

HARBORD HOTEL HOLDINGS PTY LTD

TRANSPORT ASPECTS OF
PLANNING PROPOSAL FOR
ACCOMMODATION BUILDING AT
HARBORD BEACH HOTEL

SEPTEMBER 2023

COLSTON BUDD ROGERS & KAFES PTY LTD
ACN 002 334 296
Level 18 Tower A
Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Telephone: (02) 9411 2411
Email: cbrk@cbrk.com.au

REF: 11363/2

TABLE OF CONTENTS

1. INTRODUCTION	1
2. TRANSPORT ASPECTS OF PLANNING PROPOSAL	2

I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Harbord Hotel Holdings Pty Ltd to review the transport aspects of a planning proposal for the Harbord Beach Hotel at 29 Moore Road, Freshwater. The site is on the corner of Moore Road, Charles Street and Undercliff Street, as shown in Figure I.
- I.2 The hotel 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. The south-eastern part of the site is occupied by a residential apartment building, with access from Undercliff Road.
- I.3 It is proposed to develop an accommodation building on the southern part of the site. To facilitate this development, the part of the site occupied by the residential building requires rezoning. The planning proposal therefore seeks to amend the zoning of this part of the site to accommodate the development.
- I.4 The transport aspects of the planning proposal are reviewed in the following chapter.
-

2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are reviewed through the following sections:

- site location and road network;
- potential scale of development;
- policy context;
- public transport, walking and cycling;
- parking provision;
- access, servicing and internal layout;
- traffic generation; and
- summary.

Site Location and Road Network

2.2 The site is at 29 Moore Road, as shown in Figure 1. The hotel 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 21 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. The south-eastern part of the site is occupied by a residential apartment building, with access from Undercliff Road.

2.3 The hotel has approval for alterations and additions, including increasing the on-site parking to 31 spaces. These works are currently being undertaken.

- 2.4 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.
- 2.5 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.
- 2.6 Other streets in the area, including Undercliff Road, Gore Street and Kooloorra Avenue, generally provide for one traffic lane and one parking lane in each direction.

Potential Scale of Development

- 2.7 It is proposed to develop an accommodation building on the southern part of the site. To facilitate this development, the part of the site occupied by the residential building requires rezoning. The planning proposal therefore seeks to amend the zoning of this part of the site to accommodate the development.
- 2.8 The accommodation building would provide some 37 rooms, plus associated facilities.

Policy Context

- 2.9 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include the Greater Sydney Region Plan (A Metropolis of Three Cities), Future Transport Strategy 2056 and the State Infrastructure Strategy. These policies are discussed below.
-

- 2.10 The Greater Sydney Region Plan (A Metropolis of Three Cities) provides a framework for planning for Sydney's growth to 2056. It identifies three cities in the Sydney metropolis: the Eastern Harbour City, the Central River City and the Western Parkland City.
- 2.11 The Future Transport Strategy 2056 provides a framework for planning for and delivering transport infrastructure for the state over the next 40 years. The NSW State Infrastructure Strategy 2018–2038 sets out the government's infrastructure vision for NSW the state over the next 20 years.
- 2.12 A series of district plans set out the planning priorities and actions for each district in the greater Sydney region. The North District Plan, in which Freshwater is located, identifies Freshwater as a local centre.
- 2.13 There are a number of important considerations identified for development in local centres which are relevant to the subject planning proposal, including:
- delivering transit-oriented development and co-locating facilities and social infrastructure;
 - protecting and expanding retail and commercial floor space;
 - protecting and expanding employment opportunities;
 - integrating and supporting arts and creative enterprise and expression;
 - supporting the night time economy;
 - conserving and interpreting heritage values;
 - accommodating local festivals and celebrations; and
 - providing parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.
-

Public Transport, Walking and Cycling

- 2.14 Local bus services are provided by Sydney Buses. Both Charles Street and Moore Road form part of local bus routes. There are bus stops in both roads, close to the site. Services include:
- route 165X: South Curl Curl to City Wynyard (express service);
 - route 167: Warringah Mall to Manly via South Curl Curl; and
 - route 705N: Freshwater Senior Campus to Manly Wharf.
- 2.15 Footpaths are provided on Moore Road and Charles Street, adjacent to the site. The roundabout at Moore Road/Charles Street includes refuges for pedestrians crossing Moore Road and Charles Street.
- 2.16 Both Moore Road (west of Charles Street) and Charles Street (north of Moore Road) form part of council's designated bicycle routes through the area.
- 2.17 The site is therefore accessible by public transport services, as well as walking and cycling. The proposed development will therefore be readily accessible by these modes.
- 2.18 The proposed development would increase employment and service densities close to existing public transport services, consistent with Freshwater's role as a local centre.
- 2.19 The proposed development will therefore satisfy the objectives of the Greater Sydney Region Plan and North District Plan as follows:
-

- ❑ enabling employees and customers to readily access buses close to the site;
- ❑ providing for increased accommodation and employment close to a local centre;
- ❑ providing for accommodation and services close to other services and facilities, to reduce the need for external travel;
- ❑ supporting the commercial viability of the night time economy, as well as arts and creative enterprise and expression;
- ❑ helping to conserve heritage values (the existing hotel is a heritage item); and
- ❑ being readily connected to the Sydney CBD, as well as other major locations nearby such as Manly, by public transport.

Parking Provision

- 2.20 Appendix I of the Warringah DCP 2011 includes a parking requirement of one space per unit, plus one space per two employees, for hotel or motel accommodation.
- 2.21 The proposed accommodation would provide 37 rooms and have up to four employees. Therefore, some 39 parking spaces would be required.
- 2.22 As previously discussed, the hotel currently provides some 23 parking spaces, with approval to increase this to 31 spaces.
-

- 2.23 The parking requirement for the site would therefore be some 70 spaces (31 approved plus 39 for the accommodation building).
- 2.24 The concept plans show some 72 on-site parking spaces, in two basement levels. Appropriate parking is therefor able to be provided for the development.
- 2.25 The final parking provision will be determined at the development application stage.

Access, Servicing and Internal Layout

- 2.26 Vehicular access to the development would be provided from Charles Street, in approximately the location of the existing driveway to the site. Access would also be provided from Moore Road, similar to today.
- 2.27 Provision will be included in the development for service vehicles and garbage collection to occur on the site. Service vehicles will enter and exit in a forward direction.
- 2.28 At the time of a development application, the driveways, parking area and loading arrangements will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS 2890.1:2004 and AS 2890.2:2018.
-

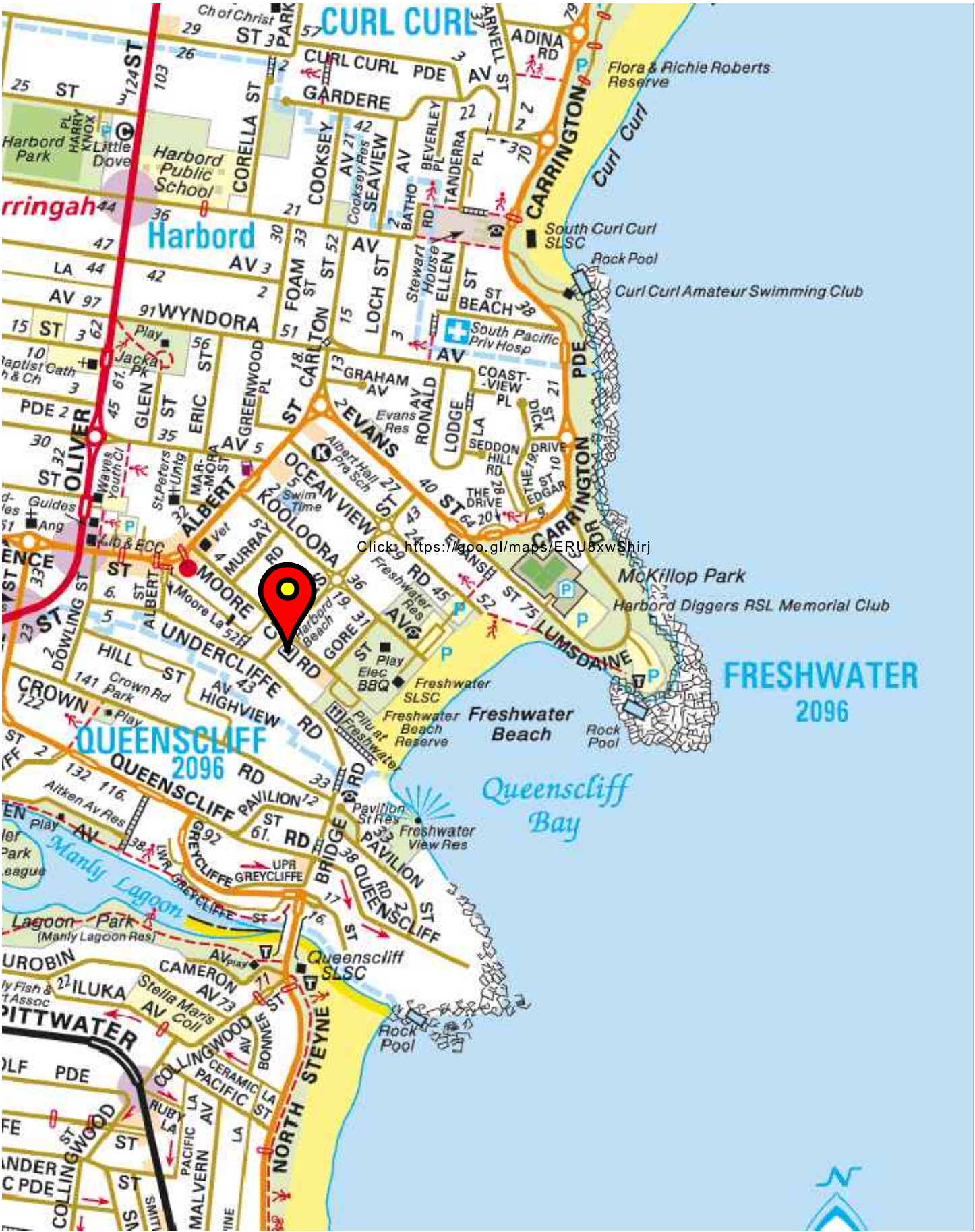
Traffic Generation

- 2.29 Traffic generated by the proposed accommodation building will have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network.
- 2.30 As previously noted, the planning proposal seeks to rezone the south-eastern part of the site to provide for the proposed accommodation building. However, part of the site is already zoned for this intended use.
- 2.31 The proposed accommodation building would have a traffic generation of some five to 10 vehicles per hour two-way at peak times. The effects of this traffic would be assessed at the development application stage. However, it is a low generation, equivalent to an average of only one vehicle every six to 12 minutes at peak times.
- 2.32 This low traffic generation would not have noticeable effects on the operation of the surrounding road network.
- 2.33 It should also be noted that for the part of the site to be rezoned, the traffic generation of its current and proposed zonings would be similar.

Summary

- 2.34 In summary, the main points relating to the transport aspects of the planning proposal are as follows:

- i) the planning proposal is for the south-eastern part of the site, to facilitate the development of an accommodation building with some 37 rooms;
 - ii) the planning proposal is consistent with broader local and regional planning strategies for the area;
 - iii) the site is accessible by public transport services, as well as walking and cycling;
 - iv) the development would increase accommodation and employment densities close to existing public transport services;
 - v) appropriate on-site parking will be provided;
 - vi) access will be provided from Charles Street and Moore Road;
 - vii) access, internal circulation and layout will be provided in accordance with Australian Standards;
 - viii) traffic generation of the proposed development would be very low, equivalent to an average of only one vehicle every six to 12 minutes at peak times;
 - ix) such a low traffic generation would not have noticeable effects on the operation of the surrounding road network; and
 - x) the traffic generation of the site's current and proposed zonings would be similar.
-



Click: <https://goo.gl/maps/fdFfC8WUwMbfEh59>

Location Plan

Figure 1