



WALLBRIDGE GILBERT
AZTEC

Platinum Planning Solutions

14 September 2021

Via email: james@platinumplanning.com.au

Job No. WGA211731

Attention: Mr. J. Connolly

Dear James,

**WARRINGAH MALL, BROOKVALE – CHANGE OF USE (INDOOR RECREATION FACILITY)
TRAFFIC ENGINEERING ASSESSMENT**

1. INTRODUCTION

Wallbridge Gilbert Aztec (WGA) has been engaged by Platinum Planning Solutions on behalf of the applicant to conduct a traffic engineering assessment of the proposed change of use located at Shop 1272/3 in Warringah Mall, Brookvale.

It is understood that the applicant seeks to lodge a Development Application (DA) seeking approval for the fit out and use of the existing 'shop' premises as an 'indoor recreation facility' (children's play centre).

The following provides an assessment of the appropriateness of proposed arrangements in the context of the additional parking demands expected to be generated by the proposed change of use.

2. EXISTING CONDITIONS

2.1 Existing Shopping Centre

The subject site is located within the Warringah Mall Shopping Centre development located in Brookvale.

The broader shopping centre is anchored by David Jones, Myer, Target, Big W, Coles, Woolworths, and Hoyts Cinemas. Warringah Mall features a further 370 specialty and mini major stores across approximate 129,400sqm of Gross Leasable Area (GLA). The shopping centre site is bound by Cross Street to the North, Pittwater Road and Condamine Street to the East, Old Pittwater Road to the South and industrial uses to the West.

Formal vehicle access is provided via multiple locations across the broader site's Northern, Eastern, and Southern frontages. The site provides more than 4,650 car parking spaces across its nine (9) carparks.

Level 2, 31 Market St
South Melbourne VIC 3205
T: 03 9696 9522
WGA VIC Pty Ltd
ABN 59 127 466 997

ADELAIDE

DARWIN

MELBOURNE

PERTH

WHYALLA

2.2 Subject Site

We understand the subject site previously operated as a 'shop' use across approximately 960sqm of GLA. Car parking demands generated by staff and patrons were accommodated within the overall supply provided for Warringah Mall Shopping Centre.

We note that tenancy no. 1272/3 is currently vacant awaiting tenement.

2.3 Sustainable Transport

The subject site has excellent access to the surrounding public bus network. Most notably, the Warringah Mall Bus Interchange provides staff and patrons of the shopping centre with access to routes services in multiple directions.

As indicated below, a total of four (4) bus stops are provided at the interchange located near the intersection of Pittwater Road and William Street, with further alternatives offered at the Green Street stop (internal to the shopping centre site).

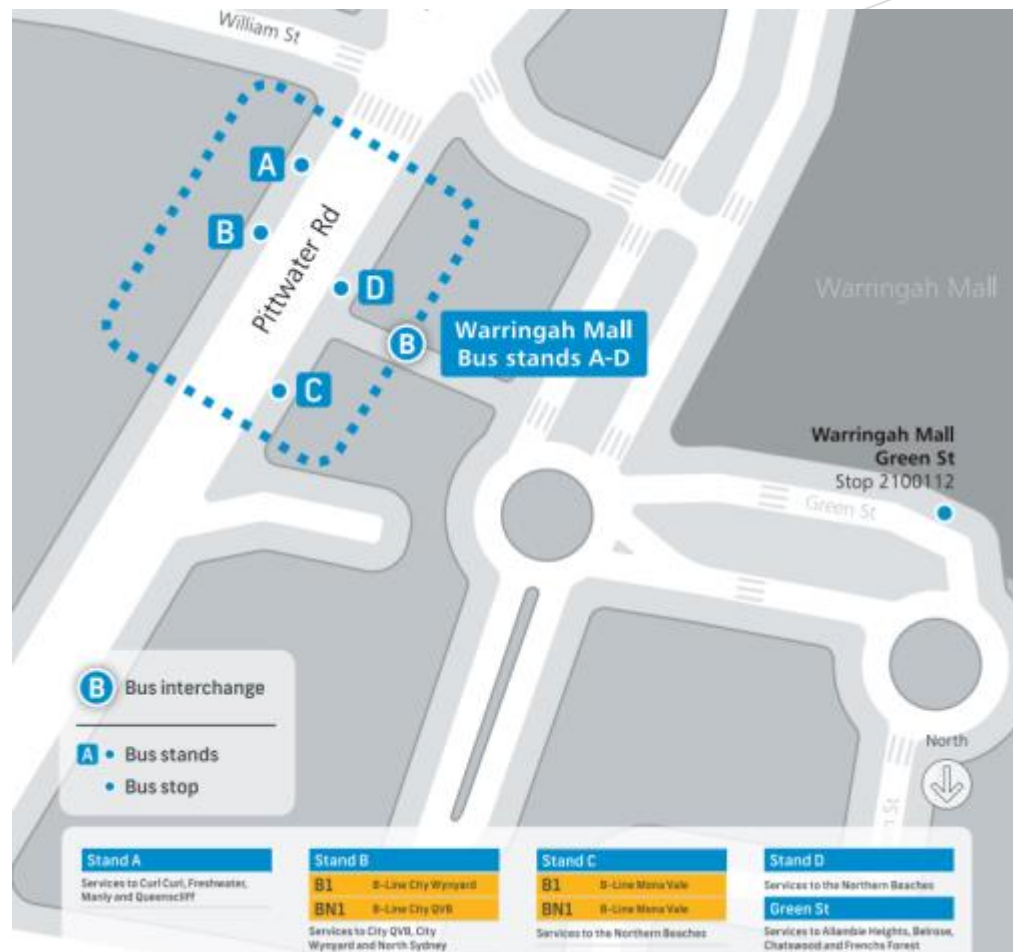


Figure 1: Warringah Mall Bus Interchange

The interchange is conveniently located along the shopping centre's eastern frontage.

3. PROPOSED DEVELOPMENT

The proposal seeks a change of use to permit an indoor recreation facility (children's play centre) at tenancy no. 1272/3 across approximately 990sqm of GLA.

Based on the information provided, it is understood that the existing tenancy will undergo minor refurbishments for the purposes of accommodating the 'Planet Mino Kids Club' which will comprise of the following facilities:

- Playground
- Children's role-playing area
- Ball pit
- Two (2) party rooms
- Café and dining area

The play centre proposes to operate across the following days and times:

- Monday – Wednesday 9:00am to 5:30pm
- Thursday – Sunday 9:00am to 8:30pm

The premise will typically be staffed by up to 12 employees during hours of operation. Up to 200 patrons are proposed to be accommodated on-site at any time.

4. STATUTORY CAR PARKING REQUIREMENTS

Appendix 1 to the Warringah Development Control Plan 2011 (The DCP) specifies car parking requirements for a number of land uses.

It is noted that statutory car parking requirements for an indoor recreation facility are not specified in Appendix 1. The DCP goes on to state:

“Where the car parking rate is not specified in Appendix 1 or the WLEP, car parking must be adequate for the development having regard to the objectives and requirements of this clause. The rates specified in the Roads and Traffic Authority's Guide to Traffic Generating Development should be used as a guide where relevant.”

Consequently, acknowledging the Roads and Traffic Authority's Guide to Traffic Generating Development does not specify car parking provision rates for children's play centre uses, a car parking demand assessment has been undertaken to gain an understanding of the additional car parking demands likely to be generated by the subject site due to the proposed change of use.

4.1 Car Parking Demand Assessment

Likely Car parking Demand – Case Study

In order to determine the car parking demand likely to be generated by the proposed children's play centre, reference is made to case study data obtained by other traffic engineering consultants, across similar indoor recreation developments located throughout metropolitan Sydney.

In the context of the Warringah Mall Shopping Centre, it is expected that peak parking demands would occur on Saturday afternoons, where peak demands by shopping centre staff/shoppers would overlap with peak activity at the play centre.

Consequently, relevant to demands observed on Saturdays, a review of the case study data suggests that an indoor children's play centre generates peak car parking demands in line with the following rates:

- 0.35 spaces per patron
- 0.34 spaces per staff member

Application of these rates to the proposed development equates to an expected car parking demand for 74 car parking spaces, comprised of 70 patron spaces and four (4) staff spaces.

It is noted that the above demand forecast is anticipated to be conservative in nature, given it does not discount the probability of visitors patronising the play centre as part of a multi-purpose trip associated with the broader shopping centre use. Further, surveyed sites contained within the case study data set are generally contained within industrial zones, where public transport connectivity and probability of multi-purpose trips are both low.

Net increase in Car Parking Demand

As previously noted, it is understood that the subject site previously operated as a 'shop' use across approximately 960sqm of GLA. Car parking demands generated by staff and patrons were accommodated within the overall supply provided for Warringah Mall Shopping Centre.

During the development of the Warringah Mall Shopping Centre masterplan, it could be expected that car parking requirements attributed to the shop use would have been considered within the overall on-site car parking supply. Application of the rates outlined in Appendix 1 of the DCP to a shop use (within shopping malls with a GLA greater than 30,000sqm) attributes a parking requirement of 40 car parking spaces to this tenancy. In this instance, this requirement is expected to be reflective of actual demand, noting the DCP notes that the prescribed rate already considers multi-purpose trips as being dominant at these types of shopping centre complexes.

Considering the existing car parking requirements associated with the subject site, the change of use represents an increase in demand in the order of up to 34 car parking spaces on-site.

Availability of Off-Street Car Parking Within the Existing Site

It is noted that the broader shopping centre footprint provides approximately 4,650 car parking spaces across nine separate car parking areas. An assessment of historical aerial imagery available using Nearmap (pre-COVID lockdown/restriction periods) shows that there is considerable availability across existing car parking areas throughout the site.

Noting the minimal increase in 'theoretical' parking demand generated by the proposal as outlined above, it is considered acceptable and appropriate that the existing car parking supply be leveraged to accommodate any additional demands generated by the subject site.

It is noted that the forecast increase in car parking demands represent a conservative estimate, as it does not discount the likelihood of multi-purpose trips for patrons (instead of stand-alone trips) and the likelihood of staff/patrons opting to travel to/from the site via the use of sustainable alternatives.

Summary

It is our expectation that any increases in car parking demand across the centre resulting from the proposed change of use will have negligible impacts to existing parking amenity for staff and visitors of the broader shopping centre.

Further, regarding play centre operations during Thursday – Sunday evenings, it is noted that Warringah Mall Shopping Centre operates until 5.30pm on Friday nights, and until 5.00pm on Saturday and Sunday nights. Parking demands across the broader shopping centre would be expected to dissipate rapidly after closing, resulting in even further on-site car parking opportunities for patrons attending evening events at the subject site.

5. STATUTORY BICYCLE PARKING REQUIREMENTS

5.1 DCP Controls

Part C3(A) to the DCP specifies bicycle parking requirements for a number of land uses. It is, however, noted that controls specified under Part C3(A) do not apply to developments that signify a change of use when no additional floor space is being created.

In this instance, minor refurbishments proposed to the existing tenancy fitout (removal of existing stairs, lifts and escalators) will result in an addition ~28sqm of GLA for the new use.

Acknowledging the negligible increase in post-development floor area, the proposed change of use would not be expected to provide additional on-site bicycle parking or end-of-trip facilities.

It is noted that during the development of the overall Warringah Mall Shopping Centre masterplan, it is likely that bicycle parking requirements attributed to the previous use (shop) would have been considered within the overall on-site bicycle parking supply for staff and shoppers. Staff and patrons associated with the proposed development would be able to leverage these provisions, with bicycle parking racks currently located across the broader shopping centre.

5.2 Appropriateness of Intended Arrangements

On the basis of the above assessment, the provision of no additional bicycle parking or end-of-trip facilities is deemed appropriate in this instance.

6. TRAFFIC CONSIDERATIONS

The modest increase in traffic volumes generated by the proposed change of use is expected to be comfortably dissipated throughout the shopping centre's multiple access points and the surrounding road network. These increases are expected to be indiscernible to the average motorist.

7. SUMMARY

On the basis of the above assessment, WGA considers the existing car parking provisions associated with the Warringah Mall Shopping Centre as being appropriate for use by staff and patrons of the proposed change of use, with manageable increases in car parking demands expected to be generated by the change of use at times of peak operation.

We are therefore in support of the proposal and do not believe there to be any traffic or parking grounds that should otherwise prohibit issue of DA approval.

Should you have any queries relating to this matter please contact our office.

Yours faithfully



Manuel Vezzaro
for
WALLBRIDGE GILBERT AZTEC

CJ:MV;jh