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PARKING DEMAND ASSESSMENT

380 PITTWATER RD, NORTH MANLY NSW 2100

Proposed Artisan Food and Drink Venue

Prepared for:	Susie Mills
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INTRODUCTION

AusWide Consulting was engaged by Susie Mills to prepare a Parking Demand Assessment as requested by the Northern Beaches Council at 380 Pittwater Rd, North Manly NSW 2100. This report will assess the implications of the proposed development on existing traffic, parking and transport conditions surrounding the site. The following items have been included in the subsequent sections of this report:

- ◆ public and active transport accessibility at the site,
- ◆ number of car parking and bicycle spaces required for the development,
- ◆ expected traffic generation rates and their impact on the surrounding road network,
- ◆ car parking inventory and demand survey to determine the impacts of the proposed development on the on/off-street public parking spaces provided within the vicinity,
- ◆ Conclusions of the above findings.

While preparing this assessment, the subject site and its environment have been inspected, and all relevant traffic and parking data collected and analysed.

BACKGROUND AND EXISTING CONDITIONS

The subject site is located on Pittwater Road in the suburb of North Manly which is approximately 17km north-east of Sydney's CBD and is located within the Northern Beaches Council. The use of the land immediately surrounding the subject site is a mix of residential, commercial and light industrial in nature. Development in the area is typically characterised by low density-built forms that are generally commercial buildings. The subject property is bounded by Pittwater Rd to the south and Rowe St to the east with existing developments in the northern and western directions.

Pittwater Rd is a local road under the Council jurisdiction. The road cross-section at the site includes 3 lanes eastbound and 2 lanes westbound with pedestrian footpaths present on both sides. The subject site is in a low-medium pedestrian activity zone with a speed limit of 60km.

Figure 1: presents an aerial view of the subject site showing surrounding suburbs

Figure 2: presents an aerial view of the subject site showing surrounding roads and businesses

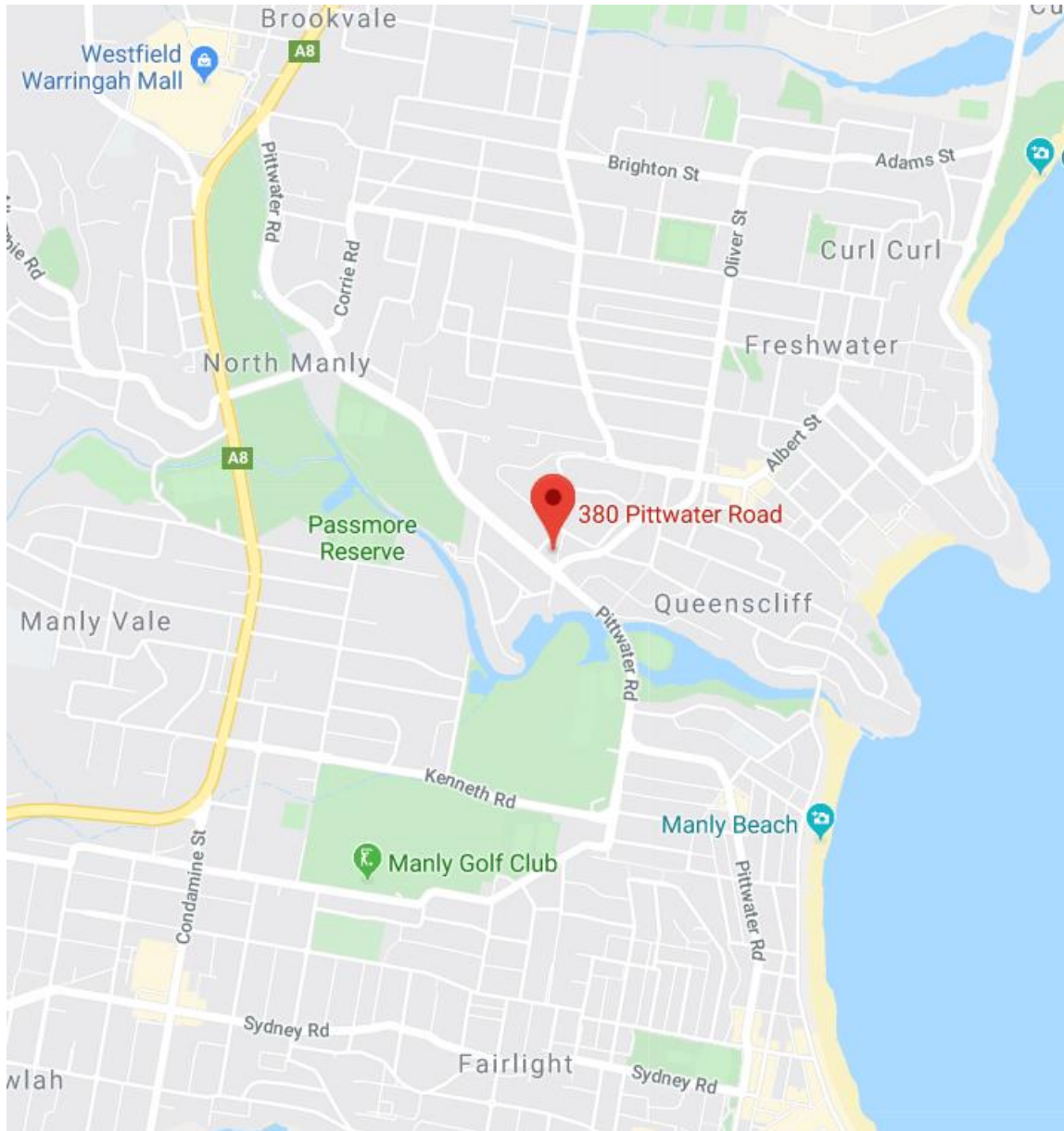


Figure 1: Location of the subject site, source: Google Maps

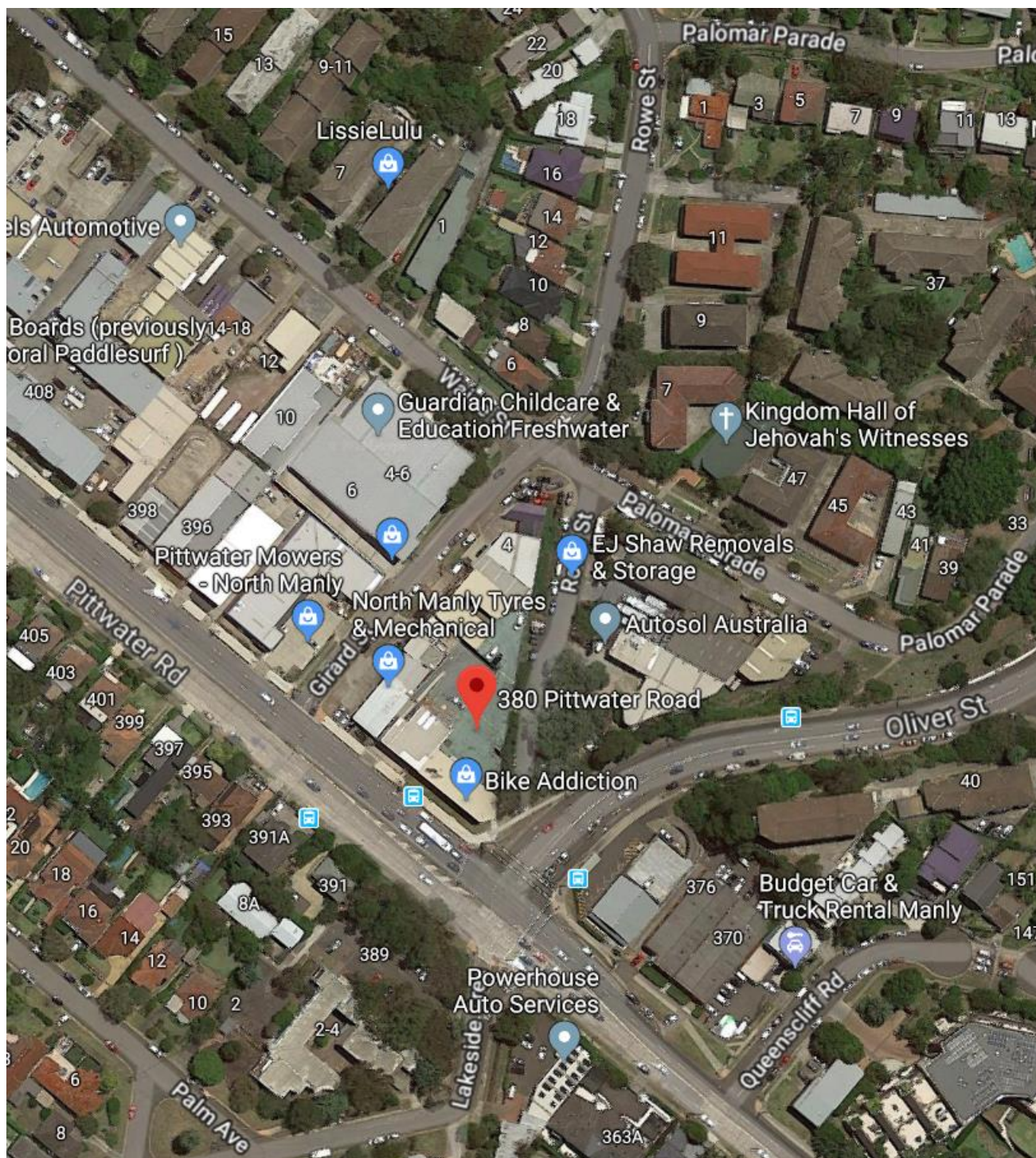


Figure 2: Aerial view of subject site, source: Google Maps

Service	Location	Distance from subject site [m]	Walking time [min]	Origin	Destination	Route Description	Number of Service		
							AM Peak (7-9 am)	PM Peak (4-6 pm)	Off peak
BUS SERVICES									
146	Pittwater Rd at Oliver St	3	<1	Wheeler Heights	Manly	Pre-pay Only	4	4	2 per hour
	Pittwater Rd at Oliver St	3	<1	Manly	Wheeler Heights	Pre-pay Only	4	4	2 per hour
158	Pittwater Rd at Oliver St	3	<1	Cromer	Manly	Pre-pay Only	2 services per day (6:50am and 4:07pm)		
	Pittwater Rd at Oliver St	3	<1	Manly	Cromer	Pre-pay only			
159	Pittwater Rd at Oliver St	3	<1	Dee Why	Manly	Pre-pay only	-	1	1 per hour
	Pittwater Rd at Oliver St	3	<1	Manly	Dee Why	Pre-pay only	-	1	1 per hour
162 9	Pittwater Rd at Oliver St	3	<1	Manly	City Wynyard	Via Narraweena	2	3	1-2 per hour
	Pittwater Rd at Oliver St	3	<1	City Wynyard	Manly	Via Narraweena	4	-	1 per hour
199	Pittwater Rd at Oliver St	3	<1	Palm Beach	Manly	-	5		4 per hour
	Pittwater Rd at Oliver St	3	<1	Manly	Palm beach	-	9	8	4 per hour
E65	Oliver St at Pittwater Rd	57	<1	South Curl Curl	City Wynyard	Express service	6	-	3 per hour until 9:17am
	Oliver St at Pittwater Rd	57	<1	City Wynyard	South Curl Curl	Express service	-	10	4-6 per hour

Table 1: Public Transport - bus service details

WALKABILITY

The locality was assessed for nearby features that would encourage visitors and staff to walk/cycle. Reference is made to the 15-minute walking catchment area outlined in **Figure 6**.

The 'walkability' of a site is a measure of its proximity to other facilities by walking and can be ascertained from www.walkscore.com. The subject site is rated as “*Very Walkable*” (meaning that most errands can be accomplished on foot) and with a score of 77 out of 100 (obtained from the ‘Walk Score’ web tool), it provides a slightly higher ranking to the average Sydney metropolitan score of 63 out of 100.

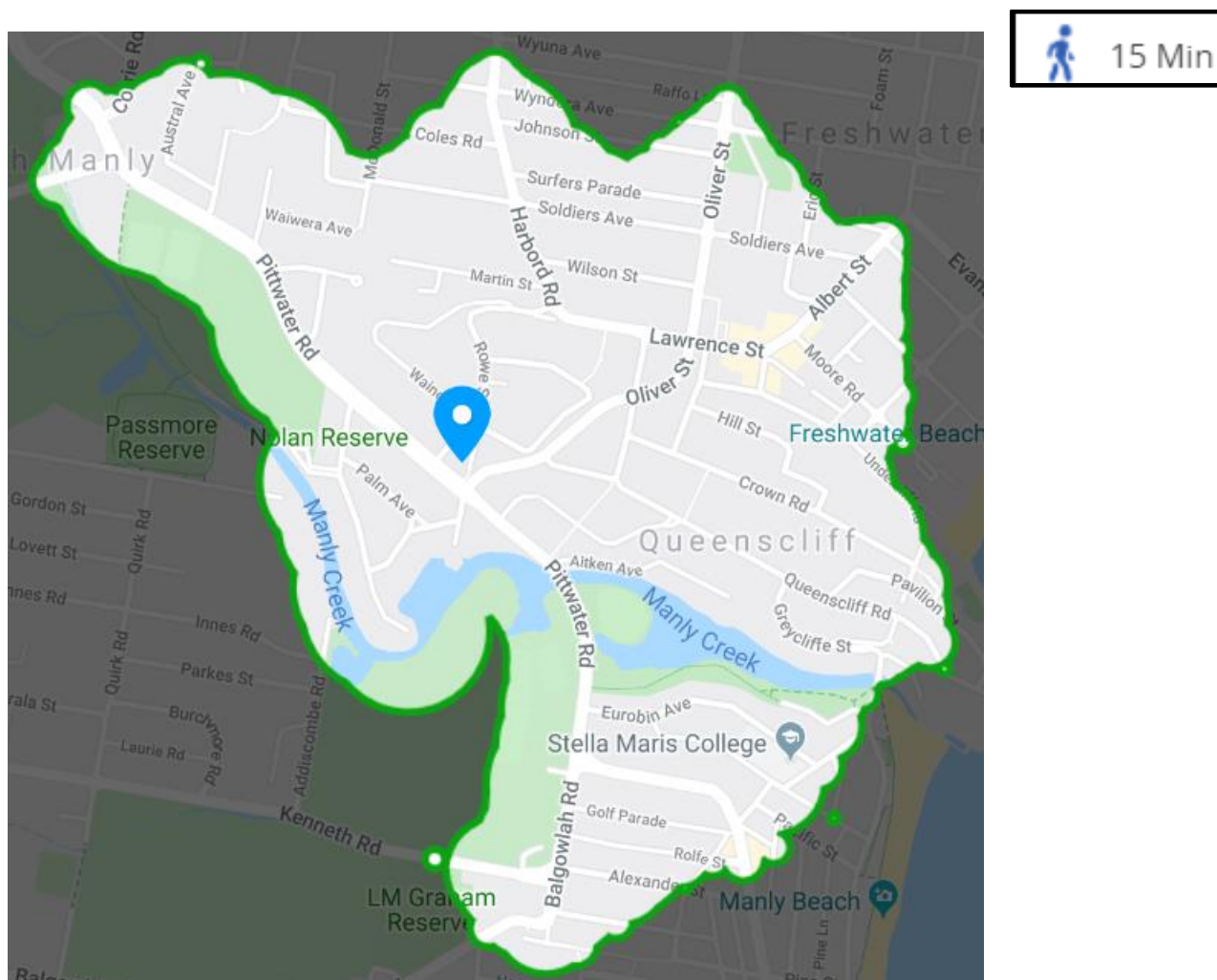


Figure 4: 15 Minute walking catchment area, source: www.walkscore.com

PROPOSED DEVELOPMENT

The proposed development for the site at 380 Pittwater Road (Unit 1), North Manly NSW 2100 is for a proposed artisan food and drink venue (urban winery).

Through observation of site plans and information from the client, the following information is provided;

- The proposed development will change the internal layout of the existing warehouse into an artisan food and drink venue. The internal fit out will include a wine making facility, café, associated retail area and a facility for tasting.
- Development will have 2 dedicated parking spaces available on the rooftop.
- There will be a maximum of 8 staff on-site with a maximum of 60 patrons.
- The operating times for this development are;
 - Café Opening Time;
 - Monday to Friday (6:00am – 2:00pm)
 - Winery Opening Time
 - Wednesday to Sunday (12:00pm – 11:00pm)
 - The expected peak times are Thursday to Sunday from 4:00pm – 10:00pm.
- The GFA of the warehouse is 215sqm.

NUMBER OF CAR PARKING SPACES REQUIRED FOR THE DEVELOPMENTS

Under the Warringah DCP Appendix 1 – Car Parking Requirements, the proposed land use is classified as a “restaurant”. The table below summarises the rates obtained from the guide as well as the car parking requirement for the proposed land use.

Land Use	Given Rate from Appendix 1 of Warringah DCP	Car Parking Required	Dedicated Parking Spaces Provided	Car Parking Short fall
Restaurant	1 space per 3 seats	With a maximum of 60 patrons, the requirement will be 20 spaces.	2	Shortfall of 18 spaces

Table 2: Proposed Development Car Parking Requirement Summary

As observed in the table above, the car parking provided for the proposed development results in a shortfall of 18 car parking spaces. As there is a resulted shortfall, the remaining car parking requirement will have to be met through existing on/off-street parking that is within 250m of the local area.

However, it is unlikely that the development will always be at peak capacity so the requirement for parking may be considered excessive. Nevertheless, a car parking survey will be conducted to determine available parking within the area.

BICYCLE PARKING REQUIREMENTS

The bicycle provision requirements are determined in accordance with the Warringah DCP Part C3(A) – Bicycle Parking and End of Trip Facilities.

As there are no determined rates for the proposed land use outlined within the document, it is noted that the following rate for the proposed development is justified through observation of the NSW Planning Guidelines for Walking and Cycling (2004).

Within this document the given rate for cafés and restaurants are 3-5% of staff and 3-5% of the seating capacity will require bicycle parking facilities. With a maximum of 8 staff and a 60-patron seating capacity, the expected minimum bicycle parking required is 3 spaces (rounded up).

To accommodate to this requirement, 2 bicycle racks (each holding 2 bicycles) will need to be implemented within the development.

TRAFFIC IMPACT ASSESSMENT

Through observation of the RTA Guide to Traffic Generating Development (2002), the proposed development is classified as a “restaurant”. The traffic generation rate for the development is as follows;

- Evening peak hour vehicle trips = 5 trips per 100sqm of GFA
- Daily vehicle trips = 60 per 100sqm GFA

Using the given rates and the given GFA of 215sqm, the evening peak hour vehicle trips results to be 11 (rounded up) trips and the daily vehicle trips results to be 129 trips. This traffic generation can also equate to be 1 vehicle trip every 5.4 minutes

Assessing these rates using the RTA Guide, it is evident that the vehicular traffic generation of the existing site is considerably low. Also, given the location of the subject site, the visitors are able arrive at the premises by walking.

It is expected that the vehicular traffic generated by the site will distribute across the road network in the vicinity. It was perceived that these rates are in fact negligible and are not anticipated to generate any significant adverse impacts on the local road network.

CROSS UTILISATION TRIPS

Since the site will be located within a mixed residential, retail and commercial area, some of the patrons may use the other attractions and services available in the vicinity. Therefore, a part of these trips can be deemed to be trips that are already visiting another part of the commercial area and thus have cross purposes for being there resulting in cross utilisation.

CAR PARKING DEMAND SURVEY

As a part of this study, parking utilization surveys were undertaken to determine the public parking occupancy on:

- ◆ Wednesday 20th November (6:00am – 10:00am)
- ◆ Friday 22nd November (11:00am – 3:00pm)
- ◆ Sunday 25th November (5:00pm – 9:00pm)

The survey area considered all the on/off-street parking spaces available within an approximately 250m radius of the site (generally regarded as the walking distance to the site). The survey area was carefully chosen to represent the areas where customers are most likely to park their vehicles. The survey area map and the full results of this survey are presented in **Appendix: A – D**. The following sections summarise and discuss these results.

ON - STREET PUBLIC PARKING

There is a total of 180 on-street public parking spaces within a 250m walking distance of the proposed development site.

The parking observations showed that generally, the occupancy is in between 32-47% on Wednesday, 54 - 59% on Friday and 51 - 62% on Sunday respectively. As such, this occupancy is considered as low-medium occupancy. The highest occupancy was recorded on Sunday at 5:00pm (62%). However, even at the peak time, there were a great number of vacant spaces within a 250m distance to the subject site. Generally, demand rarely exceeds 55%. Nevertheless, at most times, the average occupancy is around 50.7%; which indicates a significant volume of vacant car park spaces within walking distance to the subject site.

CONCLUSIONS

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

- ◆ The proposed development for the site at 380 Pittwater Rd, North Manly NSW 2100 is for a proposed artisan food and drink venue.
- ◆ The site is highly accessible to the local area and greater Sydney region through public transport. Thus, public transport can be an effective form of travel for staff and patrons.
- ◆ The site has walkability score of 77, which indicates that “most errands can be accomplished on foot”. This score provides a slightly higher ranking to the average Sydney metropolitan score of 63 out of 100.
- ◆ Since the subject site will be located within a commercial and residential area, it is likely to give rise to multipurpose trips. Therefore, it is expected that some traffic to the site will be undertaken by multipurpose trips and shared parking, and this will result in a reduction of the on-site parking requirement.
- ◆ The proposed restaurant will generate additional, but low levels of trips throughout the day. It is expected that these trips can be accommodated at the nearby intersections without affecting intersection performance or increasing delays and queues.
- ◆ Using the recommended parking rates presented in the Warringah DCP Appendix 1 – Car Parking Requirements, the development would require 20 parking spaces to be compliant. As the proposed development plans to provide 2 dedicated parking spaces for patrons, there is a shortfall of 18 parking spaces available. However, it is unlikely that the premises will always reach peak capacity therefore requirement for parking may be considered excessive and does always not represent its operation.
- ◆ Nonetheless, to justify this estimated shortfall, the immediate locality was assessed for available parking. A total of 180 on-street car spaces were identified.
- ◆ The parking survey results indicated that there is enough public on/off– street parking spaces within a 250m radius of the site; therefore, the staff and visitors can utilize these spaces if needed.
- ◆ As such, it was concluded that the parking shortfall of 18 spaces would generate no noticeable parking impacts or will not exhaust the overall parking availability in the area.

In conclusion, this study indicates that the proposed development is not envisaged to have adverse impacts on the surrounding traffic or parking conditions. As such, the development of an artisan food and drink venue has been endorsed in a traffic and parking context.

APPENDIX A: PARKING INVENTORY AND DEMAND SURVEY, ON/OFF - STREET PUBLIC PARKING – SURVEY AREA



Legend:

- northbound
- southbound
- eastbound
- westbound

APPENDIX B: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, WEDNESDAY 20th NOVEMBER

LOCATION					PARKING	DEMAND					
Street	Between			Side	Restriction	Supply	6:00am	7:00am	8:00am	9:00am	10:00am
Pittwater Rd	Riverview Parade	-	Queenscliff Rd	E	No Restriction	5	-	-	1	1	1
					15minP 7 Days (8:30am – 6:00pm)	2	-	-	-	-	1
					1/2P Mon to Fri (8:30am – 6:00pm) Sat (8:30am – 12:00pm)	13	-	-	2	4	4
					1P Mon to Fri (8:30am – 6:00pm) Sat (8:30am – 12:00pm)	5	-	-	1	2	2
	Rowe St	-	Riverview Parade	W	No Restriction	20	11	11	9	6	10
Girard St	Pittwater Rd	-	Palomar Parade	N	No Restriction	14	6	6	5	8	9
	Palomar Parade	-	Pittwater Rd	S	No Restriction	19	4	7	8	8	10
Oliver St	Pittwater Rd	-	230m northbound	S	No Restriction	33	10	11	8	12	15
Rowe St	Pittwater Rd	-	Palomar Parade	-	No Restriction	23	5	5	8	7	9
Waine St	100m westbound	-	Girard St	E	No Restriction	11	5	5	4	7	6
	Girard St	-	100m westbound	W	No Restriction	9	6	6	6	4	4
Palomar Pde	Girard St	-	120m eastbound	E	No Restriction	14	5	5	5	4	8
	120m eastbound	-	Girard St	W	No Restriction	12	7	7	7	6	6
<i>E- eastbound, N – northbound, S – southbound, W - westbound</i>						180	59	63	64	69	85
						%	32.8	35	35.6	38.3	47.2

APPENDIX C: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, FRIDAY 22nd NOVEMBER

LOCATION					PARKING	DEMAND					
Street	Between			Side	Restriction	Supply	11:00am	12:00pm	1:00pm	2:00pm	3:00pm
Pittwater Rd	Riverview Parade	-	Queenscliff Rd	E	No Restriction	5	2	2	3	3	2
					15minP 7 Days (8:30am – 6:00pm)	2	-	-	-	1	1
					1/2P Mon to Fri (8:30am – 6:00pm) Sat (8:30am – 12:00pm)	13	3	5	4	4	7
					1P Mon to Fri (8:30am – 6:00pm) Sat (8:30am – 12:00pm)	5	2	3	3	2	3
	Rowe St	-	Riverview Parade	W	No Restriction	20	12	12	14	13	14
Girard St	Pittwater Rd	-	Palomar Parade	N	No Restriction	14	11	8	8	9	8
	Palomar Parade	-	Pittwater Rd	S	No Restriction	19	11	10	11	12	9
Oliver St	Pittwater Rd	-	230m northbound	S	No Restriction	33	17	21	23	19	23
Rowe St	Pittwater Rd	-	Palomar Parade	-	No Restriction	23	11	11	10	11	9
Waine St	100m westbound	-	Girard St	E	No Restriction	11	7	6	6	6	8
	Girard St	-	100m westbound	W	No Restriction	9	5	5	6	6	6
Palomar Pde	Girard St	-	120m eastbound	E	No Restriction	14	9	7	8	8	9
	120m eastbound	-	Girard St	W	No Restriction	12	8	8	7	7	7
						180	98	98	103	101	106
						%	54.4	54.4	57.2	56.1	58.9

E- eastbound, N – northbound, S – southbound, W - westbound

APPENDIX D: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, SUNDAY 24th NOVEMBER

LOCATION					PARKING	DEMAND					
Street	Between			Side	Restriction	Supply	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Pittwater Rd	Riverview Parade	-	Queenscliff Rd	E	No Restriction	5	4	4	3	5	4
					15minP 7 Days (8:30am – 6:00pm)	2	1	2	2	1	1
					1/2P Mon to Fri (8:30am – 6:00pm) Sat (8:30am – 12:00pm)	13	8	7	7	8	8
					1P Mon to Fri (8:30am – 6:00pm) Sat (8:30am – 12:00pm)	5	4	3	4	4	3
	Rowe St	-	Riverview Parade	W	No Restriction	20	14	15	13	13	11
Girard St	Pittwater Rd	-	Palomar Parade	N	No Restriction	14	10	11	9	10	10
	Palomar Parade	-	Pittwater Rd	S	No Restriction	19	10	9	10	13	7
Oliver St	Pittwater Rd	-	230m northbound	S	No Restriction	33	22	20	17	19	15
Rowe St	Pittwater Rd	-	Palomar Parade	-	No Restriction	23	11	13	15	13	10
Waine St	100m westbound	-	Girard St	E	No Restriction	11	8	5	7	5	5
	Girard St	-	100m westbound	W	No Restriction	9	6	5	4	5	5
Palomar Pde	Girard St	-	120m eastbound	E	No Restriction	14	7	8	7	6	7
	120m eastbound	-	Girard St	W	No Restriction	12	6	5	6	6	6
						180	111	107	104	108	92
						%	61.7	59.4	57.8	60	51.1x

E- eastbound, N – northbound, S – southbound, W - westbound