

**Traffic and Car Parking Assessment
Proposed FS8 Gymnasium
54 West Esplanade, Manly**

April 2021

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1 INTRODUCTION

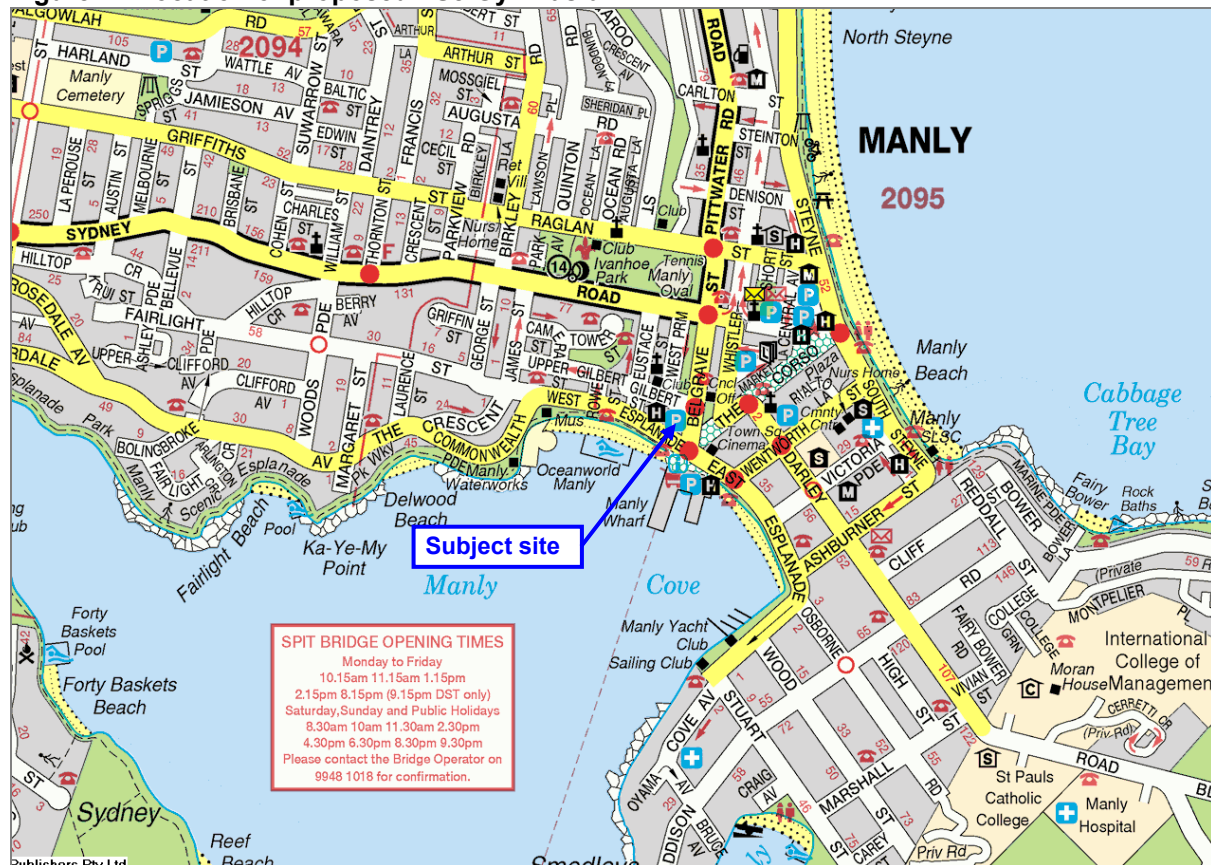
gtk consulting has been engaged by Opulent Enterprise Group Pty Ltd to provide a Traffic and Car Parking Assessment report in support of a proposal to establish a FS8 Yoga/Pilates Gymnasium on the ground floor of an existing building (Manly Quest Hotel) at 54 West Esplanade, Manly (**Figures 1 and 2**).

This report provides:

- A description of the site and the proposal.
- A description of public transport availability.
- An assessment of car parking requirements for the proposed FS8 gymnasium.
- An assessment of the potential traffic implications of the development.

This assessment was undertaken by Garry Kennedy, Director gtk consulting pty ltd. Garry has extensive (47 years) experience in Traffic Engineering, Road Safety and Car Parking. Garry chaired a Local Traffic Committee for seventeen years at a major metropolitan Council. In 2006 Garry established gtk consulting and since that time has undertaken many traffic and car parking assessments and studies for Local and State Government Agencies and private developers. Garry provides expert evidence in the NSW Land and Environment Court, Local Magistrates Court and District Court. Garry's court experience covers a wide range of traffic activities, such as, the suitability of development proposals, traffic accident liabilities, heavy vehicle prosecutions, parking offences and many other offences under the Local Government Act and the Roads Act.

Figure 1: Location of proposed FS8 Gymnasium



Source: UBD Australian City Streets v7.0 (licensed to gtk consulting)

Figure 2: Aerial view of site



Source: Six Maps 2021

2 EXISTING SITE AND SURROUNDING LAND USE

The site, situated on the western edge of the Manly CBD, is located on the ground floor of the Quest Manly Hotel. It lies on the eastern side of West Esplanade on the corner of Belgrave Street and is diagonally opposite Manly Wharf and Ferry Terminal which is 60 metres walking distance from the site. The Corso, immediately east of the site, has been developed as a pedestrian mall lined with surf shops, hotels and cafes. As there is no vehicular traffic between Darley Road and Manly Beach, The Corso provides a broad pedestrian precinct for shoppers and visitors and the quickest route from the Manly Ferry to Manly Beach. Areas to the north and west of the site consist mainly of medium to high density residential.

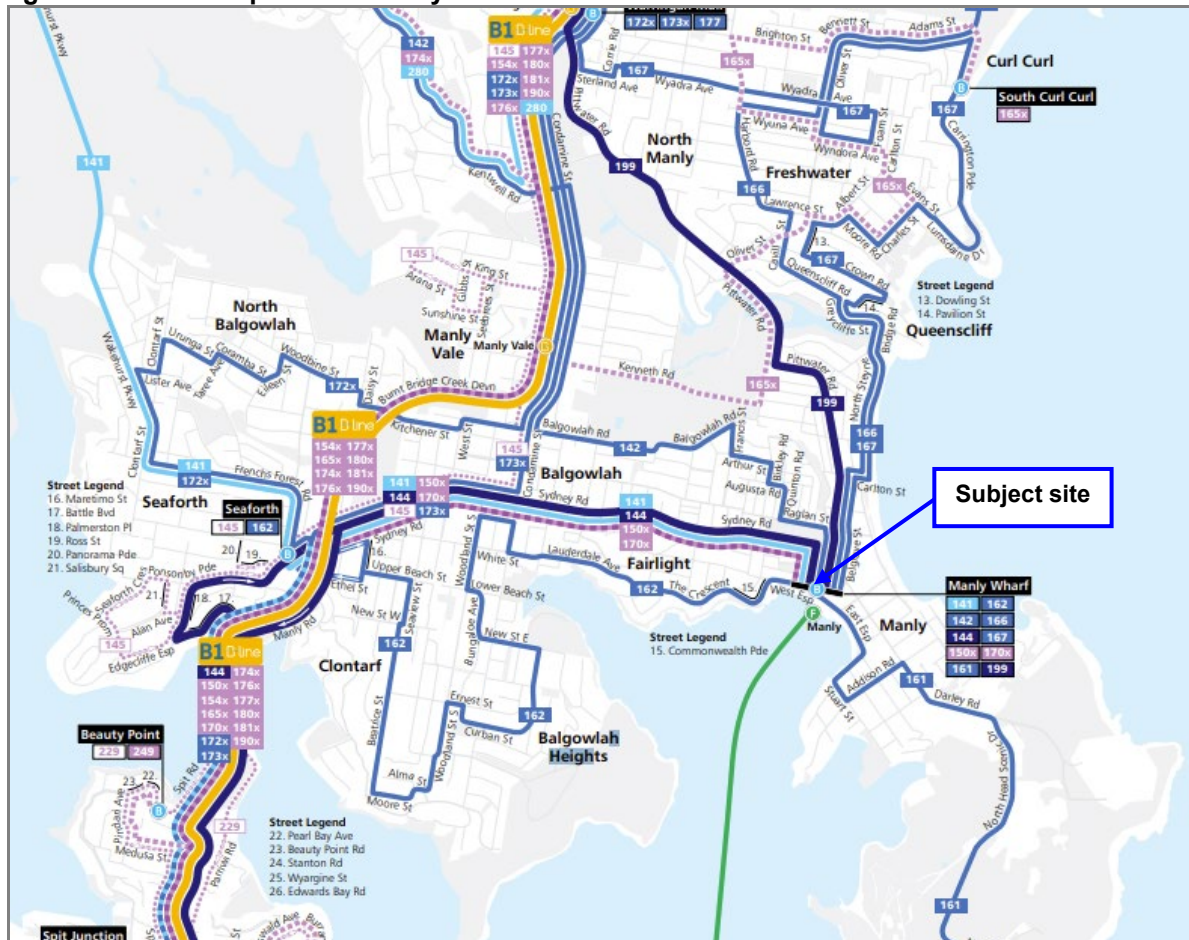
Vehicle access to one (1) car parking space allocated to the gymnasium is gained via Gilbert Street and pedestrian access is gained directly from West Esplanade. The buildings surrounding the site are a mix of commercial and retail uses.

A Bus/Ferry Interchange is located immediately opposite the proposed gymnasium (refer **Section 3**).

3 PUBLIC TRANSPORT

The site is conveniently located immediately opposite a Bus Interchange and Manly Wharf/Ferry Terminal (**Figure 3**).

Figure 3: Bus transport availability



Source: Transport Infoline 2021

Regular bus services are available to the Northern Beaches Region and Sydney CBD. In addition, regular ferry services are available between Manly Wharf and Circular Quay.

4 THE PROPOSAL

The proposal is to change the use of a ground floor restaurant to a gymnasium for Yoga and Pilates classes. The proposed gymnasium will have a gross floor area (GFA) of 270m².

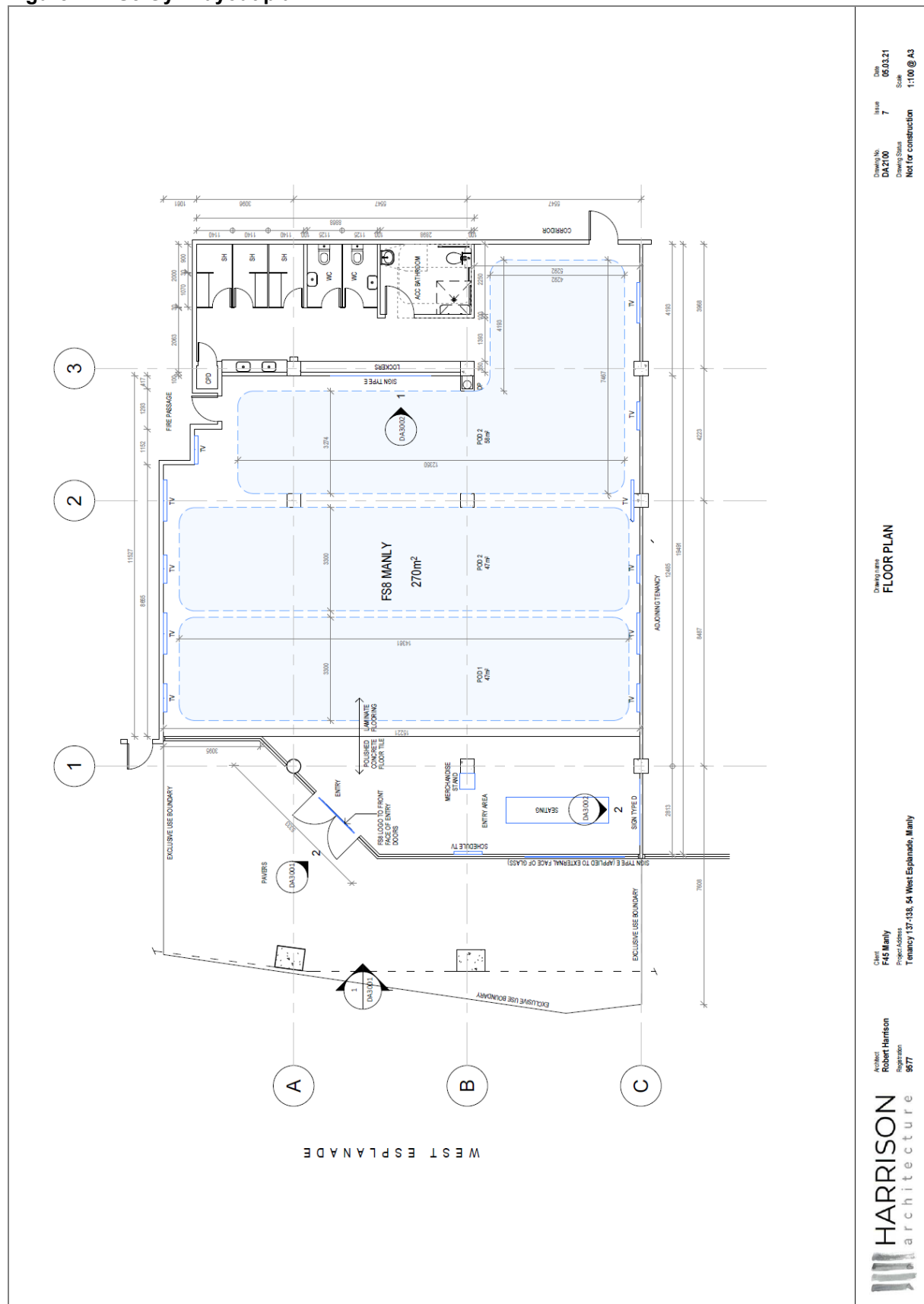
The maximum number of persons attending the proposed gymnasium for each session is twenty seven (27), plus two (2) trainers. The hours of operation are:

Monday – Friday 5:00am – 8:00pm

Saturday & Sunday 6:00am – 2:00pm

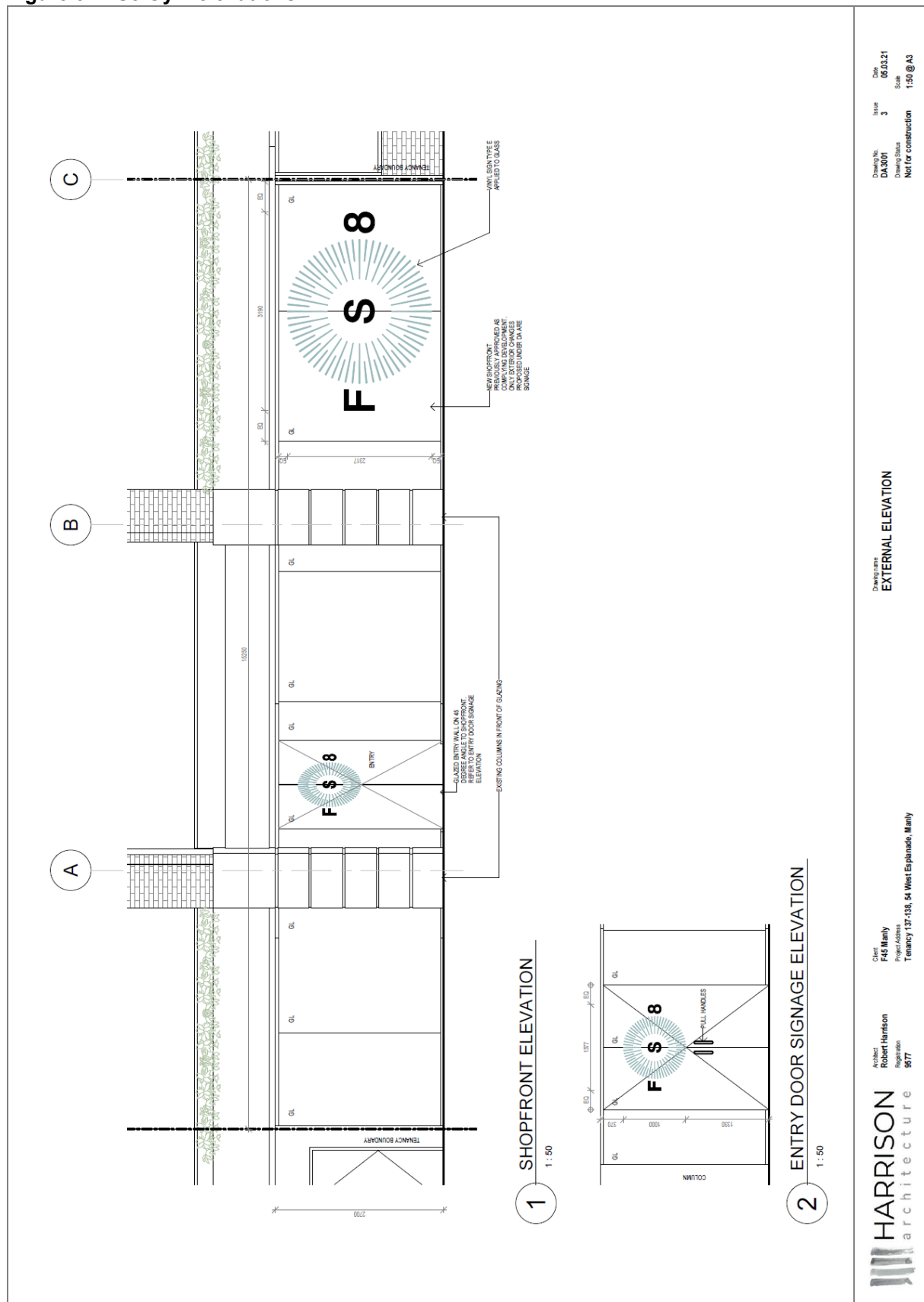
The previous occupant of the site, a restaurant, was allocated a single car parking space within the Manly Quest Hotel car park. This car parking space will be allocated to the gymnasium and used for staff parking. A plan of the proposed gymnasium layout has been prepared by Robert Harrison (refer **Figures 4 & 5**).

Figure 4: FS8 Gym layout plan



Source: Harrison Architecture 2021

Figure 5: FS8 Gym elevations



Source: Harrison Architecture 2021

5 CAR PARKING REQUIREMENT

5.1 PROPOSED FS8 GYMNASIUM

The site is zoned *B2 Local Centre* under the provisions of the *Manly Local Environmental Plan 2013*. Council's DCP sets out the car parking requirements for various land use activities but does not specify a car parking rate for gymnasiums. The RMS publication *Guide to Traffic Generating Developments 2002*, however, provides a rate of 3.0 spaces per 100m² of gross floor area (GFA) for gymnasiums in metropolitan regional centres; and, a minimum provision of 4.5 spaces per 100m² and a desirable 7.5 spaces per 100m² in sub-regional centres. These rates were based on surveys undertaken in 1993.

In 2014, RMS commissioned new surveys¹ to update the guidelines. These surveys found that the rates for sub-regional gymnasiums were well below the desirable parking provision of 7.5 spaces per 100m² determined in 1993 and rather, established an average rate of 2.8 parking spaces per 100m² of GFA.

Table 1 provides the parking requirements for the proposed gymnasium based on the updated 2014 RMS surveys.

Table 1: Car parking requirements based on 2014 RMS surveys

Parking Type	RMS Parking Rate (2014)	Proposed GFA	Total Spaces Required
Gymnasium	2.8 spaces per 100m ² GFA	270m ²	7.6 parking spaces
TOTAL			8 SPACES

Source: People Trans Pty Ltd for RMS 2014

5.2 PREVIOUS DEVELOPMENT

The previous occupant of the site was a restaurant. The *Manly Shire Development Control Plan 2013, Schedule 3 Parking and Access* sets out the parking requirements for various land use activities within Manly. **Table 2** provides the parking requirements for the previous restaurant use.

¹ People Trans Pty Ltd - *Trip Generation and Parking Demands Surveys of Gymnasiums 2014*

Table 2: Car parking requirements for previous restaurant use

Activity	DCP Parking Rates	Existing GFA	Total Spaces Required
Restaurant	1 space per 40m ² GFA*	270m ²	6.8 parking spaces
TOTAL			7 SPACES

Source: *Manly Development Control Plan 2013*

* No more than 50% of car parking to be provided on site. The remainder of parking requirement is to be provided by monetary contributions in accordance with Council's Section 94 Contribution Plan.

The previous restaurant required seven (7) car parking spaces under the current DCP. The proposed FS8 Gymnasium will generate a demand of eight (8) spaces in accordance with RMS 2014 surveys, i.e. one (1) space more than the previous restaurant.

The site provides one (1) car parking space within the Manly Quest Hotel car park. This space will be used for staff parking.

The gymnasium encourages alternative and active forms of transport by virtue of its location directly opposite Manly Wharf/Ferry Terminal and Bus Interchange. The gymnasium will be extremely attractive to commuters travelling to and from their workplace. The reliance on motor vehicles and consequent off-street car parking will, therefore, be significantly reduced.

5.3 ALTERNATIVE CAR PARKING

There are four (4) public car parking stations within easy walking distance (< 300 metres) to the proposed FS8 gymnasium, they are:

- Grande Esplanade Parking 92 spaces
- Peninsula Parking 292 spaces
- Whistler Parking 313 spaces
- Manly Wharf Parking unknown

In the unlikely event that a patron drives to the gymnasium there are sufficient off-street car parking alternatives in close proximity to the gymnasium.

6 TRAFFIC IMPACT OF PROPOSED GYMNASIUM

Roads and Maritime Services (RMS) provide average traffic generation rates for a range of different land uses in their publication *Guide to Traffic Generating Developments* 2002. In 2014, however, RMS commissioned new surveys to update the guidelines. The surveys found that the traffic generation rates for gymnasiums in sub-regional areas were well below those estimated in the 2002 guidelines, i.e. 9 peak vehicle trips per 100m² of GFA. Rather, the 2014 surveys revealed an average trip generation rate of 3.6 peak vehicle trips (pvt) per 100m² of GFA.

The FS8 gymnasium will operate 5.00am - 8.00pm Monday to Friday and 6.00am - 2.00pm Saturday & Sunday. The applicant has advised that the peak operating times of the gymnasiums are:

- Monday to Friday - 5.15am to 7.00am & 5.00pm to 6.30pm; and,
- Saturday - 6.00am to 8.00am.

The applicant has advised that the gymnasium will serve employees and patrons of the surrounding commercial, retail and residential areas within close proximity to the site and commuters using bus and ferry services. In this regard, it is likely that the only traffic generated by the FS8 gymnasium is the one (1) staff member who arrives in the AM period and leaves in the PM period, i.e. 1 AM trip and 1 PM trip.

Notwithstanding the above, using the RMS 2014 survey results, the estimated peak vehicle trips generated by proposed FS8 Gymnasium is shown in **Table 3**:

Table 3: Traffic generation of FS8 gymnasium based on 2014 RMS surveys

Parking Type	RMS Traffic Generation Rate (2014)	Proposed GFA	Total Traffic Generated
Gymnasium	3.6 pvt per 100m ² GFA	270m ²	9.7 peak vehicle trips
TOTAL			10 peak vehicle trips

Source: People Trans Pty Ltd for RMS 2014

In considering the impact of traffic generated by the proposed change in use from restaurant to gymnasium, the traffic generated by the previous restaurant needs to be taken into account, and is shown in **Table 4**:

Table 4: Traffic generation - previous restaurant use

Parking Type	RMS Traffic Generation Rate (2002)	Existing GFA	Total Traffic Generated
Restaurant	5.0 pvt per 100m ² GFA	270m ²	13.5 peak vehicle trips
TOTAL			14 peak vehicle trips

Source: RMS *Guide to Traffic Generating Developments 2002*

It is evident, therefore, that there could be a small decrease of 4 peak vehicle trips generated by the proposed change in use to a gymnasium. In any event, traffic volumes of this magnitude:

- Are minimal and will have no impact on existing traffic flows, intersection capacities or neighbourhood amenity.
- Will not present any unsatisfactory traffic safety or capacity issues on the surrounding road network.

7 CONCLUSION

The proposed establishment of an FS8 Gymnasium on the ground floor level of the existing Manly Quest Hotel at 54 West Esplanade, Manly has been assessed to determine whether the traffic generation and car parking demand for the gymnasium will impact on the adjoining road network.

Assessment of the proposal indicates that:

- The gymnasium will serve employees and patrons of the surrounding commercial, retail and residential areas within proximity to the site and commuters using the adjacent bus and ferry services. Off-street car parking and traffic generation is, therefore, significantly reduced.
- The previous ground floor restaurant required seven (7) car parking spaces under the current DCP.
- Based on the 2014 RMS surveys of gymnasium developments, the proposed FS8 gymnasium generates an average parking demand of eight (8) car parking spaces i.e. one (1) space more than the previous occupation.
- One (1) car parking space within the Manly Quest Hotel is allocated to the FS8 Gymnasium which will be used for staff parking.
- In accordance with the 2014 RMS surveys any traffic generated by the gymnasium is minimal and less than that generated by the previous restaurant. In any event, traffic volumes of this magnitude will have no impact on existing traffic flows, intersection capacities or neighbourhood amenity.

This assessment concludes that the car parking demand and traffic generated by the proposed FS8 Gymnasium will not impact on the adjacent road network.

It is the professional opinion of the author that the application is worthy of Council's approval.

Garry Kennedy



Director