
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/11363/jj

Transport Planning

20 April, 2021

Traffic Studies

Parking Studies

Harbord Hotel Holdings Pty Ltd
c/- Alexander & Co.
Alexander House
63 Brisbane Street
BONDI JUNCTION NSW 2022

Attention: Sophie Harris and Glenn Piper
Email: sophie@alexanderand.co

Dear Madam and Sir,

RE: HARBORD HOTEL REFURBISHMENT

1. As requested, we are writing regarding the parking and traffic implications of the proposed refurbishment at the Harbord Hotel. The refurbishment will include conversion of the first floor level to accommodate additional bar and lounge, plus associated amenities. The attic level would be converted to low level performance space and a cultural studio.
2. The total number of people to be accommodated would be capped at 900, compared to the current capacity of 820. It is proposed to provide an additional eight parking spaces on site. The hotel will also operate a mini-bus to and from Manly at busy times.
3. Our assessment of the proposed refurbishment is set down through the following sections:
 - site location and road network;
 - parking;
 - traffic effects; and
 - summary.

Site Location and Road Network

4. The hotel is at 29 Moore Road. It provides bar, gaming and dining areas of some 700m², plus outdoor terraces. The upper level provides a dwelling, administration and storage areas which are not accessible to the public. Vehicular access is provided from Charles Street to on-site parking for some 23 cars. There is a drive-through bottle shop on the eastern part of the site. Vehicular exit from the bottle shop is provided to Moore Road.

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5. Moore Road connects from Albert Street in the west to Freshwater Beach in the east. It provides for one traffic lane and one parking lane in each direction, clear of intersections. It provides access to residential and commercial properties. There is a public car park at its eastern end, adjacent to the beach and reserve.
6. Charles Street intersects Moore Road at a roundabout, adjacent to the site. Charles Street provides for one traffic lane and one parking lane in each direction, clear of intersections. It provides access to residential properties and the site.
7. Other streets in the area, including Undercliff Road, Gore Street and Kooloora Avenue, generally provide for one traffic lane and one parking lane in each direction. There is angle parking on the eastern side of Gore Street and a public parking area accessed from Kooloora Avenue.

Parking

8. In order to gauge parking conditions, surveys of hotel customers and staff were undertaken on Saturday 29th February, 2020. These surveys coincided with a busier evening at the hotel when an event was being held. The surveys recorded the travel modes of both groups at the hotel.
9. The hotel patron survey results are summarized in Table 1.

Table 1: Travel surveys results – hotel patrons	
Car driver	6%
Car passenger	6%
Walk	49%
Taxi/ride share	33%
Bus	1%
Dropped off/other	5%

10. Table 1 shows that some 49 per cent of walked to the hotel, some 39 per cent came by taxi, ride share, bus or other mode and 12 per cent came by car.
11. The hotel staff survey results are summarized in Table 2.

Table 2: Travel surveys results – hotel staff	
Car driver	61%
Walk	29%
Dropped off/other	10%

12. Table 2 shows that some 61 per cent of staff drive to the hotel, some 29 per cent walk and some 10 per cent are dropped off or use other travel modes.

13. Counts of the number of patrons were also undertaken. The results are summarized in Table 3.

Table 3: Number of patrons in hotel	
Time	Number of people
4:00 pm	132
4:30	204
5:00	209
5:30	274
6:00	371
6:30	394
7:00	456
7:30	517
8:00	498
8:30	549
9:00	489
9:30	464
10:00	419

14. Table 3 shows that the maximum number of patrons in the hotel was 549, at 8:30 pm. There were 38 employees on the site on the survey day.
15. Based on 820 patrons (the current capacity of the venue) and 57 employees, there would be some 49 patron cars and 35 employee cars associated with the hotel.
16. The hotel car park provides some 23 parking spaces. Therefore, at a capacity event, there would be some 60 cars associated with the hotel parked on adjacent streets.
17. With the modifications to the upper level, it is proposed to limit the number of patrons on the site to a maximum of 900. These would be accommodated in the existing public areas, as well as the upper level area which would be converted from the existing residence, administration and storage areas to public area. The number of staff at an event with 900 patrons would be some 62 employees.
18. Compared to the existing capacity, the additional 80 patrons would generate an additional parking demand of five spaces, based on existing six per cent car driver. The additional five employees would generate an additional three spaces, based on 61 per cent car driver. However, the mini-bus service will result in reduced hotel parking demands.

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19. The proposed additional eight on-site spaces would therefore cater for the additional parking demand. On-street hotel parking demands would therefore be similar to today for a venue capacity.

Traffic Effects

20. The additional traffic generation would mainly be taxis or ride share vehicles of some 15 to 20 vehicles per hour two-way.
21. This is a low generation, equivalent to an average of only one additional vehicle every three to four minutes. Such a low traffic generation would not have noticeable effects on the operation of the surrounding road network.

Summary

22. In summary, the main points relating to the parking and traffic aspects of the proposed hotel refurbishment are as follows:
- i) eight additional parking spaces are proposed to be provided on the site;
 - ii) a mini-bus will be provided to operate between the hotel and Manly on busy evenings, which will reduce hotel parking demands;
 - iii) hotel parking in surrounding streets would be similar to today;
 - iv) additional traffic generation will be low; and
 - v) this generation would not have significant effects on the operation of the surrounding road network.
23. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis
Director