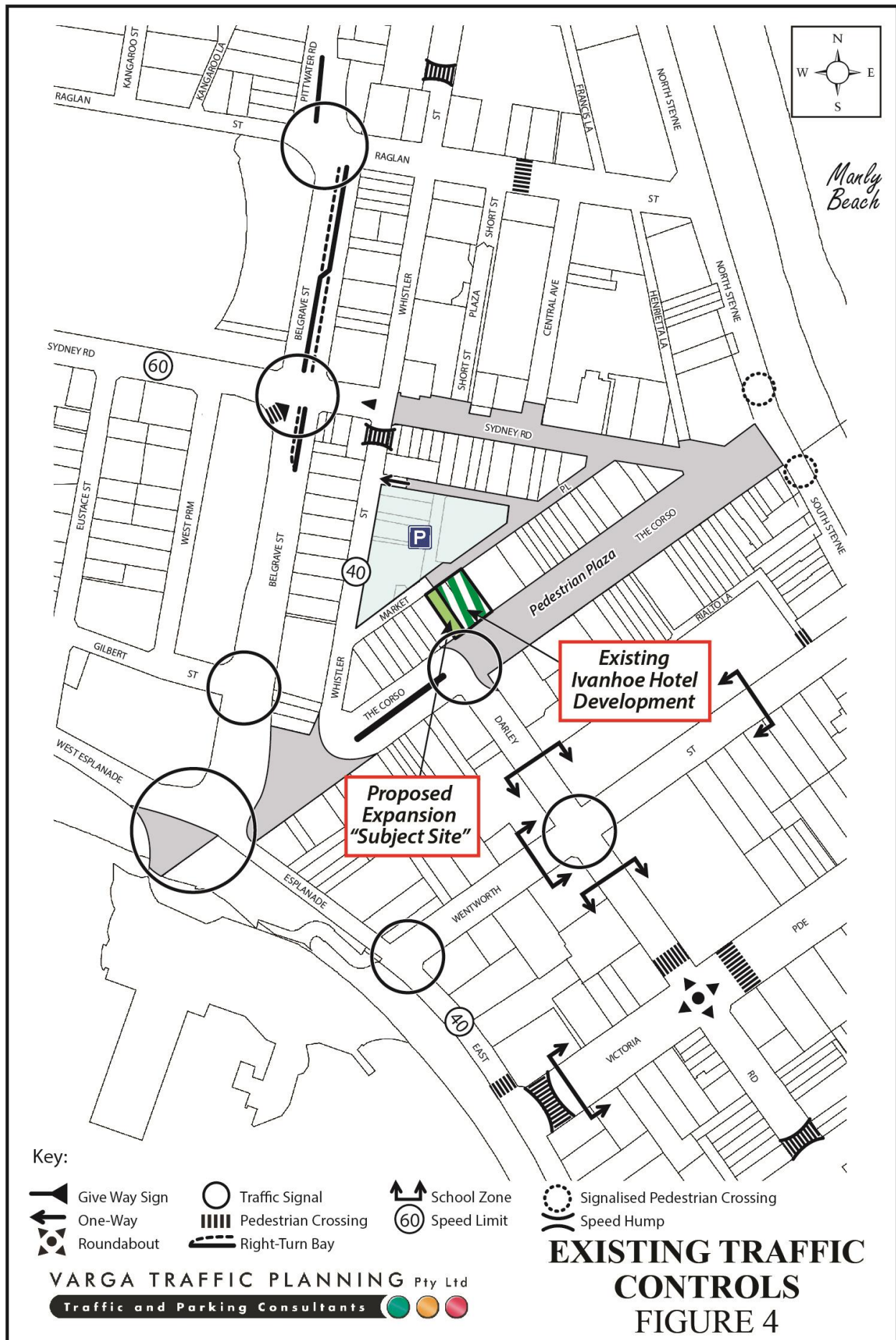
The eastern section of Market Place (east of The Ivanhoe Hotel) also comprises an active street frontage which is primarily used to provide pedestrian access to frontage properties, vehicular access is generally prohibited, with No Entry restrictions between 8am and 5pm, everyday. Bollards are located along the laneway to restrict vehicular access through 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 60 km/h SPEED LIMIT which applies to Sydney Road
- a 40 km/h SPEED LIMIT which applies to Whistler Street, The Corso, Market Place and all other local roads in the vicinity of Manly Local Centre
- a 40 km/h SCHOOL ZONE SPEED LIMIT which applies to Darley Road in the vicinity of the site and also to 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 Whilster 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

Manly Ferry Wharf is located approximately 200m walking distance south-west of the site which is serviced by the F1 Manly service, operating between Manly and Circular Quay. Ferry services operate out of Manly Wharf seven days per week, with services every 20-30 minutes everyday.

There are also currently 15 bus routes travelling within approximately 300m walking distance of the site as illustrated on the attached bus route map (Figure 5).

In summary there are approximately 800 bus services that transverses along Belgrave Street and West Esplanade in the vicinity of the site on weekdays, decreasing to approximately 610 bus services per day on Saturdays and approximately 570 services on Sunday and public holidays, as set out below:

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
135	North Head to Warringah Mall via Manly	23	23	12	12	12	12
136	Chatswood to Manly	80	85	63	64	60	61
139	Warringah Mall to Manly via South Curl Curl	44	32	29	30	29	29
141	Austlink to Manly via Frenchs Forest & Seaforth	22	22	21	21	21	21

142	Allambie to Manly	21	27	18	19	18	17
143	Manly to Chatswood via Balgowlah & St Leonards	20	25	-	-	-	-
146	Wheeler Heights to Manly	32	32	29	31	29	30
151	Mona Vale to City QVB	6	5	9	11	6	4
158	Cromer to Manly	1	1	-	-	-	-
159	Dee Why to Manly	8	10	8	11	9	10
169	Manly to City Wynyard via Narraweena	25	31	28	27	19	17
170	Manly to Wynyard	-	-	18	18	18	18
199	Palm Beach to Manly	74	77	65	70	65	63
E50	Manly to Milsons Point (Express)	15	12	-	-	-	-
E69	Manly to City Wynyard via Narraweena (Express)	9	-	-	-	-	-
E70	Manly to City Wynyard (Express)	18	19	-	-	-	-
TOTAL		398	401	300	314	286	282

The abovementioned bus services also provide connections with the suburban rail network at railway stations such as Chatswood, St Leonards and Wynyard Station. The ferry services at Manly Wharf and the remaining bus services also provide access to a number of shopping centres, CBD areas and hospitals.

In the circumstances, it is considered that the existing pub is readily accessible by public transport.

Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network during the weekday commuter peak periods.

An indication of the traffic generation potential of most development types is usually 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, however they do not nominate a traffic generation for pubs.

It is noted also that due to existing site constraints neither the existing chemist shop and first floor offices nor the proposed gaming room and first floor storage area make any provision for off-street car parking.

In this instance, the hotel expansion proposal involves relocation of the existing gaming room to the ground floor level shop previously occupied by part of the chemist shop, whilst the first floor offices will be converted to storage space.

As such, the traffic generation potential of the proposed gaming room is expected to be minimal and will be somewhat less than the traffic generation potential of the previous chemist shop and office space uses on the site.

In any event, it is clear that the traffic generation potential of the development proposal will be minimal, and in the circumstances, it is reasonable to conclude that the proposed development will not have any unacceptable traffic implications in terms of road network capacity or traffic-related environmental effects.

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 6 and comprise:

- ACTIVE STREET FRONTAGES along The Corso (east of the Darley Road intersection) and also along Market Place, including along the site frontages
- generally ½ HOUR PARKING restrictions along both sides of The Corso, west of Darley Road intersection
- 15 MINUTE LOADING ZONES located along the southern side of Market Place, including along the site frontage
- a COUNCIL PUBLIC CAR PARK (Whistler Car Park) located at the rear of the site with 2 HOURS FREE PARKING
- NO ENTRY restrictions into Market Place from Whistler Street, between 8AM – 5AM, Everyday
- generally NO STOPPING restrictions along both sides of Market Place, including along the entire site frontage.

Off-Street Parking Provisions

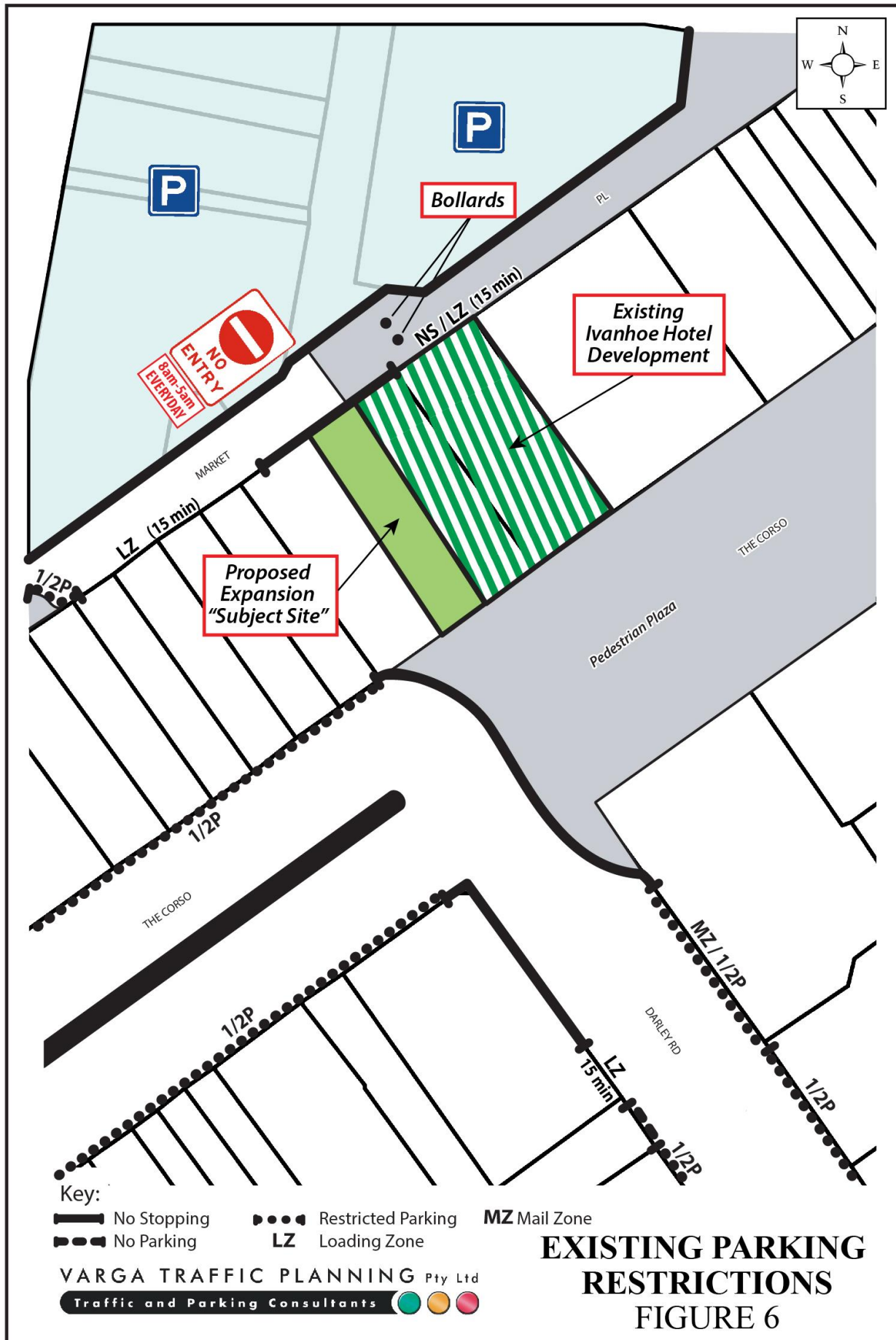
The off-street parking requirements applicable to the development proposal are specified in Council's *Manly Development Control Plan 2013, Schedule 3 – Parking and Access* document in the following terms:

Pubs

1 space for every 4m² of licensed floor area (bar, lounge, bistro, beer garden area)

Commercial Premises (including business, offices and retail premises)

1 parking space for every 40m² GFA



Reference is also made to the *Manly DCP 2013, Part 4.2.5.4 – Car Parking and Access* which specifies:

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 any parking rate/requirements in Manly Town Centre where the applicant has demonstrated that:
 - ii) the required access interferes with the continuity of retail frontage or interrupts the frontage of the property in other ways such that there would be a conflict with any other provisions of this DCP in particular the townscape objectives: or
 - iii) the movement of vehicles to and from the site would cause unacceptable conflict with pedestrian movements, special servicing arrangements for pedestrianised areas or contribute to congestion at key intersections.

It is noted in this regard that both frontages of the site are designated as “*Active Street Frontages*” with a high degree of pedestrian activity, and the provision of vehicular access driveways to facilitate the movement of vehicles to and from the site would cause unacceptable conflicts with pedestrian movements.

The above parking rate of *1 space for every 4m² of licensed floor area* appears to be based on surveys conducted by the then *Traffic Authority of NSW* in the late 1970s, prior to the introduction of random breath testing in January 1982. There has been a substantial change in community attitude towards drink-driving since the introduction of random breath testing, resulting in a substantial reduction in the amount of car parking required for pubs. Surveys of similar pubs have identified a peak parking demand rate in the order of 1 space/20m² as set out below:

Captain Cook Hotel:	1 space/20.3m ²
Longueville Hotel:	1 space/19.7m ²
Picton Hotel:	1 space/18.6m ²
Hunters Hill Hotel:	1 space/18.9m ²
El Toro Hotel:	1 space/17.9m ²

In this instance, application of the above parking rate of *1 space/20m²* yields an off-street car parking requirement of 7 spaces.

By way of comparison, application of Council's parking rates to the existing retail shop and commercial offices, the existing development would require the provision of 7 spaces (rounded up as per Council's DCP requirements), as set out below:

Existing Parking Requirement

Retail Premises (131m ²):	3.3 spaces
Offices (133m ²):	3.3 spaces
TOTAL:	6.6 spaces

The existing development makes provision for *zero* off-street parking spaces, thereby resulting in an *existing* shortfall – or “credit” – in car parking of 7 spaces when assessed in accordance with Council's *DCP 2013* requirements.

Accordingly, there will be no nett change in the parking required as a consequence of the development proposal, as set out in the table below:

Nett Change in Parking Requirements as a Consequence of the Development Proposal	
Proposed Development:	6.9 spaces
Previous Local Shop/Offices:	-6.6 spaces
Nett Increase in Parking Required:	0.3 spaces

In summary, the provision of *zero* off-street parking spaces for the proposed expansion to the existing pub is therefore considered to be appropriate in this instance, particularly given the site constraints, the high degree of pedestrian activity, and the ready accessibility of the site by public transport.