

TRAFFIC AND PARKING ASSESSMENT OF A PROPOSED RESIDENTIAL DEVELOPMENT

63-67 The Corso in Manly

Traffic and Parking Report

Prepared for: Invergowrie Properties Pty Ltd

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1. INTRODUCTION

ML Traffic Engineers was commissioned by Invergowrie Properties Pty Ltd to prepare a traffic and parking assessment of the proposed residential development at 63-67 The Corso in Manly compared to the existing land use of a backpackers' accommodation. The proposed development is shop top housing development.

The ground floor remains the same in the proposed as per the existing.

2. BACKGROUND AND EXISTING CONDITIONS OF THE PROPOSED LOCATION

2.1 Location and Land Use

The development site is located within the Manly town centre and is within a short walk of Manly Ferry Wharf. The immediate surrounding land use is a mix of residential and commercial. The development site is currently a backpackers' accommodation with 108 boarding beds. The land has frontage to The Corso and Market Place.

2.2 Public Car Parking Opportunities

On-street parking is not permitted on either The Corso or Market Place. Nearby on-street parking may be available on North Steyne and South Steyne. There are two council car parks located within 200 metres of the proposed development, on Central Avenue and Whistler Street. Both car parks are open 24 hours on Friday-Sunday and from 6:30 to midnight on Monday-Thursday. A private car park is also located on Central Avenue, open from 6:30am to midnight on Monday-Sunday. Overall, public parking is very limited in the immediate area of the proposed development.

3. CAR PARKING ASSESSMENT

The existing development has the following

- 108 boarding beds
- 1 serviced apartment
- 1 manager unit

No car spaces are provided.

The proposed development is to provide the following units:

- 8 one-bedroom apartments.
- 4 two-bedroom apartments.
- A total of 12 apartments

No car spaces are provided.

3.1 Northern Beaches Council's Development Control Plan

The car parking requirements for backpackers' accommodation developments in Manly are presented in the Northern Beaches Council's Development Control Plan with the car parking rates as follows

Boarding Rooms

- 0.1 space per guest
- 1 space per manager/employee on site at any one time
- 1 disability parking space

Table 1 presents the car parking requirements of the proposed development

Existing				
Use	Number	Parking rate	Parking spaces required	Parking spaces provided
Backpackers	108	0.1	10.8	0
Manager	1	1	1	
Apartment	1	1	1	
Disability	1	1	1	
TOTAL			14	0

Table 1: Car Space Parking Requirements for the Boarding Room Existing Landuse

The car parking requirements of the proposed development are as follows

Shop Top Housing Developments

- 0.6 space per studio/one-bedroom dwelling
- 1 space per two-bedroom dwelling
- 2 spaces per 3 or more bedroom dwelling
- 0.16 designated visitor parking space for each dwelling

Table 2 presents the car parking requirements of the proposed development

Proposed				
Use	Number	Parking rate per apartment	Parking spaces required	Parking spaces provided
1-bed Apartment	8	0.6	4.8	0
2-bed Apartment	4	1	4	
Visitor		0.16	1.92	
TOTAL			10.72	0

Table 2: Car Space Parking Requirements

The proposed residential development requires 11 car spaces and three less three additional car spaces compared to the existing development if both the existing and proposed were required to comply with Council's car parking requirements.

4. CAR TRAFFIC ASSESSMENT

This section compares the car trip generation for the purposes in assessing the traffic impacts of the proposed development in comparison to the existing assuming the existing and proposed development provides on site car parking as per Council's car parking requirements.

The RTA Guide to Traffic Generating Developments publishes car trip rates for most landuses but not for boarding houses. The closest landuse is a motel room since both boarding house and motel room are short term accommodation.

The RTA Guide to Traffic Generating Developments publishes motel room trips rates as 0.4 trips per room in the PM peak hour.

The following assumptions trip assumptions are

The trip generation for the existing boarding house (backpackers' accommodation) is assumed

- 0.1 trips per room during AM peak hour
- 0.2 trips per room during PM peak hour

Table 3 summarises the current trip generation of the existing development for the AM peak hour.

Table 4 summarises the current trip generation of the existing development for the PM peak hour.

Existing Development - AM Peak			
Landuse	Number	Trip rate per guest	Trips
Backpackers	108	0.1	10.8
Apartment Allocated Car Space	1	0.15	0.15
Total			11

Table 3: Trip Generation for the Existing Development during AM peak hour

Existing Development - PM Peak			
Landuse	Number	Trip rate per guest	Trips
Backpackers	108	0.2	21.6
Apartment Allocated Car Space	1	0.12	0.12
Total			22

Table 4: Trip Generation for the Existing Development during PM peak hour

Table 5 summarises the trip distribution of the generated trips. The existing development is a low trip generator.

Existing Development			
	Origin	Destination	Total
AM Peak Hour	9	2	11
PM Peak Hour	3	19	22

Table 5: Trip Distribution for the Existing Development

Then Updated Traffic Surveys to the RTA Guide to Traffic Generating Developments publishes car trip rates for proposed residential apartments as follows for the weekday peak hour for developments near transport interchanges such as the Manly Ferry and Bus Interchange:

- 0.15 trips per car space for the AM peak hour
- 0.12 trips per car space for the PM peak hour

Table 6 summarises the current trip generation of the proposed development for the AM peak hour.

Table 7 summarises the current trip generation of the proposed development for the PM peak hour.

Proposed Development - AM Peak			
Landuse	Number	Trip rate per car space	Trips
Apartment Allocated Car Space	12	0.15	1.8
Total			3

Table 6: Trip Generation for the Proposed Development during AM peak hour

Proposed Development - PM Peak			
Landuse	Number	Trip rate per car space	Trips
Apartment Allocated Car Space	12	0.12	1.44
Total			2

Table 7: Trip Generation for the Proposed Development during PM peak hour

Table 8 summarises the trip distribution of the generated trips. The proposed development is a low trip generator.

Proposed Development			
	Origin	Destination	Total
AM Peak Hour	2	1	3
PM Peak Hour	0	2	2

Table 8: Trip Distribution for the Existing Development

4.1 Conclusion on Traffic Generation

The proposed development is a low trip generator. Compared to the existing land use, the proposed development generates far fewer trips and will not cause any impact on the existing traffic network during both AM and PM peak hours.

5. CONCLUSIONS

Based on the considerations presented in this report, it is considered that:

Car Parking

- The car spaces provided by the proposed development does not comply with the Northern Beaches Council car parking requirements.
- The proposed development requires eleven parking spaces
- Compared to the existing development, the proposed development requires three less car parking spaces. The proposed will have minimal impact on the existing parking conditions.

Traffic

- The expected traffic generated by the proposed development will not significantly affect the nearby intersections.
- The traffic generated by the proposed development will be lower than the traffic generated by the existing boarding house.