Traffic Engineer Referral Response

Application Number:	DA2021/1541

Date:	30/09/2021
Responsible Officer	
Land to be developed (Address):	Lot 21 DP 226287 , 20 Albert Street FRESHWATER NSW 2096

Officer comments

Proposal description: Proposed change of use from takeaway food premises to a restaurant with an increased number of patrons, change in hours of operation and conversion of 2 car spaces to outdoor seating.

A complying Development Application No 20034/01 for change of use from the current business premises to takeaway food premises with a maximum seating capacity of 8 patrons was approved on 14/4/2021.

Under the new proposed modification DA, the approved floor plan with eight (8) seats will be changed to a floor plan accommodating 58 internal seats and 28 external seats in the undercover courtyard where the current car park is located.

The gross floor area (GFA) of the development, as outlined in the *Traffic and Parking Assessment* prepared by Lyle Marshall & Partners Pty Ltd dated July 2021, is 217.33sqm excluding outdoor/stair and circulation areas. The hours of operation are Monday to Saturday: 11am to 12:00am, and Sunday: 11am to 10:00pm.

The site is zoned B2 Local Centre according to Warringah LEP.

The Warringah DCP applies to the subject site. Under the DCP, 15 parking space per 100sqm of GFA or 1 space per 3 seats is required for restaurants although consideration can be given to a reduced rate if there is available parking in the vicinity at the restaurants hours of operation.

Bicycle parking stands are also required at a minimum rate of one stand for every three car parking spaces, with a minimum provision of one stand for each premise.

The *Traffic and Parking Assessment* prepared by Lyle Marshall & Partners Pty Ltd dated July 2021, the plans designed by FiveFootOne dated 24/05/2021 and the *Plan of Management* prepared by Jack

Leary of Alma have been reviewed by the Traffic team.

Parking requirement

The DCP outlines that for restaurant uses the parking requirement is either 15 spaces per 100sqm of GFA or 1 space per 3 seats. This equates to either 34.5 spaces or 28.7 spaces. The development proposes to remove the two parking spaces provided to serving the existing take away food premises to allow for the creation of an external seating area for 28 people. The developer seeks to justify the absence of any offstreet parking to support the use on the basis of available parking in nearby on and offstreet locations.

- The consultant undertook the parking accumulation surveys on 25/6/2021, and the results were described in Section 2.4 of the traffic report. Based on the survey results, it was estimated that 21 to 22 parking spaces (on-street and off-street car parks) within 2 to 3 minutes walk would be available at peak accumulation time (7:00pm) on Friday night (busiest night of the week) with the following breakdown:
    - Public car park: 6 to 7 vacant spaces
    - Vacant spaces on the street: 3
    - Vacant spaces on off-street car parks: 12 plus 6 to 7 (18 to 19)

  The parking surveys were undertaken in the middle of the Pandemic just prior to Sydney entering a lockdown when it would be expected that few people would be visiting restaurants. The surveys unsurprisingly, indicated that there were plenty of available parking spaces in the vicinity of the development, particularly the nearby Freshwater Village Shopping complex car parking areas. In order to have reliable on-street and off-street carparks parking utilisation/availability, the surveys are suggested to be undertaken when most pandemic restrictions have been lifted and restaurants and other premises are again able to operate at full or near full capacity.

  Given the type of the proposed restaurant where duration of stay would be in the range of 1 to 3 hours, any 10minP and 1/2P should not be included in the on-street parking availability analysis.

  It is also noted that the subject development cannot rely on parking in the adjacent Freshwater Village Shopping complex rooftop and ground-level car park. Those parking spaces are to support the parking demand generated by that complex.

  Finally it is noted that no parking analysis was undertaken during the weekday or weekend midday periods when parking occupancy rates in the Freshwater Village are anticipated to be high. Given that the restaurant is proposed to operate during these periods such analysis is critical.

- Patronage and travel mode surveys were conducted at a similar Alma Restaurant in Avalon managed by the same operator. Peak patronage was reported as 95.8% of seating capacity in the traffic report, and the car driver travel mode by patrons was 13.8% at the time of peak patronage. It is unclear how the travel mode of patrons was determined and this should be clarified. The seating capacity of the Alma Restaurant in Avalon is 68 seats (31 seats internally, 17 in a covered verandah and 20 with no cover). The reported peak patronage would therefore

equate to 67.6%, which shows that around 30% of the restaurant was empty at the time of the travel mode survey. In order to have reliable patronage and travel mode, the surveys are suggested to be undertaken when most pandemic restrictions have been lifted and the restaurant operating at close to capacity. Apart from Alma Restaurant in Avalon, surveys of another similar site in a similar environment will also assist in making a better understanding of parking utilisation/availability and patronage travel mode of the similar developments. It is suggested that at least two (2) similar restaurant sites be surveyed, ideally including another site in Freshwater, and the average of the results be used for the subject development.

- In the traffic report, it is unclear how many staff are expected to serve the proposed development, and the basis of travel mode assumptions for staff trips has not been explained. It is suggested that some information about the anticipated number of development staff and staff travel mode of the similar surveyed sites be included in the traffic report.
- Bicycle parking stands are also required with a minimum provision of one stand for each premise, i.e. one (1) bicycle stand for the proposed development. However, bicycle parking spaces are not presented in the architectural plans. This should be confirmed on the amended plans.
- Some limited information about the deliveries/loading and waste management have been included in the Plan *of Management* prepared by Jack Leary of Alma. It is reported that "*All deliveries are being carried out in the morning prior to business hours in order to not impede pedestrians. Drivers will utilise the loading zones available on the street to ensure all deliveries are carried out safely.*" The location of on-street loading zones that the proposed development will utilise, some analysis of their availability at the times required and details on the frequency of deliveries and size of delivery vehicles is required to demonstrate that the development can operate effectively without access to an offstreet loading bay.

Traffic Impact

- An indication of the traffic generation potential of the development proposal should be provided by reference to the *TfNSW Guide to Traffic Generating Developments, Section 3 - Land use Traffic Generation (October 2002)*. Restaurant Trip Generation and the travel mode Surveys (car driver, taxi, car passenger and share/uber trips) should also be used to determine potential trip generation attributed to the proposed development.

Conclusion

The plans and the traffic report in their current form are unacceptable given the lack of relevant detail to base a traffic and parking impact assessment, as outlined above.

The proposal is therefore unsupported.

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

Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.