

Traffic Engineer Referral Response

Application Number:	DA2024/0959
Proposed Development:	Use of Premises as an artisan food and drink industry
Date:	01/11/2024
Responsible Officer	
Land to be developed (Address):	Lot 44 SP 38006 , 44 / 54 Wattle Road BROOKVALE NSW 2100

Officer comments

Proposal description: Use of Premises as an artisan food and drink industry

The proposed development seeks to increase the number of maximum patronage from 75 (including 50 sit-in seatings per the previous No. 92/281 approval) to 100. The additional capacity is proposed to be allocated in the outdoor table area. The proposed development also seeks to set the hours of operation to be from 9am to midnight (Monday to Saturday) and from 9am to 11pm (Sunday).

The traffic team has reviewed the following documents:

- Plans (Master Set) - Revision C, designed by Drafter, dated 17/04/2024.
- Traffic Impact Assessment (TIA) - Revision 2.1, prepared by AusWide Consulting, dated March 2024
- The *Statement of Environmental Effects* prepared by Sky Planning, dated April 2024

Parking

It is anticipated that the proposed increase in patronage and broad range of operational hours has the potential to intensify parking pressures in surrounding streets particularly during business hours. Further evidence should be provided to validate adequate parking capacity, especially to account for combined demand from the area.

- Parking Requirement:** As noted in the TIA report, the Warringah DCP specifies a requirement of 33 parking spaces for a restaurant with 100 seats. Currently, there is only 1 space dedicated to staff parking with a maximum of 10 staff to be employed. The parking data provided demonstrates high levels of parking occupancy during business hours and the extended operating hours and increased patron capacity are considered unlikely to be able to be supported by relying upon on-street parking. Although the TIA believes the business carpark adjacent to the site can provide the remaining capacity based on parking survey results as of 12 & 14 October 2023, this data shows high levels of occupancy during business hours at the 9 Powells Road and it is unclear if other premises benefitting from that parking are willing to allow the subject development to utilise that parking during business hours. Although it has been stated that adjacent premises are happy for their parking to be used afterhours documentation verifying to above has not been provided, neither has information on the number of such spaces available to those premises. Further data and analysis is needed to demonstrate that the proposed expanded operations are able to be supported by the available parking.
- Carpark Occupancy Survey:** More specifically on the previous point, the critical parking shortage as demonstrated by times with parking occupancy greater than 85% was identified to

be from 11:00am to 3:00pm on Thursday 12 October 2023, coinciding with the business hours in the area. During this period, almost all vacant spaces were at the rooftop carpark of 9 Powells Road that is accessed through the ramp directly above the site. The parking survey needs to clarify whether the restaurant was open at the time of survey because currently the restaurant opens at 5:00pm on weekdays. This means the parking analysis has failed to capture the parking demand generated from the restaurant, although the remaining capacity should still satisfy the required 33 spaces. It is also unclear whether use of those spaces would be permitted by other premises at 9 Powells Road. The above needs clarification.

- Use of Business Carpark: It is mentioned that permission has been granted for patrons to use the business carpark "at weekends and out of hours". A copy of the written agreement should be provided as evidence of carpark use. If the use is restricted to after business hours (i.e., 5:00pm), the parking requirement would not be satisfied at other times.
- Concurrent Parking Demand: It should be noted that the adjacent food and drink premise (7th Day Brewery) has also sought to extend business hours and increase the number of seating. Since both sites have adjoining outdoor areas, and intend to share the available customer parking spaces, the combined parking demand should be considered in the report. Notably, both developments referred to the same parking survey results by AusWide Consulting, that reflects limited parking spaces even without both businesses operating during those hours on the survey date. The impacts of the combined operations of both premises needs to be reviewed.
- Staff Parking: Although it is not reported that any additional staff would be recruited to help serve the additional seating, potentially it may lead to the loss of more parking spaces for many hours given that staff will require parking for the whole of their shift. Details on the anticipated staff numbers at various times the day/week should be provided rather than simply stating a maximum of 10 staff will be employed. Information outlining where it is intended that staff will park and/or outlining their current modes of transport would assist in better understanding the potential impacts of the proposal.

Public Transport and Ride-share

- The site has relatively good access to public transport. Although there is no direct bus route or bus stop on nearby local streets, the site is within a walkable distance of roughly 680m from Brookvale B-Line bus stop on Pittwater Road. This bus stop, and several other stands around Warringah Mall, provide frequent bus services throughout the day past midnight. It is noted that the TIA report states that the site is 290m from the B-Line stop however this does not reflect the need for pedestrian to have to walk around the Brookvale Bus Depot to access Pittwater Road.
- There is a dedicated ride-share parking space on the ground floor of the site, providing an alternative travel option for patrons who have consumed alcohol and are inebriated.

Traffic Generation

- It is not anticipated that the development will generate significant volumes of traffic however the traffic and parking impact report should provide information on the anticipated traffic generation of the development and the timing for those peaks, particularly afternoon peak when workers in the area leave after work.

Deliveries

- The Warringah DCP requires the provision of off-street parking to take into account of the need for parking facilities for courier vehicles, delivery/service vehicles and bicycles. Since the

proposed development is a food and drink premise that includes take-away services, it is expected that both supply delivery trucks, food delivery vehicles (cars, motorbikes, and bicycles) and waste collection vehicles would frequently visit the site. Information outlining how deliveries and servicing will be accommodated is required and separated from customer parking/dining areas.

Patronage Limit Prior to 5pm

- As highlighted in a previous point, customer parking demand is anticipated to place undue pressure upon the existing capacity available to support other premises within the area, especially if the business carpark cannot be accessed during business hours or when the combined parking demand from similar food and drink businesses in the area are taken into account. It is noted that currently, the restaurant opens between 5pm and 9pm on Monday, Wednesday, and Thursday with closure on Tuesday. The proposed expanded operations are therefore viewed as appreciable intensification of use and patronage limits during business hours are likely to be applied to any approval.

Pedestrian Access

- Footpath is present on both sides of the road at the site frontage. Footpath along the southern side terminates at the 90-degree parking area behind the Bus Depot and switches to the northern side that connects to Orchard Road and eventually to Pittwater Road. Pedestrian access is satisfactory as patrons on foot may travel along the footpath to reach the main road with 2 crossings over local roads.

Lighting

- There are streetlights along both site frontages, with one of them directly next to the site driveway on Powells Road which is presumably the main entrance for visitors.
- However, there are no existing streetlights on the section of Mitchell Road between Orchard Road and Powells Road. If the ambient light level is insufficient at late night hours, it may not be a safe environment for such late business hours and a review of streetlighting levels is likely to be requested in conjunction with any approval.

Conclusion

The current materials have not satisfactorily addressed the potential parking demand increase as a result of the increased number of outdoor seatings or extended business hours. The developer should confirm the agreement of carpark usage in a written format, and give more consideration to the hours of operation (especially if they are concurrent with other businesses in the area).

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.