



Manly Wharf Rooftop Extensions Parking Assessment

Prepared for:
SGB Group

12 September 2019

The Transport Planning Partnership

E: info@tpp.net.au

Manly Wharf Rooftop Extensions Parking Assessment

Client: SGB Group

Version: V02

Date: 12 September 2019

TTPP Reference: 19262

Quality Record




Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	2 / 9 / 2019	T. Jones	J. Rudd	J. Rudd	
V02	11 / 9 / 2019	T. Jones	J. Rudd	J. Rudd	
V03	12 / 9 / 2019	T. Jones	J. Rudd	J. Rudd	

Table of Contents

1	Introduction	1
2	Existing Conditions	2
2.1	Site Location.....	2
2.2	Abutting Road Network.....	3
2.2.1	West and East Esplanades.....	3
2.2.2	Belgrave Street.....	3
2.3	Existing On Site (Manly Wharf) Parking Facilities	3
2.4	Manly Town Centre Public Car Parking Stations.....	5
2.5	Public Transport Facilities	8
2.5.1	Ferry Services	8
2.5.2	Bus Services.....	9
2.6	Cycle Infrastructure	10
2.7	Pedestrian Infrastructure	11
2.8	Car Share.....	11
2.9	Summary of Existing Conditions	13
3	Proposed Development.....	14
4	Parking Assessment.....	15
4.1	Existing Approval	15
4.2	Manly DCP 2013 - Parking Requirements.....	15
4.3	Northern Beaches Section 7.12 Contributions Plan 2019.....	16
4.4	Accommodating Proposed Development Car Parking Demands	16
5	Conclusions.....	19

Tables

Table 2.1: Peak Parking Occupancy, Manly Council Car Parks	6
Table 2.2: Peak Parking Occupancy, Whistler Street Car Park.....	8
Table 2.3: Existing Bus Services.....	10
Table 3.1: Proposed Development Schedule.....	14
Table 4.1: Proposed Development Parking Requirement (Manly DCP 2013).....	16

Figures

Figure 2.1: Site Location and Locality	2
Figure 2.2: Manly Wharf Car Park Vehicle Accumulation (August 2019)	4
Figure 2.3: Friday 12-Hour Parking Demand for Manly Town Centre Parking	7
Figure 2.4: Nearby Public Transport Facilities	9
Figure 2.5: Regional Cycle Network.....	11
Figure 2.6: GoGet Car Sharing Vehicles.....	12
Figure 4.1: Peak Parking Assessment.....	17
Figure 4.2: Friday 12-Hour Parking Assessment.....	18

1 Introduction

The Transport Planning Partnership (TPPP) Pty Ltd has prepared this parking report on behalf of SGB Group relating to a proposed redevelopment at Manly Wharf, Manly.

A development application (DA) is to be lodged with Northern Beaches Council seeking to expand the existing Manly Sake and El Camino Restaurants within the Manly Wharf facility.

The proposed DA will increase the available seating by 357 seats. No additional on-site parking is proposed.

This report assesses the parking implications of the proposed development.

The remainder of the report is set out as follows:

- Chapter 2 discusses the existing conditions including a description of the subject site;
- Chapter 3 provides a brief description of the proposed development;
- Chapter 4 sets out the parking requirements of the proposed development and its implications to car parking within the Manly Town Centre; and
- Chapter 5 presents the conclusions of the assessment.

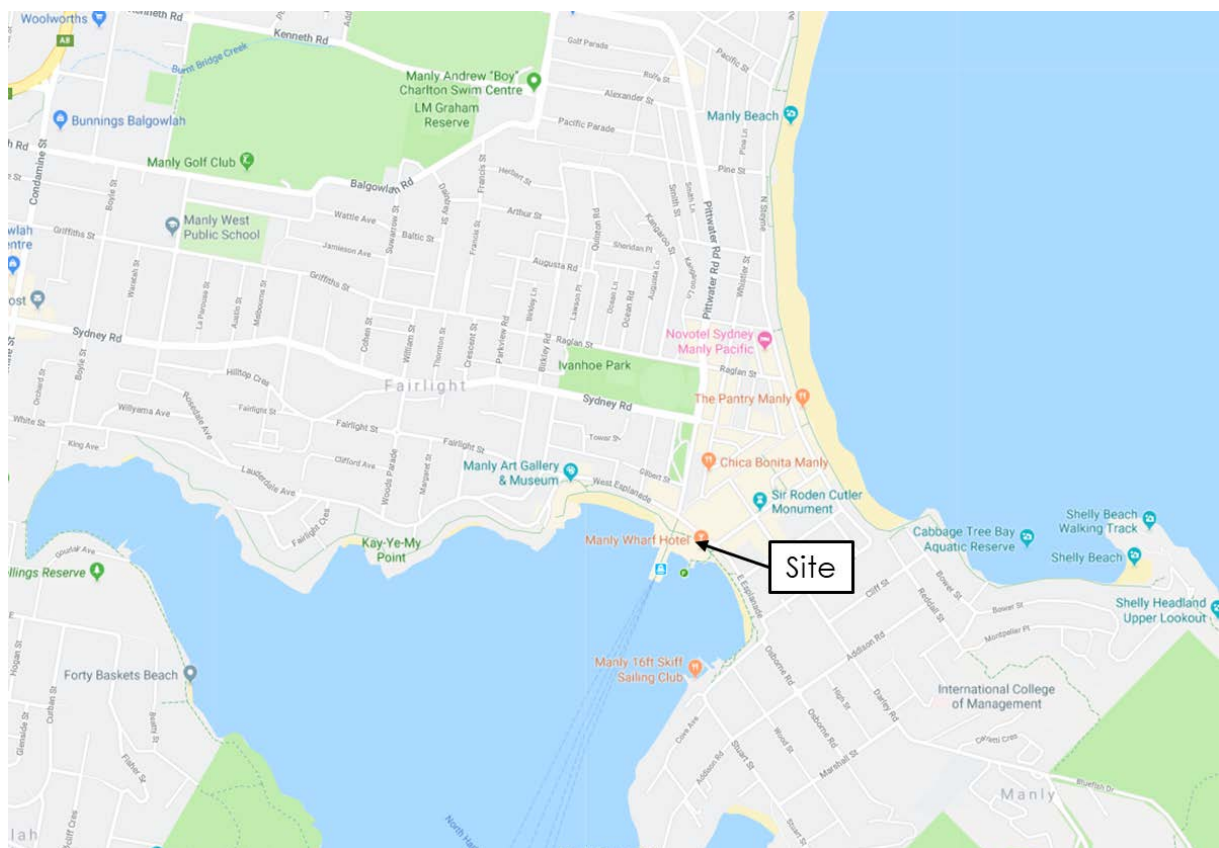
2 Existing Conditions

2.1 Site Location

Manly Wharf is located on the south side of Manly and falls within the local government area of Northern Beaches Council (Council). The site fronts East and West Esplanades on the north side and Manly Cove in all other directions.

The location of the site and its surrounds is shown in Figure 2.1.

Figure 2.1: Site Location and Locality



Source: Google Maps Australia

The site is located on the south side of Manly CBD and as a result, land uses to the north of the site are predominantly comprised of retail and commercial developments. Land further east and west of the site is predominantly occupied by low and mid-density residential, with a number of high-density residential developments near the waterfront.

2.2 Abutting Road Network

2.2.1 West and East Esplanades

The West and East Esplanades are two-way roads which generally aligned in an east – west direction along the harbour front. There is a 40 km/hr speed limit in operation and restricted kerbside parking is available to the west of the wharf. The carriageway is approximately 13m wide to the west and 9.5m to the east.

2.2.2 Belgrave Street

Belgrave is a 17m-wide two-way four lane road aligned in a north-south direction between Pittwater Road and West Esplanade. There is a 40km/hr speed limit in operation and within the vicinity of the site, restricted on-street parking is not available. However, there is a taxi rank accommodating two vehicles provided on the east side of the carriageway near the West/East Esplanade intersection.

2.3 Existing On Site (Manly Wharf) Parking Facilities

Vehicle access to the wharf is provided by a 6.5m-wide driveway located on East Esplanade. This leads through to the basement car park and loading dock.

The car park accommodates some 63 vehicles including two dedicated GoGet (carshare) spaces.

The car parking area is operated by Wilson Parking. The car park is a “pay to park” facility and is boom gate controlled with ticket dispensers and on site pay machines.

The car park operates 6am to Midnight 7 days a week with a fee structure as set out below:

- 0-1 hour: \$11.00
- 1-2 hours: \$26.00
- 2-3 hours: \$46.00
- 3+ hours: \$59.00

TTPP undertook a parking occupancy survey of the existing 63 spaces located within the Manly Wharf basement car park. Cameras recorded vehicle entries and exists at the car park boom gates between 13:30 on Friday 9 August 2019 and 13:30 on Tuesday 13 August 2019.

At the beginning of the survey, a total of 42 parked vehicles (including two GoGet cars) were counted within the Wharf car park. It is noted that motorbikes have been excluded from this analysis. The results of the surveys are presented in Figure 2.2.

Figure 2.2: Manly Wharf Car Park Vehicle Accumulation (August 2019)

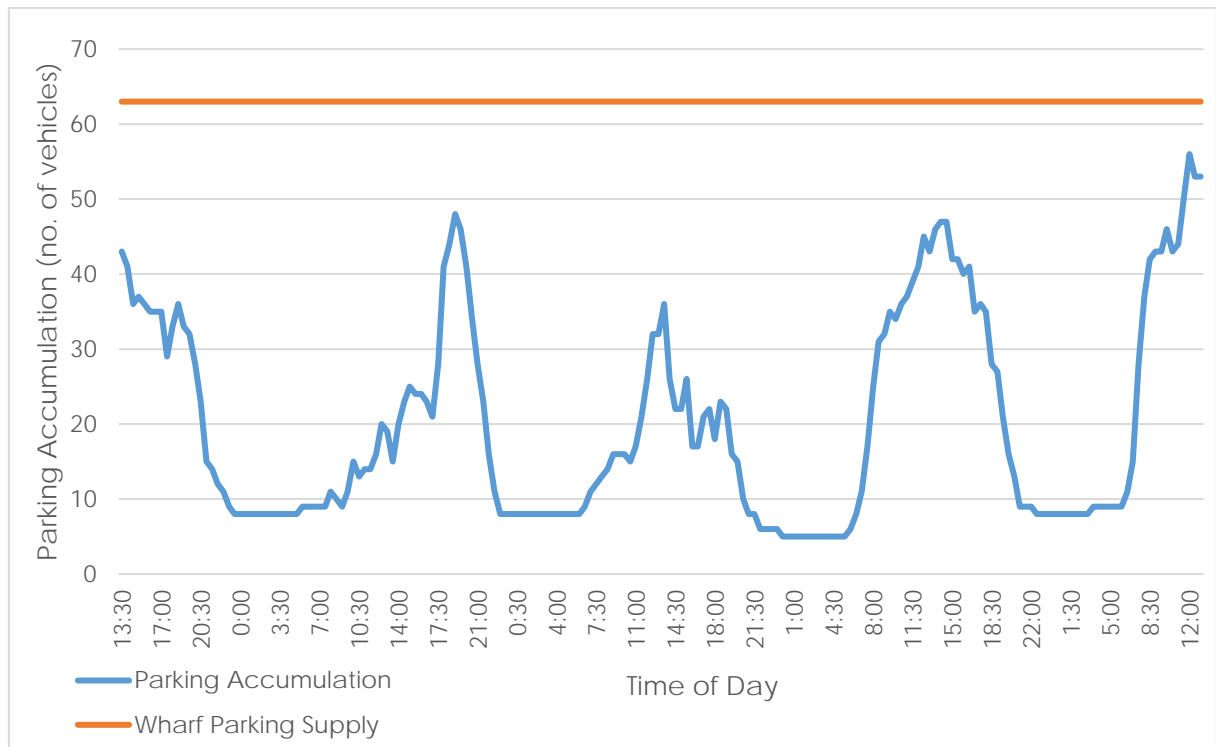


Figure 2.2 indicates that across the survey period, the maximum vehicle accumulation within the car park at any given time was 56, equating to an 89% occupancy, which was observed at 12:00 on Tuesday 13 August.

The peak accumulation on Sunday and Monday occurred during the middle of the day and was equal to 36 and 47 vehicles respectively. In comparison, the peak accumulation on Saturday, which was 48 vehicles thereby equating to an occupancy of 76%, occurred at 19:00.

2.4 Manly Town Centre Public Car Parking Stations

As part of the previous approved DA Traffic Impact Assessment prepared by Halcrow for Manly Wharf in 2010, parking occupancy surveys were undertaken by ROAR Data across the four main Council car parks.

These car parking stations include:

- Whistler Street Car Park
- Peninsula (Wentworth Street)
- Pacific Waves (Central Avenue)
- National (Central Avenue)

The surveys were undertaken at the following times:

- Thursday 26 August 2010, 17:00-23:00
- Friday 27 August, 11:00-23:00
- Saturday 28 August, 11:00-23:00.

At the time, Halcrow observed a total of 1,013 public parking spaces in accordance with the following:

- Whistler Street
 - Capacity of 342 car spaces
 - Open Monday – Thursday, 06:30 – Midnight
 - Open Friday – Sunday, Open 24 hours.
- Peninsula (Wentworth Street)
 - Capacity 288 car spaces
 - Open Monday – Sunday, 06:30 – Midnight
- Pacific Waves (Central Avenue)
 - Capacity 163 car spaces
 - Open Monday – Sunday, 06:30 – Midnight
- National (Central Avenue)
 - Capacity of 220 car spaces
 - Open Monday – Sunday, 24hr.

As part of the assessment of the 2019 DA, TPPP commissioned ROAR Data to undertake the same assessment (i.e. the same parking areas across the same three-day period).

However, based on the information supplied by the Northern Beaches Council website, it is understood that since 2010, the supply of car spaces across the four Council car parks has decreased by approximately 39 spaces from 1,013 spaces to 974, with the majority (35) of these spaces lost at the Whistler Street car park.

A comparison between the peak parking occupancy recorded in 2010 and 2019 across the four Council car parks has been provided in Table 2.1, split between the midday and evening peak periods (noting that there is no Thursday midday peak because the survey started at 17:00).

Table 2.1: Peak Parking Occupancy, Manly Council Car Parks

Survey Period	Day	Total Spaces	Midday Peak			Evening Peak		
			Parked Cars	Vacant Spaces	Occupancy (%)	Parked Cars	Vacant Spaces	Occupancy (%)
2010	Thur	1,013	-	-	-	254	759	25.1%
	Fri		649	364	64.1%	334	679	33.0%
	Sat		681	332	67.2%	370	643	36.5%
2019	Thur	974	-	-	-	473	501	48.6%
	Fri		790	184	81.1%	409	565	42.0%
	Sat		669	305	68.7%	486	488	49.9%
Net	Thur	Loss of 39 spaces	-	-	-	-	-	+23.5%
	Fri		-	-	+17.0%	-	-	+9.0%
	Sat		-	-	+1.5%	-	-	+13.4%

Table 2.1 indicates that across the four Council car parks combined, the peak parking occupancy increased across all three days to between 2 per cent and 17 per cent during the midday peak and between 42 per cent and 50 per cent during the evening peak.

As noted above, the observed peak in parking demand for the 4 nearby Manly Town Centre parking stations would be expected to occur during the Friday midday peak. The surveyed demands for the 4 car parking for the Friday peak afternoon and into the evening is shown in Figure 2.3.

Figure 2.3: Friday 12-Hour Parking Demand for Manly Town Centre Parking



Figure 2.3 indicates that there is significant capacity within the combined publicly accessible parking stations within close proximity to Manly Wharf.

Further to this, Table 2.2 provides a comparison between the peak parking occupancy recorded in 2010 and 2019 at the Whistler Street car park only, which is the closest Council car park to the site. In both assessments, the reduced parking supply has been accounted for when comparing parking occupancy rates across time periods.

Table 2.2 indicates that the peak parking occupancy at the Whistler Street car park has increased across the time period to between 90 and 95 per cent occupancy during the midday peak and between 70 per cent and 95 per cent during the evening peak. The loss of 35 spaces at this particular car park is likely to have been a major factor in the increased peak parking occupancy recorded in 2019.

Table 2.2: Peak Parking Occupancy, Whistler Street Car Park

Survey Period	Day	Total Spaces	Midday Peak			Evening Peak		
			Parked Cars	Vacant Spaces	Occupancy (%)	Parked Cars	Vacant Spaces	Occupancy (%)
2010	Thur	342	-	-	-	74	268	21.6%
	Fri		187	155	54.7%	113	229	33.0%
	Sat		234	108	68.4%	102	240	29.8%
2019	Thur	307	-	-	-	293	14	95.4%
	Fri		293	14	95.4%	216	91	70.4%
	Sat		277	30	90.2%	251	56	81.8%
Net	Thur	Loss of 35 spaces	-	-	-	-	-	73.8%
	Fri		-	-	+40.7%	-	-	37.4%
	Sat		-	-	+21.8%	-	-	+52.0%

2.5 Public Transport Facilities

The site is well accessed by public transport. Manly Wharf is a fully operational ferry wharf while several other bus stops are located within a 400m walking distance catchment radius, in particular along West and East Esplanade and further north on Belgrave Road.

The available public transport facilities in the local area are displayed in Figure 2.4.

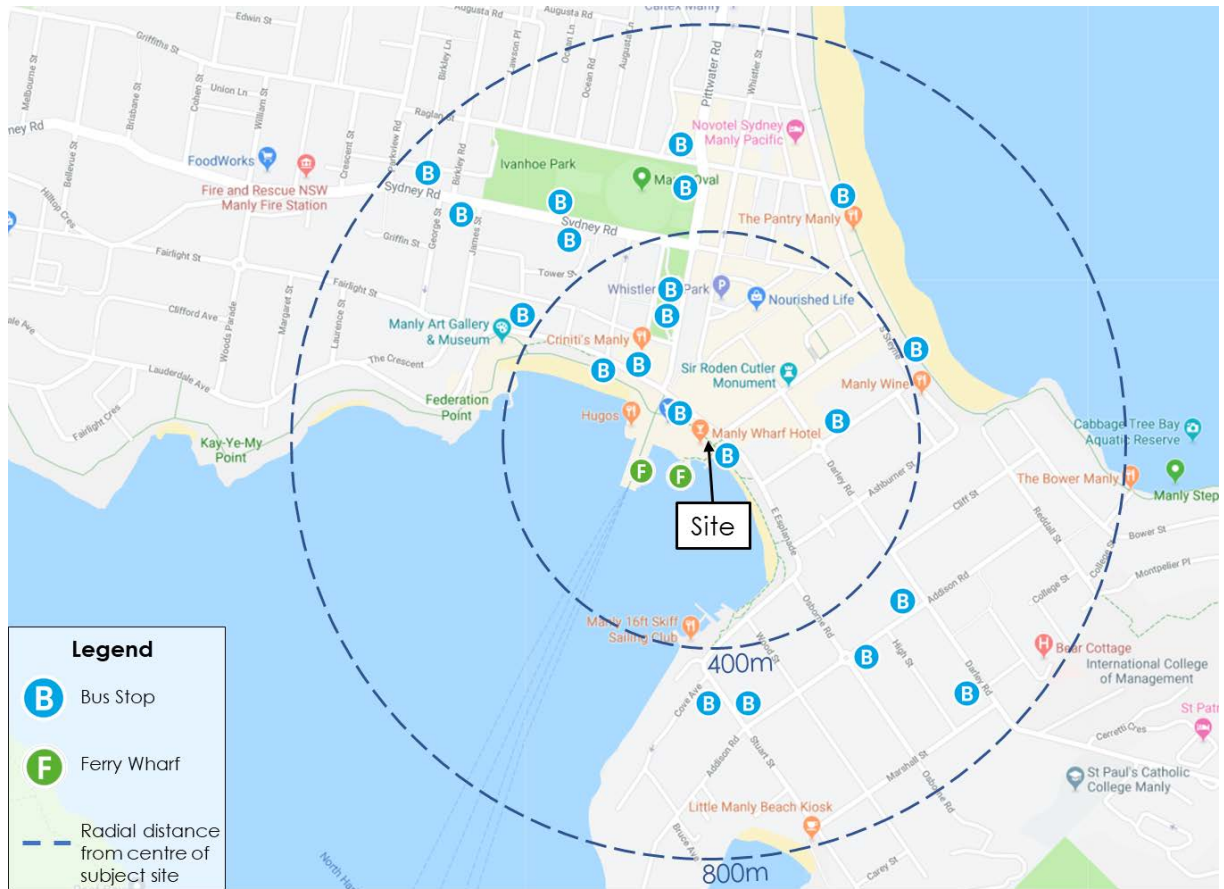
2.5.1 Ferry Services

2.5.1.1 Transport NSW

As noted previously, the site is a major operational ferry wharf. As a result, a large proportion of custom for the various retail and commercial tenants located on the Wharf are ferry users passing through the site.

Transport NSW provide a generally twice hourly service towards Circular Quay throughout the week within a 30-minute journey time. The last service typically departs Manly Wharf at 00:55 Monday-Saturday.

Figure 2.4: Nearby Public Transport Facilities



Base Map Source: Google Maps Australia

2.5.1.2 Private Operators

There are also a number of private operators offering services from the Wharf. Manly Fast Ferry services provide a service between Manly Wharf and Circular Quay within a 18-minute journey time. These services typically depart every 10-20 minutes until 21:25.

Captain Cook Cruises also provides services from Manly Wharf towards Circular Quay, Barangaroo and Watsons Bay.

Both organisations accept payment using Opal cards.

2.5.2 Bus Services

Bus services provide connectivity towards key regional destinations including Chatswood, Warringah and Sydney CBD. A summary of the local bus services is provided in Table 2.3.

Table 2.3: Existing Bus Services

Service No.	Route Description	Approximate Site Proximity	Approximate Frequency	
			Peak	Off-peak
135	North Head to Warringah Mall via Manly	70m	Every 30 mins	Every hour
136	Chatswood to Manly		Every 10 mins	Every 10 mins
139	Warringah Mall to Manly via South Curl Curl		Every 22-30 mins	Every 30 mins
143	Manly to Chatswood via Balgowah & St Leonards	170m	Every 30 mins	-
144	Manly to Chatswood via Royal North Shore Hospital		Every 10-30 mins	Every 15 mins
132	Warringah Mall to Manly via North Balgowlah	180m	Every 30 mins	Every 30-60 mins
E71	Manly to City Wynyard via Clontarf		Every 20 mins	-
146	Wheeler Heights to Manly	210m	Every 30 mins	
151	Mona Vale to City QVB		-	Every 30 mins (night bus)
158	Cromer to Manly		1 service per day	
159	Dee Why to Manly		-	Every hour
169	Manly to City Wynyard via Narrabeena		-	Every 30 mins
199	Palm Beach to Manly		Every 11-14 mins	Every 15 mins
141	Austlink to Manly via Frenchs Forest & Seaforth		Every hour	Every 30-60 mins
142	Allambie to Manly	Every 30-60 mins		
E50	Milsons Point to Manly	-	Every 30 mins	

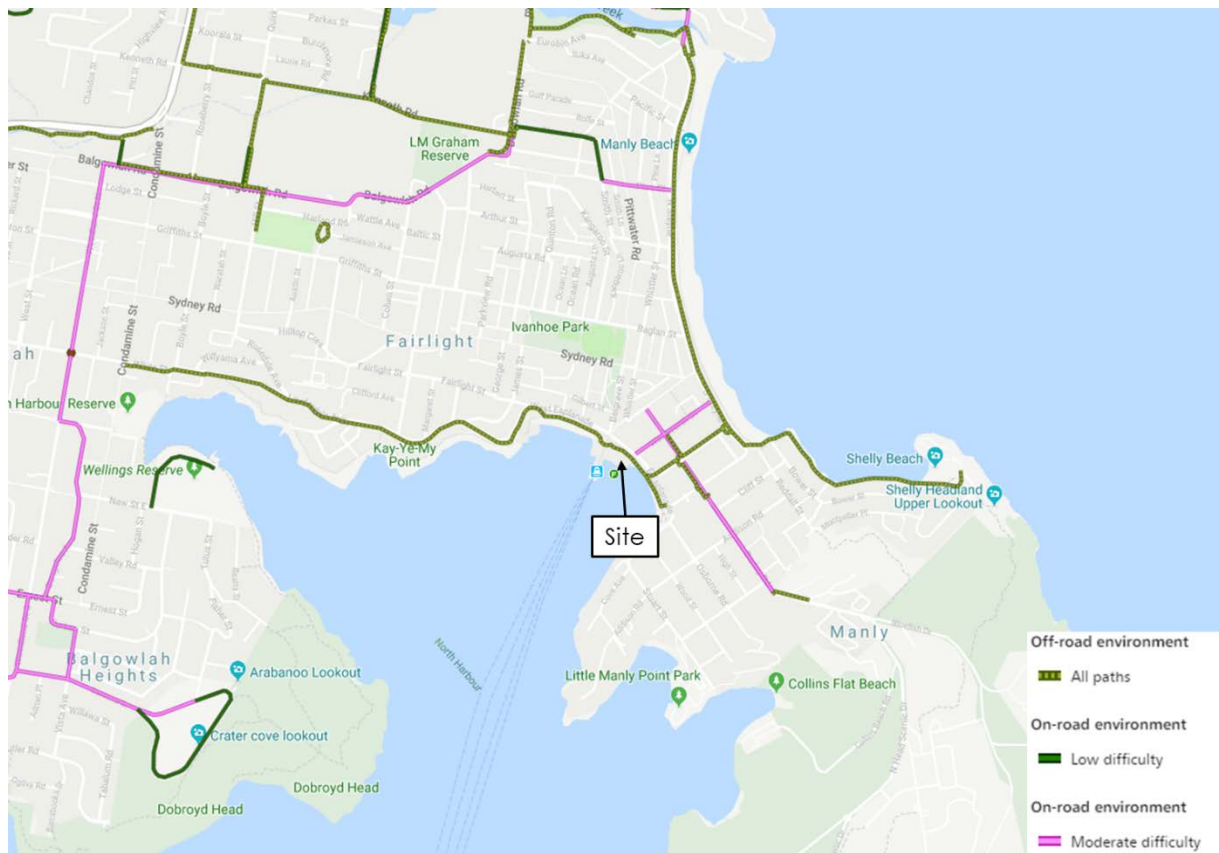
Source: www.transportnsw.info

2.6 Cycle Infrastructure

The site is well connected to the regional cycle network. An off-road cycle track runs adjacent to the site on the south side of East/West Esplanade and further off-road cycle routes are located adjacent to Manly Beach.

The regional cycle network is shown in Figure 2.5.

Figure 2.5: Regional Cycle Network



Source: www.rms.gov.au/maps/cycleway_finder

2.7 Pedestrian Infrastructure

There is a well-established pedestrian network surrounding the site, with the abutting roads all generally provided with paved pedestrian footpaths.

Further to this, the Esplanade/ Belgrave Street intersection is signalised and features a pedestrian priority crossing that connects the site to the wider Manly area.

2.8 Car Share

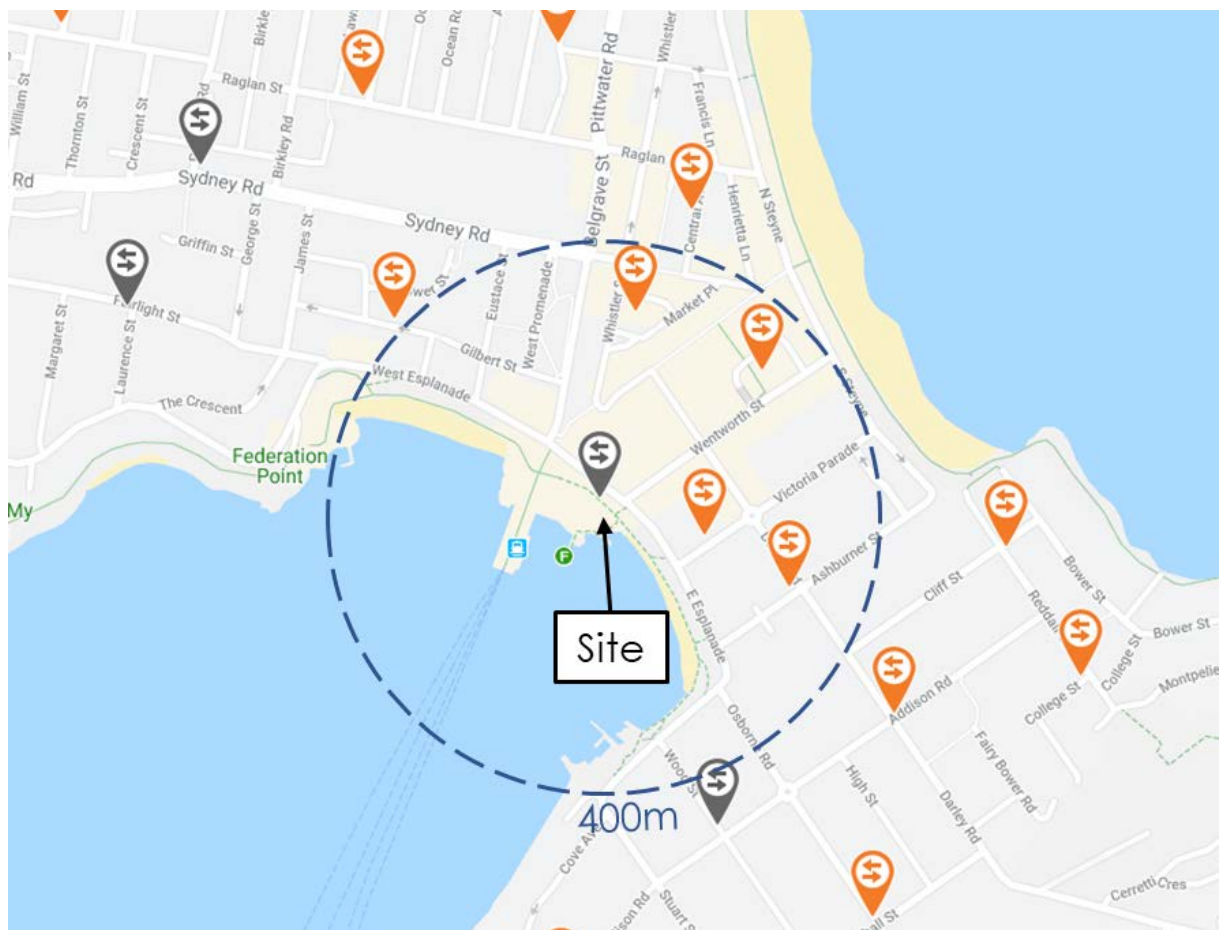
Car sharing is a flexible, cost-effective alternative to car ownership and is a convenient and reliable way for residents to use a car when they need one. GoGet and Flexicar are car share companies operating in Australia, with a number of vehicles positioned within the area.

Car share is a concept by which members join a car ownership club, choose a rate plan and pay an annual fee. The fees cover fuel, insurance, maintenance and cleaning. The vehicles are mostly sedans, but also include SUVs, station wagons and vans.

Each vehicle has a home location, referred to as a “pod”, either in a parking lot or on a street, typically in a densely populated urban neighbourhood. Members reserve a car by web, telephone and use a key card to access the vehicle.

The locations of GoGet car sharing pods in the vicinity of the site are shown in Figure 2.6.

Figure 2.6: GoGet Car Sharing Vehicles



Base Map Source: GoGet Australia, <https://www.goget.com.au/find-cars/>

2.9 Summary of Existing Conditions

Based on the above information, it is concluded that:

- Manly Wharf is well serviced by a range of public transport and active transport opportunities which provide realistic and practical alternatives to use of the private motor vehicle for travel to and from the site;
- On site parking at the Manly Wharf is limited and but adequately accommodates the existing parking demands with some spare capacity at peak periods;
- Within the Manly Town Centre and within close proximity to Manly Wharf there are 4 main public car parking facilities. These car parks currently operate with spare capacity, particularly at the periods when peak demand for restaurants uses is likely to occur (i.e. evening and weekends).

3 Proposed Development

The proposed development seeks to expand the existing El Camino and Manly Sake restaurants located within Manly Wharf in the form of outdoor terrace rooftop spaces for each restaurant space.

A summary of the proposed increases in seating and serviceable area for each restaurant is provided in Table 3.1.

Table 3.1: Proposed Development Schedule

Restaurant	Additional Seating	Additional Serviceable Area
El Camino	193 seats	492.5m ²
Manly Sake	164 seats	492.5m ²
Total	357	985m²

The proposed development does not include any provision of additional on site car parking nor does it seek to modify the existing vehicle access arrangements or operating conditions of the on site car park.

It is proposed that a financial contribution (levy) in lieu of on site parking provision will be provided to Council in line with the Northern Beaches Section 7.12 Contributions Plan.

4 Parking Assessment

4.1 Existing Approval

The existing development on the Manly Wharf site was approved (in part) in 2013 via a L&E Court appeal (10864 of 2012).

With regard to car parking Senior Commissioner Moore SC provided the following judgements:

54. *"..... in my view, consistent with the evidence given by Mr Marshall, the council's traffic expert, was that if there was to be a limitation on the area of development of that general nature, the parking requirements were satisfactory subject to the resolution of contributions matters that arise out of the Manly Council's provisions in that regard."*
55. *"... ..I am satisfied that the appropriate guidance to be received for the purposes of parking rates would be those that have recently come into effect in the Manly Development Control Plan for the business zone. I am unable to, and indeed have no desire to, commit mathematical errors by attempting to assess the serviced area within the lines that I have delineated - merely to indicate that, in whatever plans might arise as a result of this decision, there should be a capability to assess what is the serviced area for the purposes of applying a rate of one parking space per forty square metres of service area for guidance to the parties in resolving any outstanding matters of that nature".*

In essence, the items of the judgement set out above, state that the parking as currently provided on site at Manly Wharf is satisfactory for the existing approved land uses.

On this basis it is noted that any additional development at Manly Wharf would need to be accommodated by additional parking and that the appropriate rate for parking is as per the Manly DCP 2013 for the business zone.

4.2 Manly DCP 2013 - Parking Requirements

In response to Section 4.1 above, the car parking requirements for the proposed development have been sourced from the Manly DCP 2013.

A summary of the application of the Manly DCP 2013 to the proposed development is provided in Table 4.1.

Table 4.1: Proposed Development Parking Requirement (Manly DCP 2013)

DCP Parking Rate	Development Size	Parking Requirement
1 space per 40m ² of serviceable area	985m ² (serviceable area)	25 spaces

Table 4.1 indicates that the proposed development is required to provide 25 car parking spaces.

4.3 Northern Beaches Section 7.12 Contributions Plan 2019

With the amalgamation of the three former councils to establish the Northern Beaches Council, the has been prepared and repeals three previous contributions plans into a single fixed rate levy (or Section 7.12 levy).

As stated in the Northern Beaches Section 7.12 Contributions Plan 2019, a single consolidated fixed rate levy allows a greater percentage of the costs associated with administering the plans to be allocated to local infrastructure. The proposed development at Manly Wharf will be subject to a financial contribution under the Northern Beaches Section 7.12 Contributions Plan 2019.

4.4 Accommodating Proposed Development Car Parking Demands

As set out in Section 2 of this report, the surveys of the public car parking stations within close proximity of the site have indicated that there is more than enough spare capacity to accommodate the additional 25 parking spaces required to accommodate the proposed extensions to the Manly Sake and El Camino restaurants.

Moreover, the 2019 surveys of public car parking have indicated that peak demand for the public car parks (i.e. weekdays) occurs at different times to the peak demands associated with the proposed restaurants (evening and weekends).

This assessment is displayed graphically in Figure 4.1.

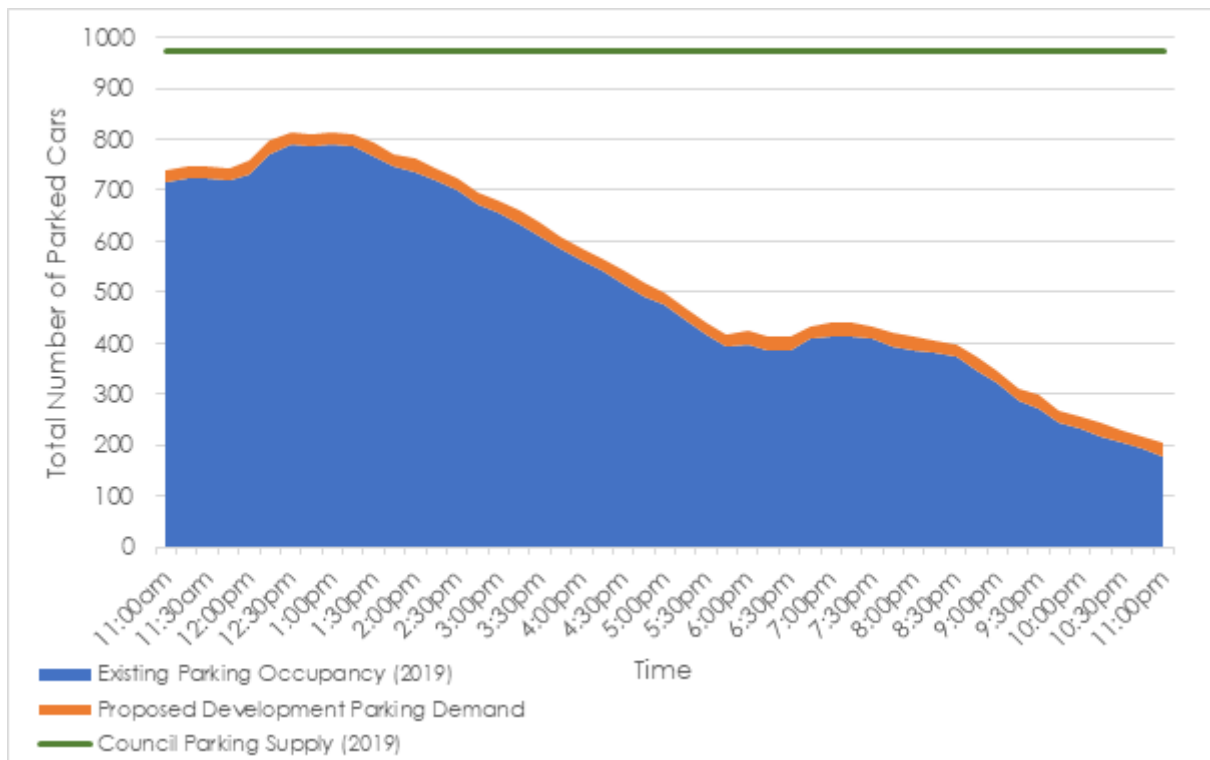
Figure 4.1: Peak Parking Assessment



The above indicates that the surrounding Council car parks would be expected to have sufficient capacity to accommodate the proposed development during every surveyed peak period.

Similarly Figure 4.2 indicates that based on a worst-case scenario whereby the required development parking demand (25 spaces) was to occur throughout the peak 12-hour period, the combined parking occupancy (i.e. proposed development parking demand added to the existing parking occupancy) would not be expected to exceed car parking supply.

Figure 4.2: Friday 12-Hour Parking Assessment



5 Conclusions

This report has considered the parking implications of the proposed expansion of the existing Manly Sake and El Camino restaurants at Manly Wharf.

The development proposal seeks to provide an additional 985m² serviceable area (or 357 seats) of restaurant space. No additional on site car parking is proposed within the existing Manly Wharf car park.

As per the Manly DCP 2013, there is a requirement for the proposed development to provide 25 car parking spaces. It is proposed that a financial contribution (Section 7.12 levy) would be provided by the applicant in lieu of providing on site parking.

Notwithstanding the above, an assessment of nearby publicly accessible parking stations has indicated that there is sufficient capacity within these parking stations to accommodate the demand associated with 25 parking spaces for the proposed development.

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au