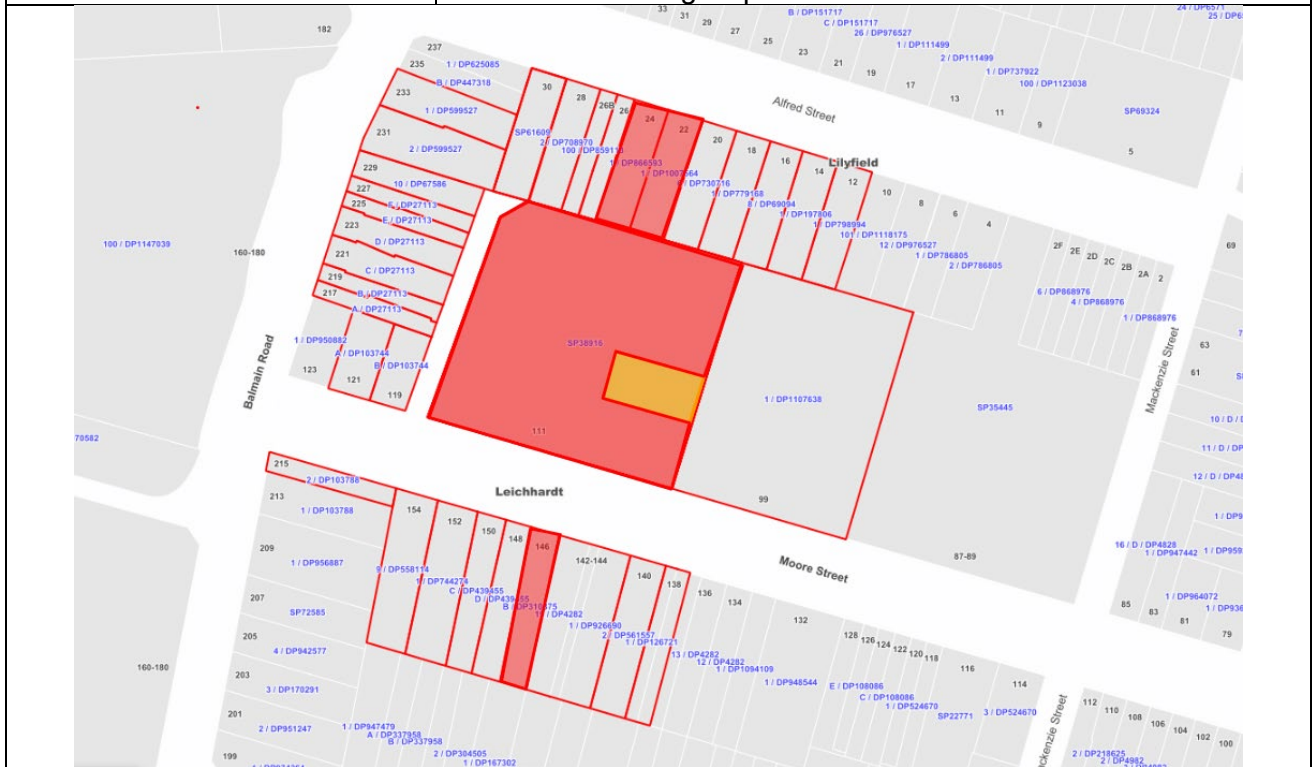


INNER WEST

DEVELOPMENT ASSESSMENT REPORT

Application No.	DA/2020/0326
Address	111 Moore Street LEICHHARDT NSW 2040
Proposal	Change of use of existing industrial warehouse and office to a fitness studio and office for Lot 8 Only.
Date of Lodgement	4 May 2020
Applicant	Dhome Construction
Owner	The Owners of Strata Plan No 38916
Number of Submissions	28 submissions (14 objections and 14 in support)
Value of works	Nil
Reason for determination at Planning Panel	Number of submissions exceeds officer delegations
Main Issues	Insufficient car parking
Recommendation	Refusal
Attachment A	Reasons for refusal
Attachment B	Plans of proposed development
Attachment C	Plan of Management
Attachment D	Traffic and Parking Report



LOCALITY MAP

Subject Site		Objectors		↑ N
Notified Area		Supporters		

Note: Due to scale of map, not all supporters/objectors could be shown.

1. Executive Summary

This report is an assessment of the application submitted to Council for change of use of existing industrial warehouse and office to a fitness studio and office for Lot 8 only at 111 Moore Street, Leichhardt.

The application was notified to surrounding properties and 25 submissions were received in response to the initial notification.

The main issues that have arisen from the application include:

- Insufficient car parking
- The suitability of the site to accommodate the proposal
- The public interest

The outstanding non-compliances are not acceptable and therefore the application is recommended for refusal.

2. Proposal

The application seeks development consent for the change of use of an existing industrial unit and office into a fitness studio with office and associated signage. Details of the proposal are as follows:

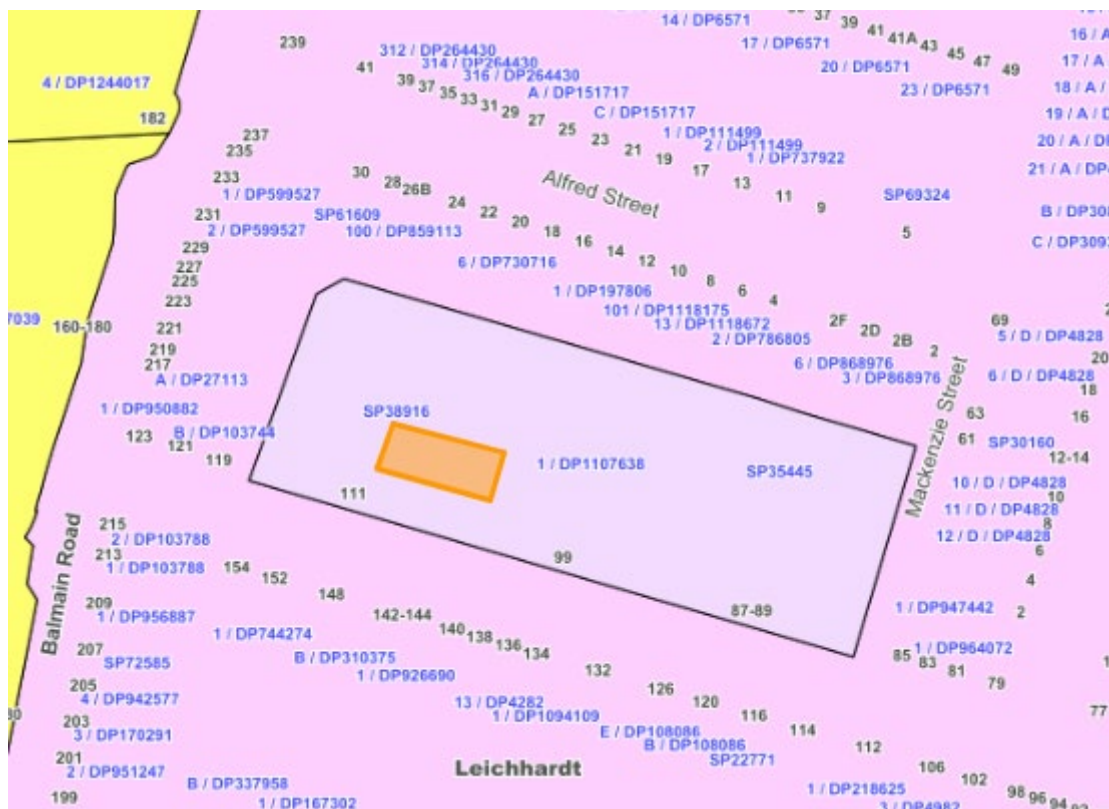
- Fit out of the ground floor of the unit to include a reception area, changeroom, storage room, single toilet and an open work out area. The first floor area is to be utilised as an office and storage area with kitchen and bathroom facilities for staff use.
- The fitness studio seeks to run small group training classes with approximately 10-14 members permitted per class at each time exclusively. Although the fitness studio will remain open during the course of the day the applicant has advised that members will not be permitted to enter the premises outside of the designated group training classes.
- Each group training class will be 45 mins in duration. The proposed class timetable is as follows:
 - Monday – Thursday: 5:15am; 6:15am; 7:15am; 9:45am; 12:00pm; 5:30pm; and 6:30pm.
 - Friday: 5:15am; 6:15am; 7:15am; and 9:45am
 - Saturday: 7:00am; 8:00am; and 9:00am
- The hours of operation are as follows:
 - Monday – Thursday: 5:15am to 7.30pm
 - Friday: 5.15am – 11.30am
 - Saturday: 7.00am to 11.00am
 - Sundays and public holidays: closed
- The maximum number of staff on site will be up to four persons. One full time manager will be on site at all times with two to three trainers in each class.

3. Site Description

The subject site is located on the northern side of Moore Street, between Balmain Road and MacKenzie Street. The site is a single allotment located within a 10 lot industrial unit complex. Each unit within the complex has dedicated parking within the basement carpark with a loading dock bay/area located at street level. Three car parking spaces are allocated within the basement to the subject unit. The ground floor of the premises is approximately 260sqm with a mezzanine area measuring 257sqm, with a total floor area measuring approximately 417sqm. The subject site is legally known as Lot 8 in SP38916 and is known as 8/111 Moore Street Leichhardt.

The entrance to the industrial complex is off Moore Street, the subject unit itself is located on the northern side of the complex and is the second unit from the street frontage.

The subject site is located within a small cluster of light industrial uses that are located on the northern side of Moore Street within a predominately low density area. Sydney Secondary College and the Leichhardt Bus Depot are located in close proximity to the subject site on the western side of Balmain Road.



Zoning Map, subject site shaded in orange

4. Background

4(a) Site history

There are no recent development applications for the remaining units within the light industrial complex.

4(b) Application history

The following table outlines the relevant history of the subject application.

Date	Discussion / Letter / Additional Information
2/06/2020	A copy of the submissions received (seven to date) emailed to the applicant. It was requested that the applicant clarify the hours of operation proposed and details of the proposed signage.
19/06/2020	Acoustic report and traffic parking impact assessment received by Council from the applicant/occupier
29/06/2020	A copy of the submissions received (16) emailed to the applicant and occupier. Council clarified that out of the total received, 12 were received against the proposal during the notification period (which concluded on 28/05/2020). The remaining four were registered after the notification period, two against the proposal (29/05/2020 and

	18/06/2020) and two in support of the proposal (25/06/2020 and 26/06/2020).
3/07/2020	<p>A request for additional information sent to the applicant, the following information was requested:</p> <ul style="list-style-type: none"> • A revised Statement of Environmental Effects detailing the proposed hours and general operation of the gym (ie whether there are classes and/or unsupervised training). • A detailed Plan of Management, specifically detailing the maximum staff on site, number of classes, length of each class and the maximum number of persons permitted per class or within the gym generally and a complaint protocol/register. • A revised site plan clearly showing the location of the premises within the industrial complex. • Detailed floor plans showing all floorspace within the unit. The submitted floor plan provided was limited and did not illustrate what type and where the different equipment areas would be. The provision of male, female and disabled change rooms and bathrooms were also required to be nominated. • A copy of the strata plan clearly showing the strata plan allocation of car parking for the premises, and the visitor spaces as there appeared to be fewer visitor spaces on site than the Statement of Environmental Effects and submitted parking study indicated exist. • Clarification as to whether the truck loading bay outside the premises is located on common property or is owned by the subject unit, and whether any restriction applies to that space in terms of how it can be used. Correspondence from the Strata Manager addressing these matters or alternatively Strata Seal granting owners consent for the use or adaption of this area was required. • A revised traffic and parking study to detail the existing uses/occupants within the complex and the demand generated for these existing units. The study to identify on what dates and at what times the initial parking count was carried out. <p>The applicant was advised that Council's Development Engineers did not support the proposal due to the lack of car parking facilities. It was also advised that the application would have to be determined by the IWPP as the number of submissions received exceeds Council's delegations.</p>
18/07/2020	A revised SEE, plans, POM, option for accessibility plan, traffic report and letters in support received by Council from the applicant. The email correspondence received noted that the premises did not cater to persons with a disability and therefore requested an exemption.

5. Assessment

The following is a summary of the assessment of the application in accordance with Section 4.15 of the *Environmental Planning and Assessment Act 1979*.

5(a) Environmental Planning Instruments

The application has been assessed against the relevant Environmental Planning Instruments listed below:

- *State Environmental Planning Policy No. 64 – Advertising and Signage*

5(a)(i) **State Environmental Planning Policy No. 64 - Advertising and Signage (SEPP 64)**

The following is an assessment of the proposed development under the relevant controls contained in *SEPP 64*.

SEPP 64 specifies aims, objectives, and assessment criteria for signage as addressed below. Schedule 1 of *SEPP 64* specifies assessment criteria for signage relating to character of the area, special areas, views and vistas, streetscape, setting or landscaping, site and building, illumination and safety. The proposed signage is considered satisfactory having regard to the assessment criteria contained in Schedule 1 of *SEPP 64*.

Signs and Advertising Structures

The application seeks consent for the erection of the following signage:

- Semi-transparent vinyl and frosting across the front glazing and main entry

The proposed signage is considered satisfactory having regard to the assessment criteria contained in Schedule 1 of *SEPP 64*.

5(a)(ii) **Leichhardt Local Environment Plan 2013 (LLEP 2013)**

The application was assessed against the following relevant clauses of the *Leichhardt Local Environmental Plan 2013*:

- Clause 1.2 – Aims of the Plan
- Clause 2.3 – Zone objectives and Land Use Table
- Clause 4.4 – Floor Space Ratio
- Clause 4.5 – Calculation of floor space ratio and site area
- Clause 6.3 – Flood Planning
- Clause 6.9 – Business and officer premises in Zone IN2

(i) Clause 2.3 - Land Use Table and Zone Objectives

The site is zoned IN2 – Light industrial under the LLEP 2013. The LLEP 2013 defines the development as a recreation facility (indoor) is permissible with consent.:

“Recreation facility (indoor) means a building or place used predominantly for indoor recreation, whether or not operated for the purposes of gain, including a squash court, indoor swimming pool, gymnasium, table tennis centre, health studio, bowling alley, ice rink or any other building or place of a like character used for indoor recreation, but does not include an entertainment facility, a recreation facility (major) or a registered club.”

The development is permitted with consent within the land use table. The development for the change of use of an existing industrial unit and office into a fitness studio with office and associated signage is not consistent with the objectives of the IN2 – Light industrial Zone. Specifically the proposal is not consistent with the following objectives:

- To provide a wide range of light industrial, warehouse and related land uses.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.
- To retain existing employment uses and foster a range of new industrial uses to meet the needs of the community.

Comment: Although an indoor recreational facility is permissible within in zone, the objectives of the zone seek to promote and preserve light industrial uses – something which the proposal is not achieving.

Critically, the proposed use results in a shortfall of car parking that will have an adverse impact on the surrounding local street network where on street car parking is already at a premium. An alternative permissible use within the light industrial zone which generates a lower parking demand, commensurate with the designated parking for this unit, would have a lesser impact.

(ii) Clause 4.4 – Floor Space Ratio

The proposed development is for a fit out of the existing premises, no additional floor area is proposed.

(iii) Clause 6.9 - Business and office premises in Zone IN2

Recreational facility (indoor) is permissible within the IN2 – Light Industrial Zone. However, given the concerns raised on this report, including with respect to non-compliance with the car parking provisions, the subject application is not supported.

5(b) Draft Environmental Planning Instruments

5(b)(i) Draft Inner West Local Environmental Plan 2020 (Draft IWLEP 2020)

The Draft IWLEP 2020 was placed on public exhibition commencing on 16 March 2020 and accordingly is a matter for consideration in the assessment of the application under *Section 4.15(1)(a)(ii) of the Environmental Planning and Assessment Act 1979*. At the 9 June 2020 Council Meeting, Council resolved to defer consideration of the draft Inner West LEP 2020 until the 23 June 2020.

The amended provisions contained in the Draft IWLEP 2020 are not relevant to the assessment of the application. Accordingly, the development is considered acceptable having regard to the provisions of the Draft IWLEP 2020.

5(c) Development Control Plans

The application has been assessed and the following provides a summary of the relevant provisions of Leichhardt Development Control Plan 2013

LDCP2013	Compliance
Part A: Introductions	
Section 3 – Notification of Applications	Yes
Part B: Connections	N/A

Part C	
C1.0 General Provisions	No – see discussion
C1.1 Site and Context Analysis	No – see discussion
C1.2 Demolition	N/A
C1.3 Alterations and additions	N/A
C1.4 Heritage Conservation Areas and Heritage Items	N/A
C1.5 Corner Sites	N/A
C1.6 Subdivision	N/A
C1.7 Site Facilities	Yes
C1.8 Contamination	N/A
C1.9 Safety by Design	Yes
C1.10 Equity of Access and Mobility	Yes
C1.11 Parking	No – see discussion
C1.12 Landscaping	N/A
C1.13 Open Space Design Within the Public Domain	N/A
C1.14 Tree Management	N/A
C1.15 Signs and Outdoor Advertising	Yes
C1.16 Structures in or over the Public Domain: Balconies, Verandahs and Awnings	N/A
C1.17 Minor Architectural Details	N/A
C1.18 Laneways	N/A
C1.19 Rock Faces, Rocky Outcrops, Cliff Faces, Steep Slopes and Rock Walls	N/A
C1.20 Foreshore Land	N/A
C1.21 Green Roofs and Green Living Walls	N/A
Part C: Place – Section 2 Urban Character	
C2.2.3.3 Piperston Distinctive Neighbourhood	No – see discussion
Part C: Place – Section 3 – Residential Provisions	N/A
Part C: Place – Section 4 – Non-Residential Provisions	
C4.1 Objectives for Non-Residential Zones	No – see discussion
C4.2 Site Layout and Building Design	N/A
C4.3 Ecologically Sustainable Development	N/A
C4.4 Elevation and Materials	N/A
C4.5 Interface Amenity	No – see discussion
C4.6 Shopfronts	N/A
C4.7 Bulky Goods Premises	N/A
C4.8 Child Care Centres	N/A
C4.9 Home Based Business	N/A
C4.10 Industrial Development	N/A
C4.11 Licensed Premises and Small Bars	N/A
C4.12 B7 Business Park Zone	N/A
C4.13 Markets	N/A
C4.14 Medical Centres	N/A
C4.15 Mixed Use	N/A
C4.16 Recreational Facility	No – see discussion
C4.17 Sex Services Premises	N/A
C4.18 Vehicle Sales or Hire Premises And Service Stations	N/A
C4.19 Vehicle Repair Station	N/A
C4.20 Outdoor Dining Areas	N/A
C4.21 Creative Industries	N/A

Part D: Energy	
Section 1 – Energy Management	Yes
Section 2 – Resource Recovery and Waste Management	
D2.1 General Requirements	Yes
D2.2 Demolition and Construction of All Development	N/A
D2.3 Residential Development	N/A
D2.4 Non-Residential Development	Yes
D2.5 Mixed Use Development	N/A
Part E: Water	N/A
Part F: Food	N/A
Part G: Site Specific Controls	N/A

The following provides discussion of the relevant issues:

C1.0 General Provisions

Given the insufficient car parking provided on site (see discussion below) and potential adverse amenity impacts to the neighbouring residential properties and commercial businesses, the proposal has not demonstrated compliance with the objective of the following subclauses.

- Subclause O3 (*O3 Adaptable: places and spaces support the intended use by being safe, comfortable, aesthetically appealing, economically viable and environmentally sustainable and have the capacity to accommodate altered needs over time*), as it does not have the capacity envisaged in terms of parking allowance

C1.11 Parking

The strata plan provided with the application illustrates that there are three car spaces allocated to the subject unit, with one loading dock bay/area located directly outside the unit at street level. The documentation provided with the application states that there is ample visitor parking available at street level however site inspections on a number of occasions revealed that this visitor parking is predominately fully occupied.

In accordance with Table C4 at C1.11.1 of the LDCP 2013, premises are to have a minimum of 1 space per 100m² and a maximum of 1 space per 60m², whilst the RMS Guide to Traffic Generating Development stipulates that, for gymnasiums in metropolitan and regional centres 4.5 spaces are required per 100sqm or a lower rate of 3 spaces per 100sqm can be applied (all area calculations are based off GFA). Given that *recreational (indoor) facilities* are not a defined use within the table, the RMS provisions are considered to be a more accurate reflection of likely parking demand applicable to the subject application.

According to the plans provided with the subject application, the proposal will have a total GFA of approximately 417sqm, this comprises of the ground (260sqm) and first floor (257sqm) areas. As such, the subject proposal will require between 13 and 19 spaces based on the 4.5 spaces and 3 spaces per 100sqm respectively. It should be noted that all areas of the premises are included as part of the calculations, this includes the significant mezzanine storage area.

Council's Development Engineer has reviewed the application and all associated documentation. The applicant's submission includes the assumption that the loading dock/bay area directly in front of the roller door could be used as two car parking spaces given that it is 4.7m width. Council's Engineer advises this area cannot be utilised for two car parking spaces as the width is below the 5.4m requirement for as per AS2890.1:2004, in addition the extra

width is required to access the adjacent pedestrian door. With the inclusion of the loading bay considered as a single car space, the proposal will result in a shortfall of 9-15 car spaces.

A previously stated, to address the shortfall of 9-15 parking spaces the applicant seeks to rely on a combination of the seven communal visitor spaces and on-street parking within the local street network. The car parking study included within the traffic assessment report assesses the availability of the visitor parking with the site and on Moore Street however the following concerns are raised:

- The range of survey times do not reflect the full operating hours of proposed development and is not based on a mid-week weekday which may better represent typical weekday on-street parking arrangements.
- The survey does not include survey of the occupancy of the 7 x visitor parking spaces within the site for the full operating hours of proposed development.
- It is unreasonable for the development to fully rely on the 7 x visitor parking spaces as these are for the benefit of all units within the site both now and into the future.
- The survey appears to overstate the number of on-street spaces parking available by at least four spaces, an assessment by Council suggests that area M1 (between Balmain Road and the subject site driveway) can accommodate five spaces; area M3 (between the subject site driveway and Mackenzie Street) can accommodate 17 spaces; and area M4 (the southern side of Moore Street between Mackenzie Street and opposite the subject site driveway) can accommodate 18 spaces. (Noting on-street parking is as per AS2890.5:1993 and NSW road rules for parking near an intersection).
- The reliance on on-street parking capacity to accommodate parking demand generated by the site would set an undesirable precedent, particularly in this area of Moore Street that as high on-street parking demand.
- The study shows Moore Street is an area with high on-street parking demand and at times on-street parking is fully occupied and in cases over occupied indicating vehicles may be parking illegally due to lack of parking availability, therefore the parking survey demonstrates there is little to no capacity for on-street parking to accommodate parking demand generated by the site.

Although the objectives of the LLDCP 2013 seek to reduce car dependency, the proposal is still required to in accordance with O3 to set and provide acceptable levels of on-site vehicle and bicycle parking spaces as such the proposal has not demonstrated compliance with the following objectives, being:

- *O7: To provide parking that can meet the needs of building or facility users for all modes of transport; and*
- *O8: The impact of car parking areas on the urban fabric of the neighbourhood should be minimised.*

As per the provisions of C14, if a proposal is not defined with Table C4 of C1.11.1, a merit assessment against the following guidelines is required. According to the revised SEE and POM provided with the application, it is anticipated that the proposal will yield a maximum of 18 persons on site during classes, this being up to 10-14 patrons, 2-3 trainers and 1 permanent manager member on site. With classes to be run between 5.15am and 7.30pm (Monday to Thursday), between 5.15am and 11.30am on Friday, 5.15am to 11.00am on Saturdays and no classes on Sundays/public holidays.

Given that there is limited on-site car parking provisions for the subject proposal, this subsequently exacerbates the demand for on street car parking in an area where car parking is at a premium – which has been identified in the submissions received. The subject site is not suitable for the proposed use as such the proposal is not supported.

C2.2.3.3 Piperston Distinctive Neighbourhood

There are no specific controls applicable to the small light industrial area in which the subject site is located. The controls applicable to the Piperston Distinctive Neighbourhood seek to

maintain the integrity of the area by protecting the amenity of the surrounding residential dwellings. The proposal does not entail physical works which will impact upon the character of the area, however, arguably due to the car parking shortfall the proposal will have an adverse impact on the amenity of the surrounding low density residential area.

C4.5 Interface Amenity

An acoustic assessment was provided with the application to assess the impacts of the operational noise impacts of the proposal to the adjoining uses within the industrial complex. The application was reviewed by Council Environmental Health Officer, no objections were raised subject to recommended standard conditions on any consent issued.

C4.16 Recreational Facility

The proposed development is inconsistent with the provisions applicable to recreational facilities, specifically Objective O1(a), C1, C2 and C3, which seeks to ensure that development does not adversely impacts the amenity of the neighbourhood including by way of car parking and suitability within the surrounding context.

5(e) The Likely Impacts

The assessment of the Development Application demonstrates that the proposal will have an adverse impact on the locality. The proposed use results in a shortfall of car parking that will have an adverse impact on the surrounding local street network where on street car parking is already at a premium.

5(f) The suitability of the site for the development

It is considered that the proposal will have an adverse impact on the adjoining properties and therefore it is considered that the site is unsuitable to accommodate the proposed development. It should be noted that an alternative use permissible within the light industrial zone which generates less of a car parking demand than the current proposal would have more acceptable impacts in this regard. For instance, in accordance with the LDCP 2013 car parking provisions, an industrial use requires one space per 250sqm whilst a warehouse distribution centre requires one space per 300sqm, both of these permissible uses would generate less of a car parking demand than the current proposal.

5(g) Any submissions

The application was notified in accordance with LDCP2013 for a period of 14 days to surrounding properties 26 submissions were received in response to the initial notification, with 14 objections to the proposal and 12 submission in support of the proposal.

The following issues raised in submissions have been discussed in this report:

- Insufficient car parking facilities for staff and customers and associated traffic impacts; and
- Noise impacts from the use of equipment and any music to the adjoining residential area and businesses within the complex.

In addition to the above issues, the submissions raised the following concerns which are discussed under the respective headings below:

Issue: Pedestrian safety access within the industrial complex site

Comment: There is no change to the pedestrian access to the subject site.

Issue: Inaccuracies within the documentation provided (namely related to the location of the unit and the number of car parking spaces provided)

Comment: A revised set of plans and SEE has been clarifying the discrepancies in the documentation originally lodged with the application

Issue: Excessive operational hours, this being 24hrs/7 days a week

Comment: The revised documentation has clarified that the proposal is not 24hrs/7 days a week operation.

The submissions in support were received from a number of persons located within the Leichhardt suburb, and also within other inner west suburbs, for example Lewisham, Stanmore and Balmain/Rozelle. These submitters support the proposed business and have indicated they personally would access the premises via public transport, cycling or walking. Although those in support of the application seek to use public transport at the present, it is unlikely that these persons will remain as members lifetime of the gym. Furthermore, the proposed use of the premises as a gym will continue to have an adverse impact on car parking until a new application is sought for the subject site.

5(h) The Public Interest

The public interest is best served by the consistent application of the requirements of the relevant Environmental Planning Instruments, and by Council ensuring that any adverse effects on the surrounding area and the environment are appropriately managed.

The proposal is contrary to the public interest due to the adverse carparking impacts to the existing units within the industrial complex and local street network, and impacts on parking for nearby residential properties and other local businesses.

6 Referrals

6(a) Internal

The application was referred to the following internal sections/officers and issues raised in those referrals have been discussed in section 5 above.

- Development Engineering; and
- Environmental Health

7. Section 7.11 Contributions/7.12 Levy

Section 7.11 contributions/7.12 levies are not payable for the proposal.

8. Conclusion

The proposal does not comply with the aims, objectives and design parameters contained in Leichhardt Local Environmental Plan 2013 and Leichhardt Development Control Plan 2013.

The development would result in significant impacts on the amenity of the adjoining and nearby premises/properties. Namely the shortfall of car parking that will have an adverse impact on the adjoining businesses with the industrial complex and the surrounding local street network where on street car parking is already at a premium and consequently the application is not considered to be in the public interest.

Refusal of the application is therefore recommended.

9. Recommendation

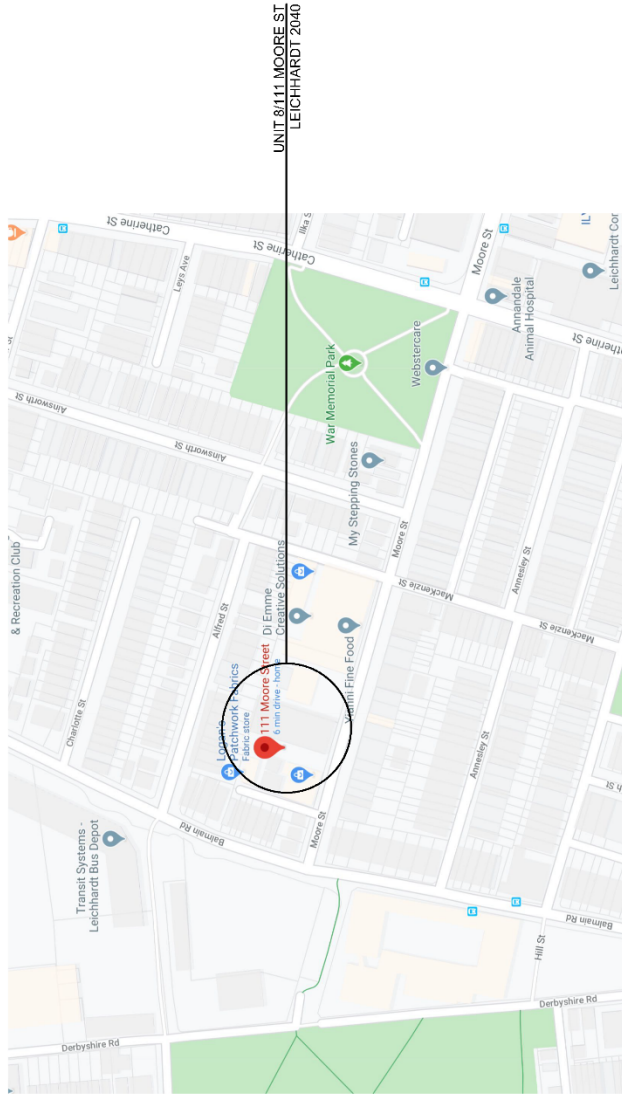
- A. That the Inner West Local Planning Panel exercising the functions of the Council as the consent authority, pursuant to s4.16 of the *Environmental Planning and Assessment Act 1979*, refuse Development Application No. DA/2020/0326 for Change of use of existing industrial warehouse and office to a fitness studio and office for Lot 8 Only at 111 Moore Street Leichhardt for the reasons detailed in Attachment A.

Attachment A – Reasons for refusal

REASONS FOR REFUSAL

1. The proposal does not satisfy the following Clauses of the Leichhardt Local Environmental Plan 2013 pursuant to Section 4.15(1)(a)(i) of the Environmental Planning and Assessment Act 1979:
 - i) Clause 1.2 – Aims of plan
2. The proposal is not considered suitable for the site pursuant to Section 4.15(1)(c) of the Environmental Planning and Assessment Act 1979
3. The proposal is not considered to be in the public interest pursuant to Section 4.15(1)(e) of the Environmental Planning and Assessment Act 1979.
4. The proposal does not satisfy the following Parts of the Leichhardt Development Control Plan 2013, pursuant to Section 4.15(1)(a)(iii) of the Environmental Planning and Assessment Act 1979:
 - i) Part C – Section 1 – C1.0 – General Provisions
 - ii) Part C – Section 1 – C1.11 – Parking
 - iii) Part C – Section 2 – C2.2.3.3 Piperston Distinctive Neighbourhood
 - iv) Part C – Section 4 – C4.5 Interface Amenity
 - v) Part C – Section 4 – C4.16 Recreational Facility

Attachment B – Plans of proposed development



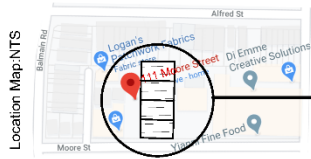
01 Location Plan
NTS

FOR COUNCIL

PURE CREATIVE
 LS/11117, Duncannon, 65 Surrey Hills, 2010
 m 0410 340 350 ehm 15 175 656 860
 purecreativegroup.com.au

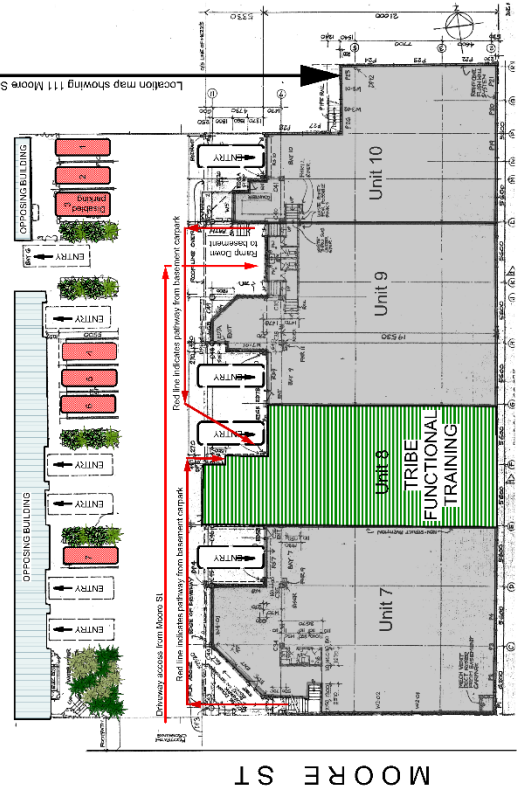
CLIENT PROJECT TRIBE FUNCTIONAL TRAINING LEICHHARDT UNIT 8/111 MOORE ST, LEICHHARDT 2040	TITLE LOCATION PLAN
JOB No: 2280720	DATE 16/07/20
DRAWN KSJ	SCALE 1:00
ISSUE	AMENDMENT
ISSUE	DATE

NOTE: All roads, walls and boundaries are preliminary and liable to change and are subject to further design, offset and construction line and advice.
 FOUND DIMENSIONS TO BE TAKEN IN PRECEDENCE TO SCALE.
 ALL DIMENSIONS ARE VEHICULAR UNLESS STATED OTHERWISE.
 THE DRAWING IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF PURE CREATIVE GROUP.
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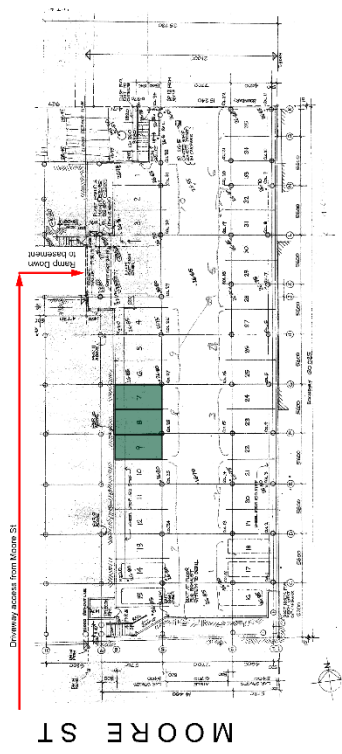


Location Map:NTS

SITE LEGEND	
	Visitor Car Parking (Off)
	Tribe Tenancy
	Building Opposite
	Tribe dedicated basement parking (Off)



01 Site Plan
NTS

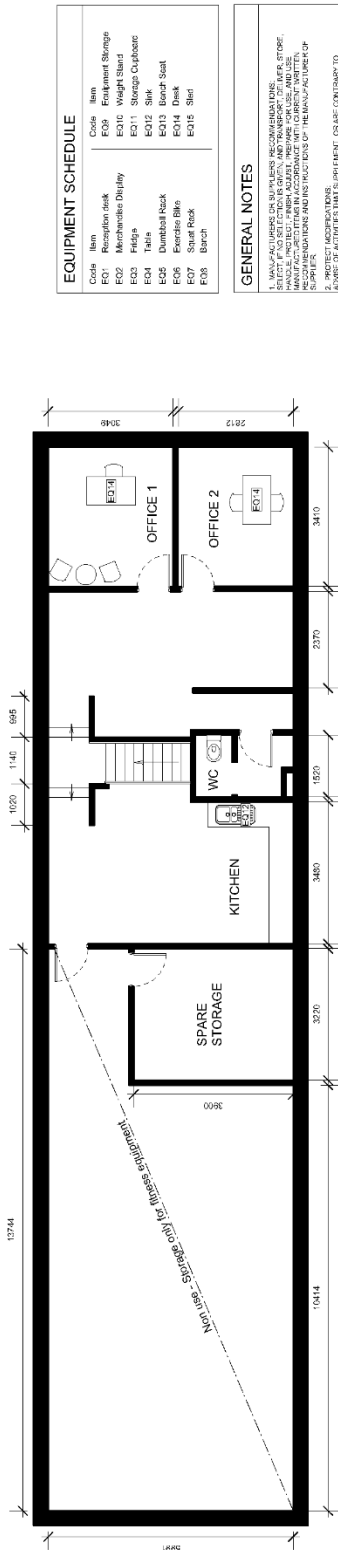


02 Basement Carpark Plan
NTS

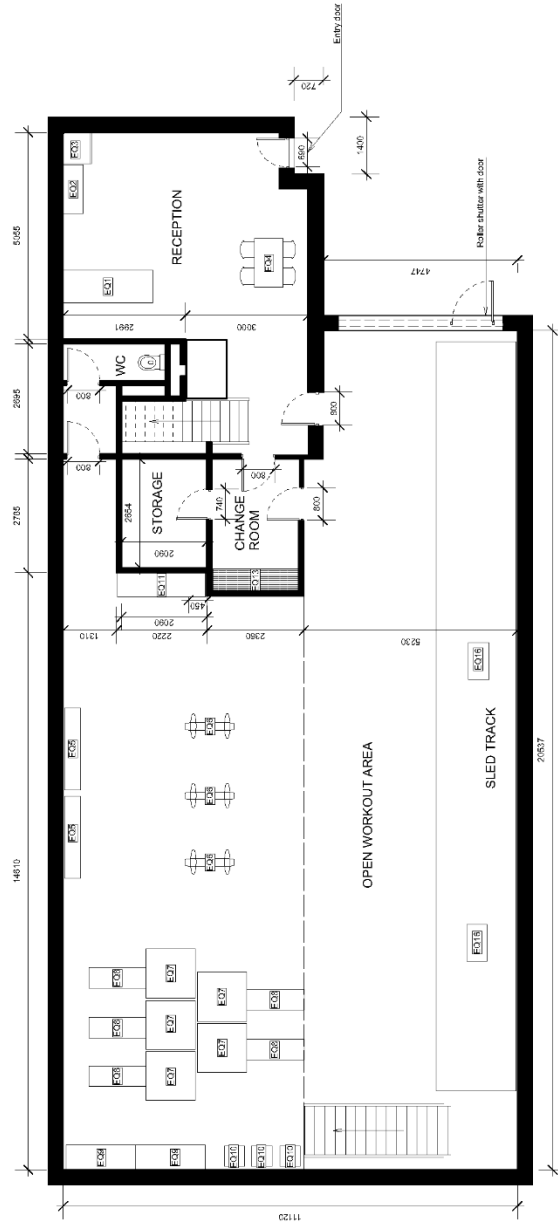
FOR COUNCIL

NOTE: All areas, words and calculations are preliminary and indicative only. ETC are subject to further survey, detailed design, CLM and consultant input and advice.	
CLIENT PROJECT TRIBE FUNCTIONAL TRAINING LEICHHARDT UNIT 8/111 MOORE ST, LEICHHARDT 2040	TITLE SITE PLAN
JOB No. 2280720	DATE 16/07/20
DRAWN KSJ	ISSUE A
DRAWING No. 1.01	SCALE NTS
ISSUE A	AMENDMENT A
DATE 17/07/20	REVISION A

PURE CREATIVE
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 purecreativegroup.com.au



02 First Floor
1:100@A3



01 Ground Floor
1:100@A3

EQUIPMENT SCHEDULE

Code	Item	Qty	Notes
E01	Reception desk	1	See Schedule
E02	Merchandise Display	1	See Schedule
E03	Fridge	1	See Schedule
E04	Traffic	1	See Schedule
E05	Dumbbell Rack	1	See Schedule
E06	Exercise Bike	1	See Schedule
E07	Squat Rack	1	See Schedule
E08	Bench	1	See Schedule
E09	Equipment Storage	1	See Schedule
E10	Weight Stand	1	See Schedule
E11	Storage Cupboard	1	See Schedule
E12	Sink	1	See Schedule
E13	Barnd Seat	1	See Schedule
E14	Desk	1	See Schedule
E15	Stair	1	See Schedule

GENERAL NOTES

1. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS AND CODES OF PRACTICE.
2. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS AND CODES OF PRACTICE.
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FOR COUNCIL

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PROPOSED LAYOUT

CLIENT PROJECT: **TRIBE FUNCTIONAL TRAINING LEICHHARDT UNIT 8/ 111 MOORE ST. LEICHHARDT 2040**

JOB No. **2280720** DATE **16/07/20** DRAWN **KSJ**

ISSUE AMENDMENT: **A** ADDED DIMENSIONS

SCALE: **1:100@A3** ISSUE: **A**

DRAWING No. **1.02**

TITLE: **PROPOSED LAYOUT**

DATE: **17/02/20**

NOTE: All areas, plans and calculations are preliminary and illustrative only and are subject to further survey, design, detail, client and consultant approval.

PROVIDING: ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO CONSTRUCTION.

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THIS DRAWING IS IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS.

Attachment C- Plan of Management

PLAN OF MANAGEMENT

Prepared for:
TRIBE FUNCTIONAL TRAINING LEICHHARDT

7 July 2020

Objectives

The Plan of Management has been prepared to accompany and assist the Development Application lodged with Inner West Council. The subject of the Development Application is to apply for fit out and use as a fitness studio and associated signage.

The report covers the following:

- hours of operation,
- traffic assessment, and
- recommendations on reducing noise in the area.

Currently the site is a vacant tenancy, in a Light Industrial IN2 land zoning.

The Development Application is for the fit out and use as a fitness studio and associated signage.

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Leichhardt

Introduction

A Tribe studio is designed to operate differently to a traditional gym whereby the premises are generally smaller in nature and offer premium services such as group fitness classes. The national franchised business was created based on years of research and is set to open further locations in the Australian market. The proposed fit out and use for the fitness studio will provide this specialised service to the residents in the Leichhardt area without having an adverse impact on the surrounding natural and built environment.

The fitness studio will mainly offer classes before and after traditional work hours. The studio will operate between the hours of 5:15am to 7:30pm, Monday to Thursday, 5:15am to 10:30am Friday and 7am-10am on Saturdays. The studio will not be open Sunday's. The studio will consist of 45 minute classes throughout the day with the training style being functional training and high intensity training. There is an intentional 15 minute gap for classes that are back to back to allow for egress of members.

The classes will be run with 1-2 group trainers with the expected patronage to be 14 during peak hours. In addition to the trainers, the workouts will be displayed on TV for the patrons to follow.

The target market for Tribe is predominately female based.

Hours of Operation

We are only open at the nominated class times, access is not available for members to come outside of class times as per the below:

Monday to Thursday – 5:15am, 6:15am, 7:15am, 9:45am, 12pm, 5:30pm, 6:30pm

Friday - 5:15am, 6:15am, 7:15am, 9:45am

Saturday – 7am, 8am, 9am

Sunday – CLOSED

Patronage Levels

The patronage of each scheduled class will not exceed more than 14 members as we are limited with equipment to this number. Each member will need to book into the class via mobile application and cannot access the premise outside of the class schedule. Nor can they access the studio if they have not booked into a class.

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Staffing

One full time manager and 2-3 group trainers on rotation. The maximum number of employees on site at any one time will be 2. The group trainers will be qualified with the following;

- First Aid and CPR
- Minimum Certificate III in Fitness
- Insurance

The trainers will be given ongoing support to further enhance the Tribe experience.

Security

The premise will be equipped with a CCTV system and will include 24 hour digital video recording, high resolution camera positioned by the entrance to the studio. Other cameras will also be installed throughout the studio to ensure that visual monitoring is maximised.

The training sessions are all supervised by the staff members for the duration the studio is opened.

Equipment Layout and Maintenance

The studio has no fixed gym equipment. All the equipment used in the premise will be comprised of free weights and other moveable equipment.

Equipment will include the following;

- Hex Rubber Coated Dumbbell (maximum weight of 20kgs)
- Adjustable benches
- Kettlebells
- Medicine Balls
- Soft Plyo Boxes
- Power Sled
- Exercise Wheel
- Training Sand Bag
- Aerobic Step
- Agility Ladder
- Exercise mats
- Air Bike
- Rip 60 TRX

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Gym equipment will be maintained in good working order and serviced on a regular basis. Should any equipment be identified as faulty, it will be removed from use or attached with a "Out of Order" tag. The premise and equipment will be inspected and cleaned on a regular basis. A register will be maintained which records the time and activities carried out during each cleaning session.

Signage will be placed throughout the studio indicating that members must use their own personal towels during their workout, or they can hire or purchase one from the studio.

CarParking

A Parking Demand Assessment by Motion Traffic Engineers Pty Ltd was conducted to assess the traffic impact of the proposed fitness studio on the surrounding environment and compliance with relevant clauses presented within the *Leichhardt Development Control Plan 2013* which does not provide car parking requirements for gymnasium, and thus the car parking requirements are taken from the *RTA Guide to Traffic Generating Developments 2002*, with the car parking rates as follows as it applies to the proposed gymnasium:

Gymnasiums (Metropolitan sub-regional centres)

- 4.5 car spaces per 100 m² of Gross Floor Area (GFA) minimum

Based on the above parking rate, the proposed gymnasium will require a minimum of 10 car spaces, of those car spaces, 3 allocated parking spaces are provided under the building, there are 7 visitor parking spaces on site, ground level.

It must be noted that the total max number of participants at any one time is 14 people. The above calculations are based on a conventional gym. Tribe Functional Training is not your conventional gym, offering small group training classes.

More car spaces, can be found on the nearby unrestricted on-street parking, including Moore Street. It should be noted the following:

- The parking rate given in the *RTA Guide to Traffic Generating Developments 2002* is for a conventional gymnasium.
- The training method used by *Tribe* relies exclusively on classes given by professional instructors. The classes are spread throughout the day and so does the parking demand.
- The nearby land uses are mostly residential. It is to be expected that most of the gymnasium members will live in the surrounding areas and thus, some will be likely to travel to the site by walking or running.
- There are at least 5 vacant car spaces on the Saturday morning and 4 car spaces on the weekday evening on Moore Street.
- There are 7 available car spaces for visitors of 111 Moore Street. The tenants are mostly commercial/industrial developments that operate during business hours (9:30 to 5:30) on the weekdays and do not

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coincide with the peak parking demand on the gymnasium (weekdays after 5:30pm and Saturday mornings)

- Additional parking spaces are available on nearby residential roads
- 35 parking spaces are provided under the building at 111 Moore Street, Leichhardt.
- 70% of members who have signed up to our pre-sale campaign have advised they would walk or run to the studio.

Adequacy of car parking provision

The proposed development provides some on-site car parking and the remaining of the parking demand will be met by a combination of the on-site visitor car spaces and the nearby road network. Overall, the site complies with the RTA *Guide to Traffic Generating Developments 2002* parking requirements.

The daily traffic generated by this development Add results is 38 trips/day, equating to 9 extra vehicles in one afternoon peak hour. This is rather insignificant and would have a less than minor effect on the daily traffic already present on the main road of the studio and nearby roads.

There will be a large focus on targeting members within the local community, no more than 2km from our studio location which will alleviate the requirement for the car spaces. Of the 49 members who have registered to join our studio, 70% of these members have advised they are within walking distance and for that very reason, decided to join. Members will be encouraged to utilise the public transport in the area which is serviced well.

The Lilyfield Light Rail is 850 metres away and the nearest bus stop 350 metres away serviced by the route 470.

Deliveries & Waste Management

During the fitout, the owner/operator will take all reasonable measure to ensure that deliveries to and from the premises are made between 8:00am and 5:30pm weekdays.

Ongoing wastage, will not generate significant waste beyond the existing standard garbage and recycling bin receptacles as the proposed use only generates minimal waste. Nevertheless, bins will be provided throughout the facility.

Amenity of Neighbourhood

At all times the studio will be operated in a manner that is considerate to the amenity of its neighbours and staff will take all reasonable measures to ensure that adverse impacts to the surrounding areas do not occur.

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During member orientations, patrons will be advised of the 'respectfulness' clause in the contract. They cannot become a member until the contract is signed. The clause will outline the following;

- Members are to remain respectful when entering and leaving the studio, especially during the early hours
- Education on the appropriate use of each piece of equipment within the studio. This includes the way the equipment is used in a controlled manner to maintain a quiet environment.
- Introduction to the security systems and advised the studio is continuously monitored.
- Parking overview if the member drives to the studio and advising of penalties if they park within a "No Standing" space.
- Full overview of the gym rules and penalties associated for not adhering to them.

Noise

Acoustic Directions was hired to provide a Noise Impact Assessment in support for the Development Application. The following is the recommendations provided to ensure noise emissions do not exceed the noise criteria (ambient noise not exceeding 67DbA) and minimise the disturbance to the residents;

RECOMMENDATIONS

A. Signage & Transparency

- a) Prominent signs shall be placed within the free weights areas of the gym to instruct patrons to gently place weights on the floor or to release all weights exceeding 20 kg at knee height in order to minimise noise disturbance to adjoining commercial neighbours.
- b) The signs shall be located in each weight area and shall be easy to read from all patron areas.
- c) Staff should regularly inform patrons of these conditions and restrict use of these weights to anyone not following the regulations.

B. Loudspeakers

- a) Loudspeakers installed within the gym shall be mounted on internal walls. Alternatively, speakers should be suspended at least 3 metres from the ceiling and at least 5 m away from the roller shutter door. Speakers must be aimed downward towards the floor and patron area, and aimed away from the walls and roller shutter door.
- b) Loudspeakers shall provide music at no louder than 67 dBA when measured as a spatial average LAeq level.

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- c) Class instructors can wear lapel microphones to relay instructions to the class as long as it remains below the overall 67DbA with music.
- d) To ensure noise amenity in the commercial area and ensure that noise emissions from the gym do not negatively affect the sonic landscape of the area, we recommend that noise levels do not exceed 67DbA

C. Mechanical Services

- a) There will be no new mechanical services or exhausts installed.

D. General

- a) To minimise noise emissions when music and/or amplified speech is being presented, we recommend that the roller shutter door remain closed at all times.
- b) Patrons shall enter and leave the premises in a quiet and orderly manner with particular consideration taken for classes commencing before 7:00 am.

4. CONCLUSION

An assessment of the noise associated with the use of the proposed ground floor gym space at Unit 8, 111 Moore St, Leichhardt has been undertaken. Based on our acoustic modelling of the proposed operational noise emissions from the gym, we have found that compliance with the noise conditions from the EPA Noise Policy for Industry can be achieved for the proposed gym. This compliance is conditional to the implementation of our recommendations provided in Section 3 of this report. (as above)

Fit Out

As it is a newly created commercial space, the following fit-out works will be undertaken;

- Installation of a reception area consisting of a reception desk, table & chairs for members.
- Installation of new signage – all internal signage and 1 exterior sign.
- Installation of rubber floor tiles
- Installation of electrical system
- Set up of fitness equipment

To assist with reducing noise and vibration to the industrial premises. The floor will be covered with a gym specific rubber style flooring in workout area, which has a high load and impact resistance and is a preferred choice for noise sensitive businesses.

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General Accessibility

The site is located on 8/111 Moore Street, Leichhardt. There are two entrances into the premise with patrons utilising one of the entrances leading into the reception area before entering the workout area. The other entrance will remain closed from the outside.

Conclusion

The plan of management has considered the privacy, comfort and safety of the general public and environment. The measures and mitigations outlined above demonstrate that the proposed fitness studio operating under Tribe Functional Training Leichhardt does not adversely affect the residents and neighbouring communities in the area.

- Members can only enter the premise when there are staff present and only for the scheduled sessions they have booked in;
- Anyone attempting to join a session that is at capacity will not be permitted to train;
- Audio and electronics will only be managed by staff;
- Any member not respecting the rules may have their contract terminated.

Any impact on the environment will be negligible and as such the proposal for development of a fitness studio at 8/111 Moore Street, Leichhardt recommended for approval by Inner West Council.

Plan of Management
Tribe Functional Training
Leichhardt

Attachment D – Traffic and Parking Report



TRAFFIC AND PARKING IMPACT ASSESSMENT OF A PROPOSED GYMNASIUM

Unit 8, 111 Moore Street in Leichhardt

Traffic and Parking Impact Report

Prepared for: Karlah van Arend

A20702N (Version 1a)

April 2020

Motion Traffic Engineers Pty Ltd

Telephone:

940 33588

sydney@motiontraffic.com.au

ACN 600201583



1. INTRODUCTION

Motion Traffic Engineers was commissioned by Karlah van Arend to undertake a traffic and parking impact assessment of a proposed indoor gymnasium at Unit 8, 111 Moore Street in Leichhardt. The proposed site is located within a built commercial/industrial complex with an existing shared parking area. The proposed site has frontage to Miller Street.

The proposed gymnasium will operate as a part of *TRIBE Functional Training* (see <https://www.tribeft.com.au/>) and unlike a conventional gymnasium, it relays on exclusive classes to train its members in all areas of health and fitness.

This traffic report focuses on the proposed indoor gymnasium and changes in car usage and car park utilisation and additional trips from the proposed gymnasium.

In the course of preparing this assessment, the subject site and its environs have been inspected, plans of the development examined, and all relevant traffic and parking data collected and analysed.

2. BACKGROUND AND EXISTING CONDITIONS OF THE PROPOSED LOCATION

2.1 Location and Land Use

The development site is located in a “Light Industrial IN2” land zoning, to the southwest and southeast of Lilyfield and Leichhardt North light rail stations respectively. The site is currently vacant. The immediate surrounding land use is mostly residential.

Figure 1 presents an aerial view of the development site. Figure 2 presents the location of the development in relation to the intersections surveyed using street directory. Figure 3 presents a photograph of the vacant Unit 8.

Current tenancies include Duwa Joinery, GPM Engineering, BBG property, Logans Patwork, Flute Tree and Woodwin Group. On site parking is provided at the ground and basement level.



Figure 1: Location of the development site from an aerial view

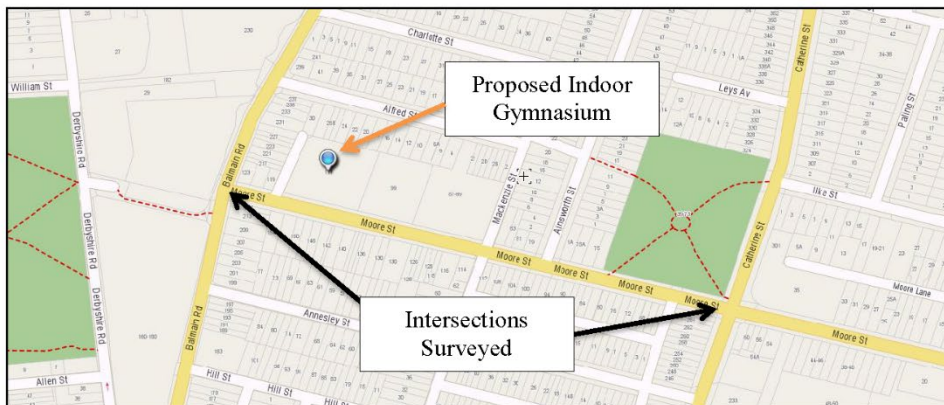


Figure 2: Location of the development using street directory



Figure 3: Photo of the Unit 8 at 111 Moore Street

2.2 Road Network

This section describes the roads near the proposed Gymnasium.

Catherine Street is a collector road with one lane each way and a sign-posted speed limit of 50km/hr. Unrestricted on-street parking is permitted on both sides of the road, near the intersection with Moore Street. Figure 4a presents a photograph of the intersection of Catherine Street and Moore Street, facing east.

Balmain Road is a collector road with one lane each way and a sign-posted speed limit of 50km/hr. On-street parking is not permitted, near the signalised intersection with Moore Street. School restrictions apply during the weekdays on all three approaches of the signalised intersection with Moore Street. Figure 4b presents a photograph of Balmain Road facing south near the intersection with Moore Street.



Figure 4a: Photograph Intersection of Catherine Street and Moore Street.



Figure 4b: Photograph of Balmain Road Facing South.



Moore Street is a collector road with one lane each way and a default speed limit of 50km/hr. Unrestricted on-street parking is permitted on both sides of the road. School restrictions apply during the weekdays on all three approaches of the signalised intersection with Balmain Road. Figure 4c presents a photograph of Moore Street facing east near the intersection with Balmain Road.



Figure 4c: Moore Street Facing East

2.3 Public Parking Opportunities

A parking survey of the on-street spaces and occupancy of Moore Street near the access driveway of 111 Moore Street in Leichhardt. Traffic and parking surveys were undertaken on the 3rd and 4th April 2020.

The parking surveyed area is presented in Figure 5. The survey results are presented in Table 1 and 2 for the Saturday morning and weekday afternoon hours, these hours represent the busiest operational periods for a gym.

It should be noted that visitors can also park on the side streets that run off Moore Street. The intention parking survey is not identifying the parking demand of Moore Street but to show the parking availability of the immediate area.

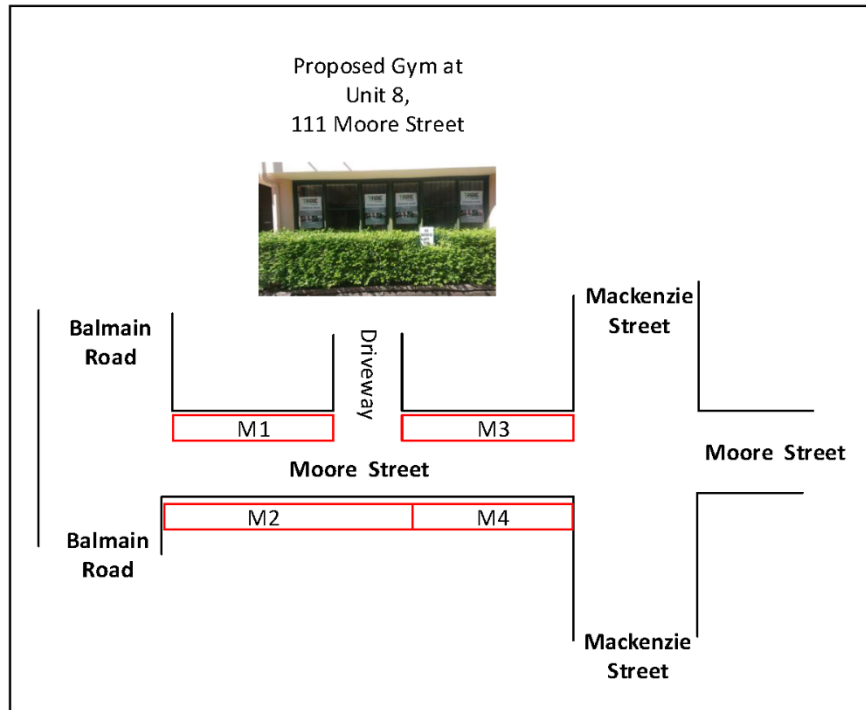


Figure 5: Parking Survey Map

Section	Restriction	Car Spaces	Saturday			
			8am	9am	10am	11am
M1	un-restricted	6	5	5	4	4
M2		5	5	4	4	4
M3		18	16	16	15	14
M4		20	18	16	16	17
Total Vacancy			5	8	10	10

Table 1: Parking Survey Results for Saturday AM Hours

Section	Restriction	Car Spaces	Weekday			
			8am	9am	5pm	6pm
M1	un-restricted	6	5	4	3	4
M2		5	5	4	4	5
M3		18	16	12	14	16
M4		20	19	14	17	18
Total Vacancy			4	15	11	6

Table 2: Parking Survey Results for Weekday PM hours



The parking surveys show the following:

- There is a total of 44 car spaces on the surveyed area
- There is a minimum of 5 car spaces vacant during the Saturday morning peak operation period
- There is a minimum of 4 car spaces vacant during the weekday afternoon peak operation period
- There are more vacant car spaces after peak hours.

Vehicles might have to travel around before finding a vacant car space in Moore Street; however, vehicles might also park in nearby residential roads located north or south of Moore Street. Gym is surrounded mostly by residential zone therefore; individuals can walk or use public transportation to reach to the proposed gymnasium.

2.4 On Site Parking within 111 Moore Street

On site parking is provided on the ground level and within the basement.

Ground level has visitor parking with 7 car spaces available overall and includes a disabled car space.

There is less than five car spaces occupied on the day of the survey on the ground level on Saturday (between 8am and midday). There are fewer vacant car spaces during the day on a weekday with the adjacent commercial business operating.

Basement parking is also provided (as seen by the following photos) and 35 car spaces are available, 3 of which are allocated to Unit 8. The site visit and the photos (see below) show a large number of vacant car spaces and a number of them occupied by old cars, trailers and boats.

There are 7 available car spaces for visitors of 111 Moore Street outside of business hours on a weekday and on Saturday. The tenants are mostly commercial/industrial developments that operate during business hours (9:30 to 5:30) on the weekdays and do not coincide with the peak parking demand on the gymnasium (weekdays after 5:30pm and Saturday mornings)



Figure A: Ground Level Parking within 111 Moore Street



Figure B: Ground Level Parking within 111 Moore Street



Figure C: Ground Level Parking within 111 Moore Street



Figure D: Underground Level Parking within 111 Moore Street

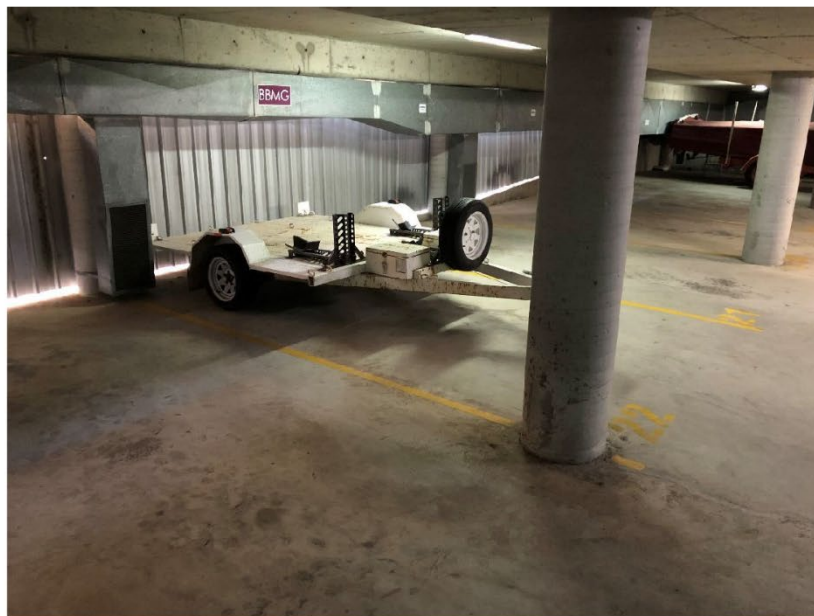


Figure E: Underground Level Parking within 111 Moore Street



Figure F: Underground Level Parking within 111 Moore Street

2.5 Intersection Description

As part of the traffic assessment, the performance of two nearby intersections were surveyed and assessed:

- Signalised intersection of Balmain Road with Moore Street
- Signalised intersection of Catherine Street with Moore Street

External traffic to and from the site will likely travel through these intersections.

The signalised intersection of Balmain Road with Moore Street is a three-leg intersection with all turn movements permitted. Pedestrian crossings are provided on all the approaches. Short turn lanes are provided on the Moore Street and south approach of Balmain Road. Figure 6 presents the layout of the intersection using SIDRA 8— an industry standard intersection software. The number on the lane represent the length of a short lane in metres.

The signalised intersection of Catherine Street with Moore Street is a four-leg intersection with all turn movements permitted except the right turn out of the west approach of Moore Street into Catherine Street. slip lane is available on north leg of this intersection left into the Moore Street. Pedestrian crossings are provided on



all the approaches. Figure 7 presents the layout of the intersection using SIDRA. The number on the lane represent the length of a short lane in metres.

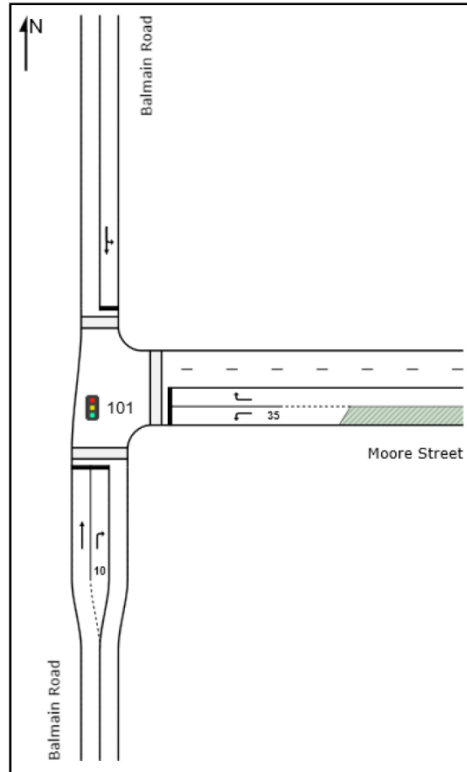


Figure 6: Signalised intersection of Balmain Road with Moore Street (SIDRA 8)

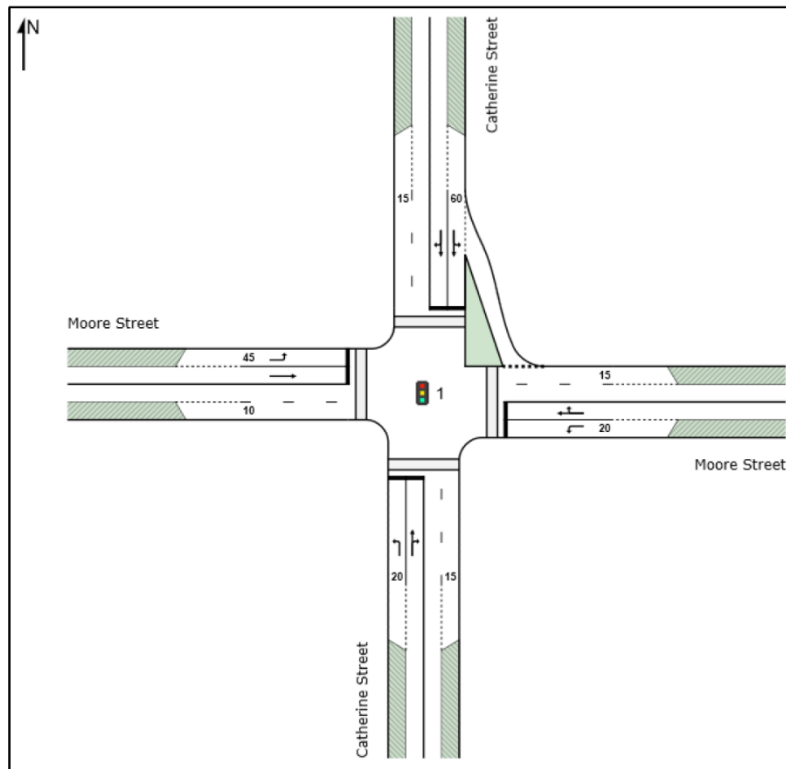


Figure 7: Signalised intersection of Catherine Street with Moore Street (SIDRA 8)

2.6 Existing Traffic Volumes

As part of the traffic assessment, traffic counts have been undertaken at the two intersections for Saturday midday hour and the weekday PM peak hours. The peak hours were 10am to 11am on Saturday and from 5:30pm to 6:30pm on the weekday. The traffic surveys were undertaken on April 2020.

Figures 8 and 9 presents the traffic volumes in vehicles for the Saturday AM and weekday PM peak hours respectively.

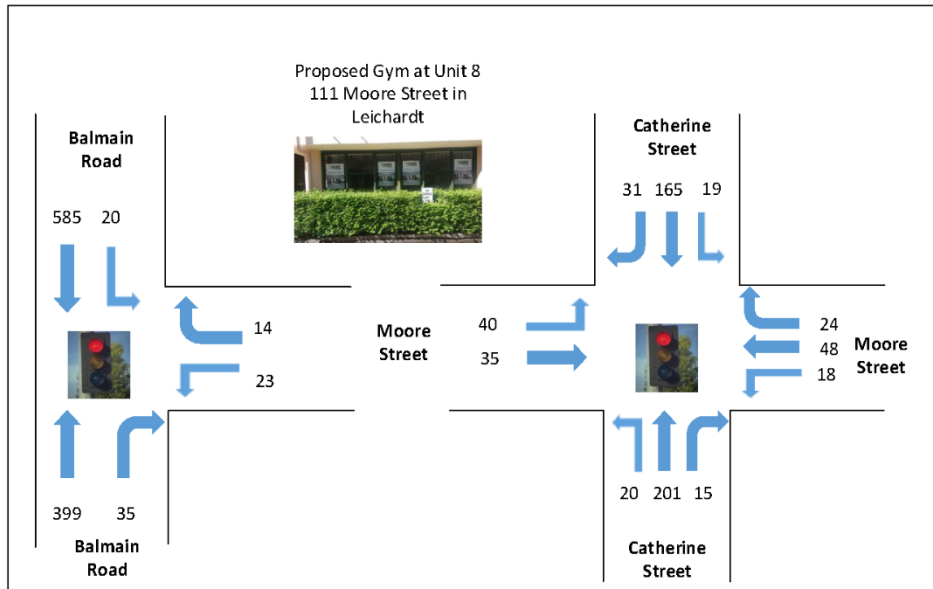


Figure 8: Existing Weekday Traffic Volumes Saturday AM Peak Hour

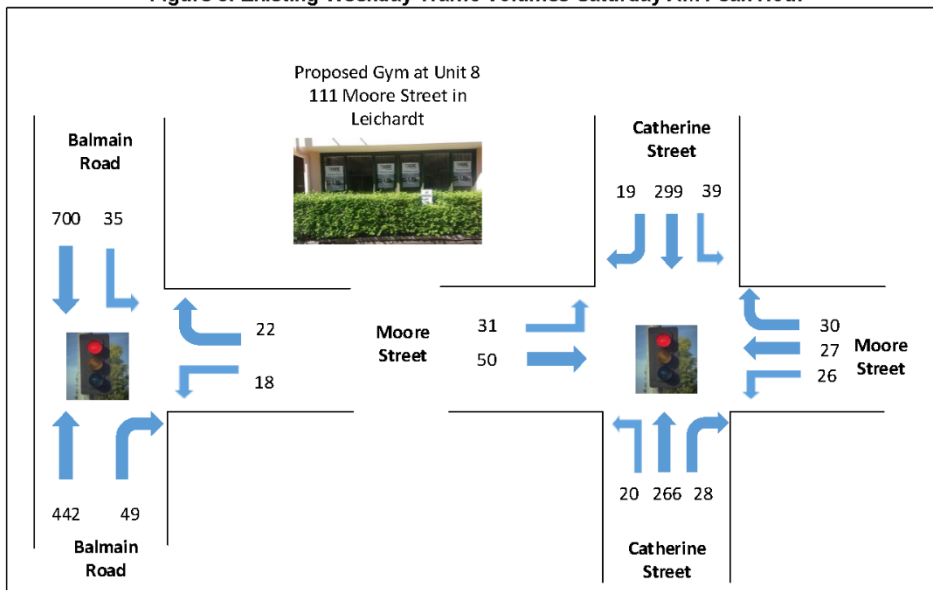


Figure 9: Existing Weekday Traffic Volumes Weekday PM Peak Hour



2.7 Intersection Assessment

An intersection assessment and survey has been undertaken during the Saturday AM and weekday PM peak hours for the surveyed intersections:

The existing intersection operating performance was assessed using the SIDRA software package (version 8) to determine the Degree of Saturation (DS), Average Delay (AVD in seconds) and Level of Service (LoS) at each intersection. The SIDRA program provides Level of Service Criteria Tables for various intersection types. The key indicator of intersection performance is Level of Service, where results are placed on a continuum from ‘A’ to ‘F’, as shown in Table 3.

LoS	Traffic Signal / Roundabout	Give Way / Stop Sign / T-Junction control
A	Good operation	Good operation
B	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	Satisfactory	Satisfactory, but accident study required
D	Operating near capacity	Near capacity & accident study required
E	At capacity, at signals incidents will cause excessive delays.	At capacity, requires other control mode
F	Unsatisfactory and requires additional capacity, Roundabouts require other control mode	At capacity, requires other control mode

Table 3: Intersection Level of Service

The Average Vehicle Delay (AVD) provides a measure of the operational performance of an intersection as indicated below, which relates AVD to LOS. The AVD’s should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route). For traffic signals, the average delay over all movements should be taken. For roundabouts and priority control intersections (sign control) the critical movement for level of service assessment should be that movement with the highest average delay.



LoS	Average Delay per Vehicles (seconds/vehicle)
A	Less than 14
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70
F	>70

Table 4: Intersection Average Delay (AVD)

The degree of saturation (DS) is another measure of the operational performance of individual intersections. For intersections controlled by traffic signals both queue length and delay increase rapidly as DS approaches 1. It is usual to attempt to keep DS to less than 0.9. Degrees of Saturation in the order of 0.7 generally represent satisfactory intersection operation. When DS exceed 0.9 queues can be anticipated.

The results of the intersection analysis are as follows:

Signalised intersection of Balmain Road with Moore Street

- The intersection has an overall LoS A for the Saturday AM and weekday PM peak hours
- There is spare capacity at this intersection

Signalised intersection of Catherine Street with Moore Street

- The intersection has an overall LoS B for the Saturday AM and weekday PM peak hours
- There is spare capacity at this intersection

The full Sidra results are presented in Appendix A.

2.8 Public Transport

The proposed site is within 850 metres (walking distance) to Lilyfield Light Rail Station. This station is serviced by the L1 line, running on average every 5 minutes. This line runs from Dulwich Hill to Central, passing by Darling Harbour. Figure 10a presents the L1 line map

The nearest bus stop to the development is 300 metres away on Catherine Street and is serviced by the route 470. This route provides transport to the CBD. Figure 10b presents the bus route 470 map.

Overall, the site has good access to public transport.

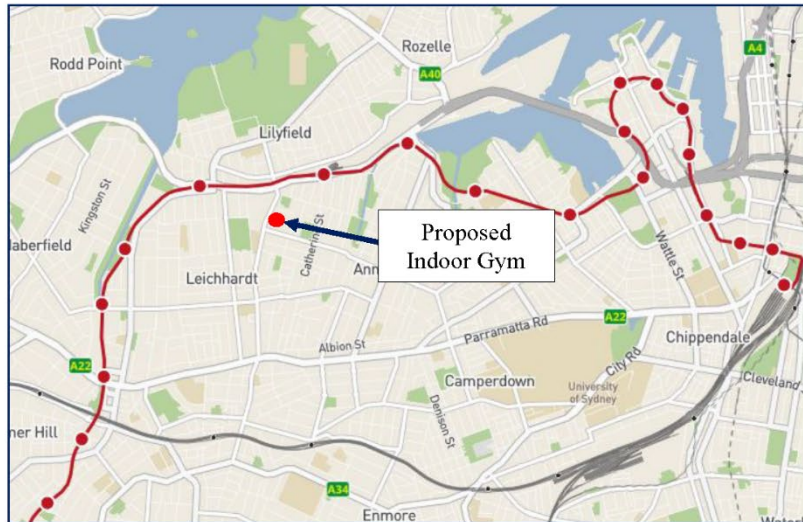


Figure 10a: Light Rail Services Nearby (line L1)

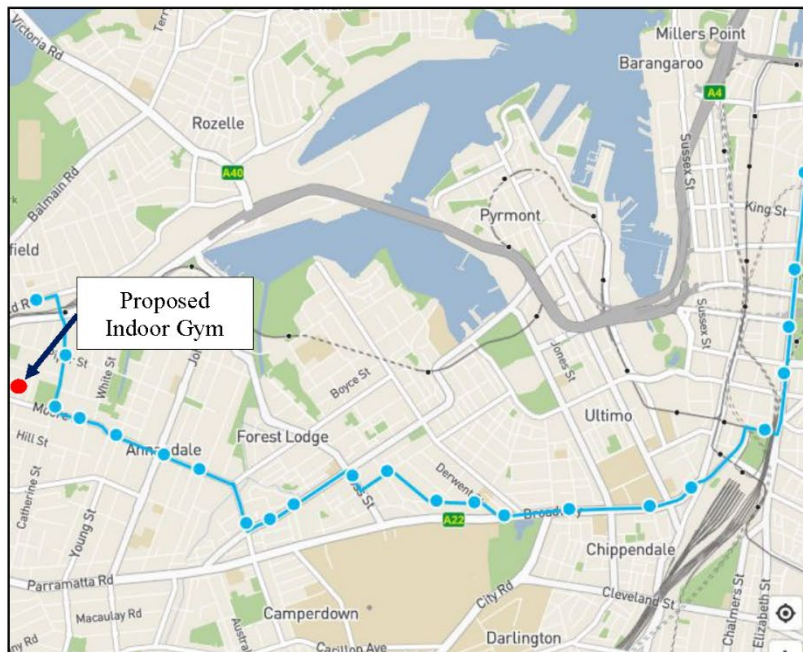


Figure 10b: Bus Services Nearby (bus route 470)



2.9 Conclusions on the Existing Conditions

The nearby intersections perform well with sufficient spare capacity to accommodate additional traffic.

The site has good access to public transport.

There is limited but available on and off-street parking on Moore Street. A driver might need to circulate Moore Street before finding a vacant space.



3. PROPOSED INDOOR GYMNASIUM

The land use details for the proposed gymnasium are as follows:

Ground Level – Gym Space

- Gross Floor Area: 260 m² approximately

The proposed gymnasium will operate as a part of *TRIBE Functional Training* (see <https://www.tribeft.com.au/>) and unlike a conventional gymnasium, it relays on exclusive classes to train its members in all areas of health and fitness. The operational details are shown below:

- It will operate Monday to Saturday, closing down on Sundays.
- The classes timetable running on Mondays to Thursdays is as below:
 - 5:15am
 - 6:15am
 - 7:15am
 - 9:45am
 - 12pm
 - 5:30pm
 - 6:30pm
- Fridays, is as below:
 - 5:15am
 - 6:15am
 - 7:15am
 - 9:45am
- Saturday operating from 7am to 10am.

Unit 8 has allocated three car spaces within the basement.

An additional 7 car spaces are available for visitors and is shared with the other units at 111 Moore Street.



4. PARKING CONSIDERATIONS

4.1 RTA Guide to Traffic Generating Developments

Leichhardt Development Control Plan 2013 does not provide car parking requirements for gymnasium, and thus the car parking requirements are taken from the *RTA Guide to Traffic Generating Developments 2002*, with the car parking rates as follows as it applies to the proposed gymnasium:

Gymnasiums (Metropolitan sub-regional centres)

- 4.5 car spaces per 100 m² of Gross Floor Area (GFA) minimum

Based on the above parking rate, the proposed gymnasium will require a minimum of 10 car spaces, of those car spaces at least 5 will be met on site.

The remaining 5 car spaces, can be found either on the shared visitor car space and on the nearby unrestricted on-street parking, including Moore Street. It should be noted the following:

- The parking rate given in the *RTA Guide to Traffic Generating Developments 2002* is for a conventional gymnasium.
- The training method used by *Tribe* relies exclusively on classes given by professional instructors. The classes are spread throughout the day and so does the parking demand.
- The nearby land uses are mostly residential. It is to be expected that most of the gymnasium members will live in the surrounding areas and thus, some will be likely to travel to the site by walking or cycling.
- There are at least 5 vacant car spaces on the Saturday morning and 4 car spaces on the weekday evening on Moore Street.
- There are 7 available car spaces for visitors of 111 Moore Street outside of business hours on a weekday. The tenants are mostly commercial/industrial developments that operate during business hours (9:30 to 5:30) on the weekdays and do not coincide with the peak parking demand on the gymnasium (weekdays after 5:30pm and Saturday mornings).
- Additional parking spaces are available on nearby residential roads,

4.2 Adequacy of car parking provision

The proposed development provides some on-site car parking and the remaining of the parking demand will be met by a combination of the on-site visitor car spaces and the nearby road network. Overall, the site complies with the *RTA Guide to Traffic Generating Developments 2002* parking requirements.



5. VEHICLE TRAFFIC IMPACT CONSIDERATIONS

5.1 Traffic Generation

The RTA Guide to Traffic Generating Developments 2009 publishes trip generation rates for a gymnasium as follows:

Gymnasium (Metropolitan Sub-Regional Areas)

- 9 trips per 100m² (GFA) for the weekday evening peak hour

For the purpose of this traffic study **only**, the Saturday morning peak hour rate is assumed as the above rate.

Table 5 summarises the trip generation for the proposed indoor gymnasium. The proposed development is a modest trip generator.

The trip distribution is presented on Table 6.

Peak Hour	Gross Floor Area (m ²)	Trip Generation Rate per 100m ²	Trips Generated
Saturday (10am to 11am)	260	9	23
Weekday (5:30pm to 6:30pm)			

Table 5: Trips Generated by the proposed development in the Saturday and weekday peak hours

Peak Hour	Destination	Origin	Trips Generated
Saturday (10am to 11am)	11	12	23
Weekday (5:30pm to 6:30pm)	11	12	23

Table 6: Trips Distribution in the Saturday and weekday peak hours

5.2 Forecast Traffic Volumes

The following presents the existing and with the gymnasium traffic volumes for the Saturday AM and weekday PM peak hours distributed onto the and two intersections. The additional traffic is in blue for destination and red for origin trips.

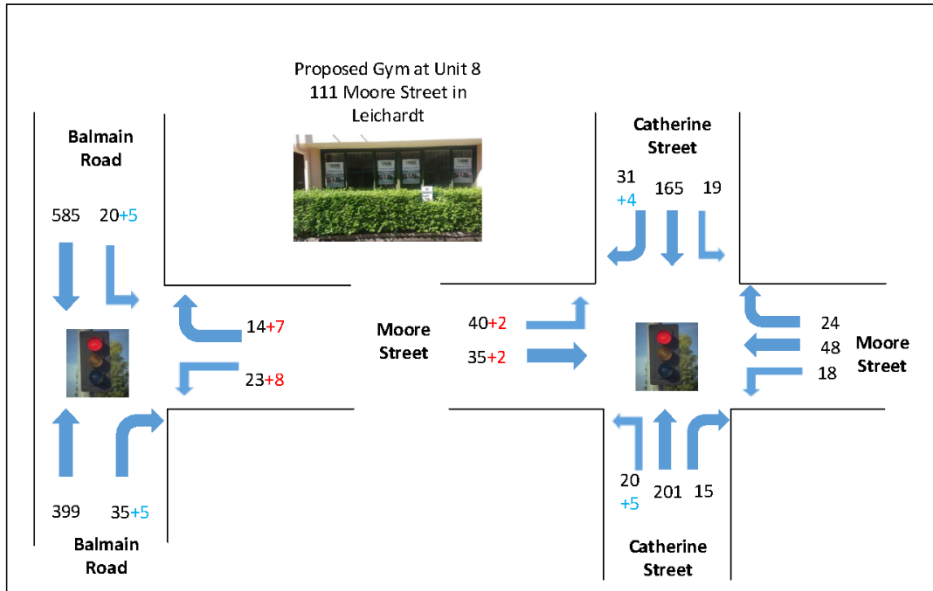


Figure 11: Saturday AM Peak Hour with additional gymnasium traffic in Red for Origin Trips and Blue for Destination Trips

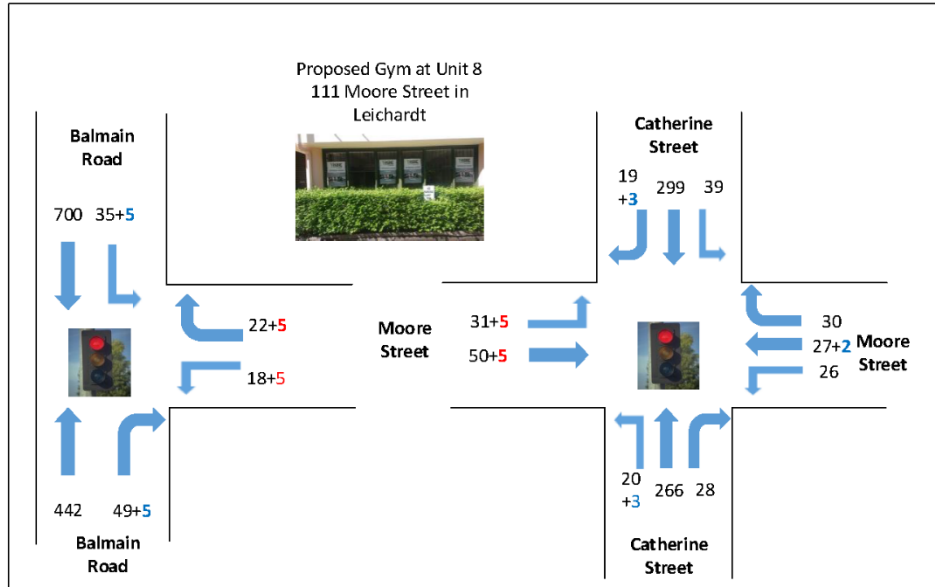


Figure 12: Weekday PM Peak Hour with additional gymnasium traffic in Red for Origin Trips and Blue for Destination Trips



5.1 Intersection Assessment

This section assesses the following intersections for the existing traffic with the development traffic. The intersection results are as follows:

Signalised intersection of Balmain Road with Moore Street

- The intersection has an overall LoS A for the Saturday AM and weekday PM peak hours
- The additional trips do not change the LoS for the turn movements or the overall LoS for the intersection during the peak hours assessed.

Signalised intersection of Catherine Street with Moore Street

- The intersection has an overall LoS B for the Saturday AM and weekday PM peak hours
- The additional trips do not change the LoS for the turn movements or the overall LoS for the intersection during the peak hours assessed.

The two intersections performance will not change with the additional trips generated.

The full SIDRA results are presented in Appendix B for the existing conditions with the development traffic. The full SIDRA results are presented in Appendix A for the existing conditions.



6. CONCLUSIONS

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

Parking

- There is not provision for parking requirements under the *Leichhardt Development Control Plan 2013* for a gym. However, the proposed gymnasium will meet the parking demand as per the *RTA Guide for Traffic Generating Developments 2002* with a combination of allocated car spaces on site, shared visitor car spaces on site and on-street parking, relaying mostly on Moore Street.

Traffic

- The development is a moderate trip generator in the Saturday AM and weekday PM peak hours
- The additional development trips can be accommodated in the nearby intersections without affecting the performance or creating any noticeable delays or queues
- There are no traffic engineering reasons why a planning permit for the development at Unit 8, 111 Moore Street in Leichhardt should be refused



APPENDIX A

SIDRA Intersection Results for Existing Traffic Conditions

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows			Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV %	Deg. Satn v/c			Vehicles	Distance				
South: Balmain Road												
2	T1	420	0.0	0.338	3.7	LOS A	4.7	32.8	0.41	0.36	0.41	46.1
3	R2	37	0.0	0.080	11.1	LOS A	0.5	3.5	0.47	0.65	0.47	42.2
Approach		457	0.0	0.338	4.3	LOS A	4.7	32.8	0.41	0.38	0.41	45.6
East: Moore Street												
4	L2	24	0.0	0.130	32.8	LOS C	0.7	4.8	0.94	0.70	0.94	33.1
6	R2	15	0.0	0.079	32.5	LOS C	0.4	2.9	0.93	0.68	0.93	26.0
Approach		39	0.0	0.130	32.7	LOS C	0.7	4.8	0.94	0.69	0.94	31.0
North: Balmain Road												
7	L2	21	0.0	0.467	8.9	LOS A	8.3	58.1	0.48	0.44	0.48	43.8
8	T1	616	0.0	0.467	4.3	LOS A	8.3	58.1	0.48	0.44	0.48	45.4
Approach		637	0.0	0.467	4.5	LOS A	8.3	58.1	0.48	0.44	0.48	45.3
All Vehicles		1133	0.0	0.467	5.4	LOS A	8.3	58.1	0.47	0.42	0.47	44.6

Table A1: Saturday Signalised Intersection Performance of Balmain Road with Moore Street for the AM Peak Hour



Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Catherine Street												
1	L2	21	0.0	0.019	10.5	LOS A	0.3	2.0	0.42	0.61	0.42	42.7
2	T1	212	0.0	0.204	6.8	LOS A	3.5	24.6	0.48	0.43	0.48	45.6
3	R2	16	0.0	0.204	11.4	LOS A	3.5	24.6	0.48	0.43	0.48	45.1
Approach		248	0.0	0.204	7.4	LOS A	3.5	24.6	0.48	0.44	0.48	45.3
East: Moore Street												
4	L2	19	0.0	0.045	27.5	LOS B	0.5	3.6	0.81	0.68	0.81	36.1
5	T1	51	0.0	0.198	24.2	LOS B	2.2	15.1	0.85	0.69	0.85	36.0
6	R2	25	0.0	0.198	28.7	LOS C	2.2	15.1	0.85	0.69	0.85	36.7
Approach		95	0.0	0.198	26.0	LOS B	2.2	15.1	0.84	0.68	0.84	36.2
North: Catherine Street												
7	L2	20	0.0	0.037	7.5	LOS A	0.4	2.5	0.38	0.45	0.38	46.8
8	T1	174	0.0	0.182	6.3	LOS A	2.9	20.0	0.47	0.45	0.47	45.5
9	R2	33	0.0	0.182	11.3	LOS A	2.9	20.0	0.48	0.45	0.48	44.4
Approach		226	0.0	0.182	7.1	LOS A	2.9	20.0	0.46	0.45	0.46	45.5
West: Moore Street												
10	L2	42	0.0	0.099	27.9	LOS B	1.2	8.1	0.82	0.71	0.82	34.9
11	T1	37	0.0	0.083	23.2	LOS B	1.0	7.0	0.82	0.61	0.82	37.0
Approach		79	0.0	0.099	25.7	LOS B	1.2	8.1	0.82	0.66	0.82	35.8
All Vehicles		648	0.0	0.204	12.3	LOS A	3.5	24.6	0.57	0.51	0.57	42.6

Table A2: Saturday Signalised Intersection Performance of Catherine Street with Moore Street for the AM Peak Hour

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Balmain Road												
2	T1	465	0.0	0.378	3.2	LOS A	5.3	37.2	0.36	0.32	0.36	46.5
3	R2	52	0.0	0.134	11.8	LOS A	0.8	5.7	0.47	0.67	0.47	41.8
Approach		517	0.0	0.378	4.1	LOS A	5.3	37.2	0.37	0.35	0.37	45.8
East: Moore Street												
4	L2	24	0.0	0.152	38.6	LOS C	0.8	5.7	0.96	0.70	0.96	31.3
6	R2	15	0.0	0.093	38.2	LOS C	0.5	3.4	0.95	0.68	0.95	24.0
Approach		39	0.0	0.152	38.4	LOS C	0.8	5.7	0.95	0.69	0.95	29.1
North: Balmain Road												
7	L2	37	0.0	0.535	8.7	LOS A	11.2	78.4	0.46	0.43	0.46	43.9
8	T1	737	0.0	0.535	4.1	LOS A	11.2	78.4	0.46	0.43	0.46	45.5
Approach		774	0.0	0.535	4.3	LOS A	11.2	78.4	0.46	0.43	0.46	45.4
All Vehicles		1329	0.0	0.535	5.2	LOS A	11.2	78.4	0.44	0.41	0.44	44.7

Table A3: Weekday Signalised Intersection Performance of Balmain Road with Moore Street for the PM Peak Hour



Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV	Deg. Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Catherine Street												
1	L2	21	0.0	0.017	8.2	LOS A	0.2	1.6	0.33	0.60	0.33	44.0
2	T1	280	0.0	0.253	4.5	LOS A	4.0	27.9	0.41	0.38	0.41	46.9
3	R2	29	0.0	0.253	9.0	LOS A	4.0	27.9	0.41	0.38	0.41	46.4
Approach		331	0.0	0.253	5.1	LOS A	4.0	27.9	0.40	0.39	0.40	46.6
East: Moore Street												
4	L2	27	0.0	0.103	33.7	LOS C	0.8	5.9	0.90	0.70	0.90	34.0
5	T1	28	0.0	0.259	30.3	LOS C	1.9	13.5	0.93	0.73	0.93	33.4
6	R2	32	0.0	0.259	34.9	LOS C	1.9	13.5	0.93	0.73	0.93	34.3
Approach		87	0.0	0.259	33.0	LOS C	1.9	13.5	0.92	0.72	0.92	33.9
North: Catherine Street												
7	L2	41	0.0	0.051	5.9	LOS A	0.3	2.3	0.28	0.46	0.28	47.3
8	T1	315	0.0	0.249	4.3	LOS A	4.0	28.3	0.40	0.38	0.40	47.0
9	R2	20	0.0	0.249	9.0	LOS A	4.0	28.3	0.40	0.37	0.40	46.2
Approach		376	0.0	0.249	4.7	LOS A	4.0	28.3	0.38	0.38	0.38	47.0
West: Moore Street												
10	L2	33	0.0	0.123	33.8	LOS C	1.0	7.1	0.90	0.71	0.90	32.8
11	T1	53	0.0	0.189	29.6	LOS C	1.6	11.5	0.92	0.69	0.92	34.5
Approach		85	0.0	0.189	31.2	LOS C	1.6	11.5	0.91	0.70	0.91	33.8
All Vehicles		879	0.0	0.259	10.2	LOS A	4.0	28.3	0.49	0.45	0.49	43.7

Table A4: Weekday Signalised Intersection Performance of Catherine Street with Moore Street for the PM Peak Hour



APPENDIX B

SIDRA Intersection Results for Existing Traffic Conditions with Gym Traffic

Movement Performance - Vehicles												
Mov ID	Turn	Demand	Flows HV	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Balmain Road												
2	T1	420	0.0	0.343	3.7	LOS A	4.7	32.8	0.41	0.36	0.41	46.1
3	R2	42	0.0	0.092	11.2	LOS A	0.6	4.1	0.48	0.66	0.48	42.2
Approach		462	0.0	0.343	4.4	LOS A	4.7	32.8	0.42	0.38	0.42	45.5
East: Moore Street												
4	L2	33	0.0	0.176	33.1	LOS C	0.9	6.6	0.95	0.71	0.95	33.1
6	R2	22	0.0	0.119	32.8	LOS C	0.6	4.4	0.94	0.70	0.94	25.9
Approach		55	0.0	0.176	32.9	LOS C	0.9	6.6	0.94	0.71	0.94	30.7
North: Balmain Road												
7	L2	26	0.0	0.471	8.9	LOS A	8.4	58.9	0.48	0.44	0.48	43.7
8	T1	616	0.0	0.471	4.3	LOS A	8.4	58.9	0.48	0.44	0.48	45.3
Approach		642	0.0	0.471	4.5	LOS A	8.4	58.9	0.48	0.44	0.48	45.3
All Vehicles		1159	0.0	0.471	5.8	LOS A	8.4	58.9	0.48	0.43	0.48	44.2

Table B1: Saturday Signalised Intersection Performance of Balmain Road with Moore Street for the AM Peak Hour with gym traffic



Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Catherine Street												
1	L2	26	0.0	0.024	10.6	LOS A	0.4	2.5	0.42	0.62	0.42	42.7
2	T1	212	0.0	0.204	6.8	LOS A	3.5	24.6	0.48	0.43	0.48	45.6
3	R2	16	0.0	0.204	11.4	LOS A	3.5	24.6	0.48	0.43	0.48	45.1
Approach		254	0.0	0.204	7.5	LOS A	3.5	24.6	0.48	0.45	0.48	45.2
East: Moore Street												
4	L2	19	0.0	0.045	27.5	LOS B	0.5	3.6	0.81	0.68	0.81	36.1
5	T1	51	0.0	0.198	24.2	LOS B	2.2	15.1	0.85	0.69	0.85	36.0
6	R2	25	0.0	0.198	28.7	LOS C	2.2	15.1	0.85	0.69	0.85	36.7
Approach		95	0.0	0.198	26.0	LOS B	2.2	15.1	0.84	0.68	0.84	36.2
North: Catherine Street												
7	L2	20	0.0	0.038	7.5	LOS A	0.4	2.6	0.38	0.44	0.38	46.8
8	T1	174	0.0	0.189	6.3	LOS A	2.9	20.5	0.47	0.46	0.47	45.4
9	R2	38	0.0	0.189	11.3	LOS A	2.9	20.5	0.48	0.46	0.48	44.3
Approach		232	0.0	0.189	7.2	LOS A	2.9	20.5	0.46	0.46	0.46	45.4
West: Moore Street												
10	L2	44	0.0	0.104	27.9	LOS B	1.2	8.5	0.82	0.71	0.82	34.8
11	T1	39	0.0	0.087	23.2	LOS B	1.1	7.4	0.82	0.61	0.82	37.0
Approach		83	0.0	0.104	25.7	LOS B	1.2	8.5	0.82	0.66	0.82	35.8
All Vehicles		663	0.0	0.204	12.3	LOS A	3.5	24.6	0.57	0.51	0.57	42.5

Table B2: Saturday Signalised Intersection Performance of Catherine Street with Moore Street for the AM Peak Hour with gym traffic

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Balmain Road												
2	T1	465	0.0	0.404	3.8	LOS A	5.3	37.4	0.42	0.37	0.42	46.0
3	R2	57	0.0	0.157	13.7	LOS A	0.9	6.6	0.57	0.69	0.57	40.8
Approach		522	0.0	0.404	4.9	LOS A	5.3	37.4	0.44	0.40	0.44	45.1
East: Moore Street												
4	L2	24	0.0	0.130	32.8	LOS C	0.7	4.8	0.94	0.70	0.94	33.1
6	R2	28	0.0	0.153	32.9	LOS C	0.8	5.7	0.95	0.71	0.95	25.8
Approach		53	0.0	0.153	32.9	LOS C	0.8	5.7	0.94	0.70	0.94	29.8
North: Balmain Road												
7	L2	42	0.0	0.572	9.4	LOS A	11.4	79.9	0.54	0.50	0.54	43.1
8	T1	737	0.0	0.572	4.8	LOS A	11.4	79.9	0.54	0.50	0.54	44.8
Approach		779	0.0	0.572	5.1	LOS A	11.4	79.9	0.54	0.50	0.54	44.7
All Vehicles		1354	0.0	0.572	6.1	LOS A	11.4	79.9	0.52	0.47	0.52	43.9

Table B3: Weekday Signalised Intersection Performance of Balmain Road with Moore Street for the PM Peak Hour with gym traffic



Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV	Deg. Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Catherine Street												
1	L2	24	0.0	0.019	8.6	LOS A	0.3	1.9	0.35	0.60	0.35	43.8
2	T1	280	0.0	0.258	4.9	LOS A	4.2	29.2	0.42	0.40	0.42	46.6
3	R2	29	0.0	0.258	9.5	LOS A	4.2	29.2	0.42	0.40	0.42	46.2
Approach		334	0.0	0.258	5.6	LOS A	4.2	29.2	0.42	0.41	0.42	46.4
East: Moore Street												
4	L2	27	0.0	0.094	32.6	LOS C	0.8	5.8	0.89	0.70	0.89	34.4
5	T1	31	0.0	0.247	29.2	LOS C	2.0	13.7	0.91	0.72	0.91	33.8
6	R2	32	0.0	0.247	33.8	LOS C	2.0	13.7	0.91	0.72	0.91	34.7
Approach		89	0.0	0.247	31.9	LOS C	2.0	13.7	0.91	0.72	0.91	34.3
North: Catherine Street												
7	L2	41	0.0	0.052	6.1	LOS A	0.4	2.6	0.30	0.46	0.30	47.2
8	T1	315	0.0	0.259	4.7	LOS A	4.3	29.9	0.42	0.39	0.42	46.7
9	R2	23	0.0	0.259	9.5	LOS A	4.3	29.9	0.42	0.39	0.42	45.9
Approach		379	0.0	0.259	5.1	LOS A	4.3	29.9	0.40	0.40	0.40	46.7
West: Moore Street												
10	L2	38	0.0	0.130	32.8	LOS C	1.2	8.1	0.89	0.72	0.89	33.1
11	T1	58	0.0	0.189	28.6	LOS C	1.8	12.5	0.90	0.68	0.90	34.9
Approach		96	0.0	0.189	30.3	LOS C	1.8	12.5	0.90	0.70	0.90	34.2
All Vehicles		898	0.0	0.259	10.6	LOS A	4.3	29.9	0.51	0.47	0.51	43.5

Table B4: Weekday Signalised Intersection Performance of Catherine Street with Moore Street for the PM Peak Hour with gym traffic