

Duo Duo Ice Cream  
67 Chapel Street  
Roselands NSW 2196

20 July 2022

Job No. WGA221064

Attention: Mr. D. Duong

Dear Dylan,

## 67 CHAPEL STREET, ROSELANDS – PROPOSED OUTDOOR SEATING AREA CAR PARKING IMPACT ASSESSMENT

### 1. INTRODUCTION

Wallbridge Gilbert Aztec (WGA) has been engaged by Duo Duo Ice Cream (the applicant) to conduct an assessment of the traffic engineering implications associated with the proposed outdoor seating area planned to be introduced to the existing 'Artisan Food and Drink Premises' ("Duo Duo Ice Cream"). The subject site is located at 67 Chapel Street, Roselands.

In the course of undertaking this assessment, the following documentation has been referenced:

- Preliminary plans prepared by Inco dated 18 July 2022, specifically Drawing No. DA 100.
- Notice of Determination of a Development Application (Determination Notice No. DA-84/2021) issued by Canterbury-Bankstown Council on 7 April 2021.
- Parking Inventory & Occupancy Surveys undertaken by Trans Traffic Survey on Friday 24 June 2022 and Saturday 25 June 2022.
- Nearmap aerial and Google Streetview imagery, as required.

### 2. EXISTING OPERATIONS

Duo Duo Ice Cream is a dessert store currently permitted to operate as an 'Artisan Food and Drink Premises' with manufacturing and retail components. It is understood that food products are manufactured at the rear portion of the existing warehouse, with product sales occurring at the building frontage adjacent to the car park. No seating is currently provided on-site for patrons to consume goods.

A total of five (5) on-site car parking spaces are currently provided, inclusive of one (1) DDA-compliant space. Vehicle access is provided via a double-width crossover to Leslie Street.

The premises currently operates across seven (7) days a week, with seven (7) **staff** working on-site from 9.00am to 5.00pm (manufacturing and retail) and two (2) to four (4) staff working on-site from 6.00pm to 12.00am (retail).

Level 6, 312 St Kilda Rd  
Southbank VIC 3006  
T: 03 9696 9522  
WGA VIC Pty Ltd  
ABN 59 127 466 997

The premises is currently open to **patrons** across the following days of the week and corresponding times:

- Monday: Closed
- Tuesday - Thursday: 12.00pm – 10.00pm
- Friday & Saturday: 12.00pm – 11.00pm
- Sunday: 12.00pm – 10.00pm

No changes to these arrangements are proposed under this application.

### 3. THE PROPOSAL

#### 3.1 General Operations

It is proposed to convert a portion of the existing paved on-site car parking area into a covered seating arrangement. As part of the proposed development, noting the proposal seeks to become a key feature of the business proposition, the applicant proposes to removal all five (5) existing on-site car parking spaces. The proposal hence seeks to reduce the number of on-site car spaces from five (5) to zero (0) spaces.

No additional changes to the existing business operations are proposed under this application. The primary purpose of the proposal is to offer **improved amenity** to existing patrons, with the removal of on-site car parking ensuring the safety of staff and patrons will be maintained when the new seating area is in use.

Figure 1 provides an extract of the proposed development's ground floor layout.

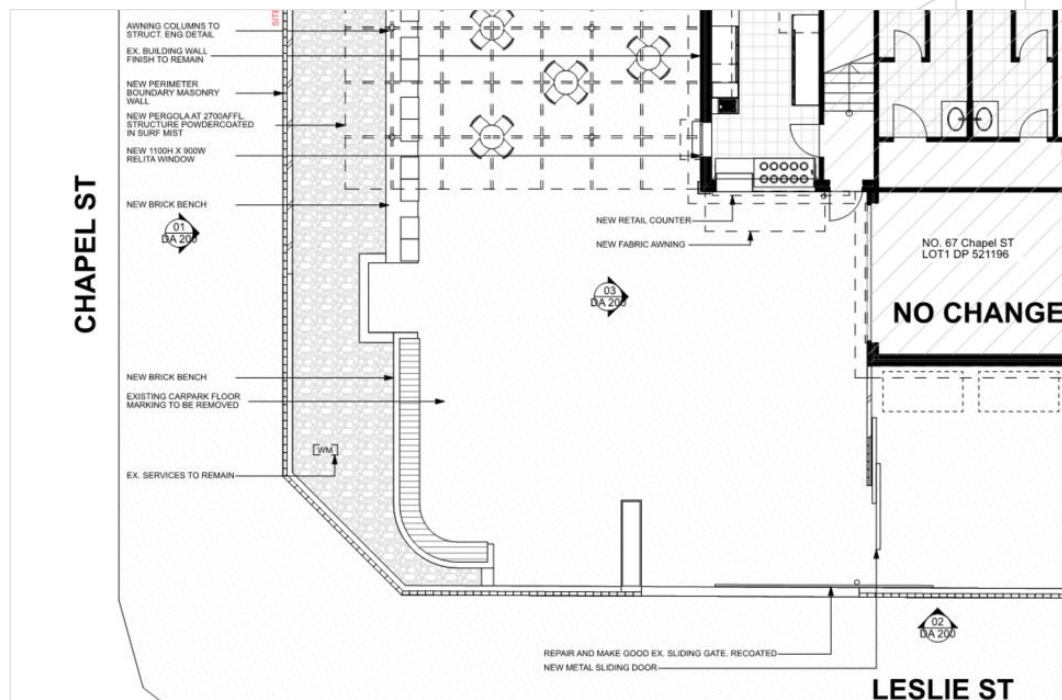


Figure 1: Proposed Ground Floor Layout

### 3.2 Car Parking & Access

As previously noted, it is proposed to remove all on-site car parking under this application, in order to minimise conflicts between pedestrian and vehicular traffic during retail periods.

### 3.3 Bicycles

No dedicated bicycle parking / end-of-trip facilities are proposed under this application, noting no on-site bicycle parking facilities currently exist.

### 3.4 Loading & Waste Collection

Loading and waste collection arrangements will continue to occur on-site as per existing arrangements.

## 4. CAR PARKING CONSIDERATIONS

### 4.1 Statutory Requirements

The car parking requirements applicable to the proposal are specified in the Canterbury Development Control Plan (DCP) 2012. Accordingly, Part B1.3.1 of the DCP specifies car parking requirements for a number of land uses.

Acknowledging the proposal does not signify an intensification of use (no planned increase in floor area, staffing numbers, hours of operation, target patronage, etc.), the proposal does not trigger a requirement to provide additional on-site car parking under the DCP.

The proposal therefore seeks approval to reduce the number of car spaces by **five (5)** spaces. Consequently, the adequacy of the intended car parking arrangements is assessed in the subsequent section of this report.

### 4.2 Adequacy of Car Parking Supply

#### The Availability of Alternative Car Parking in the Locality of the Land

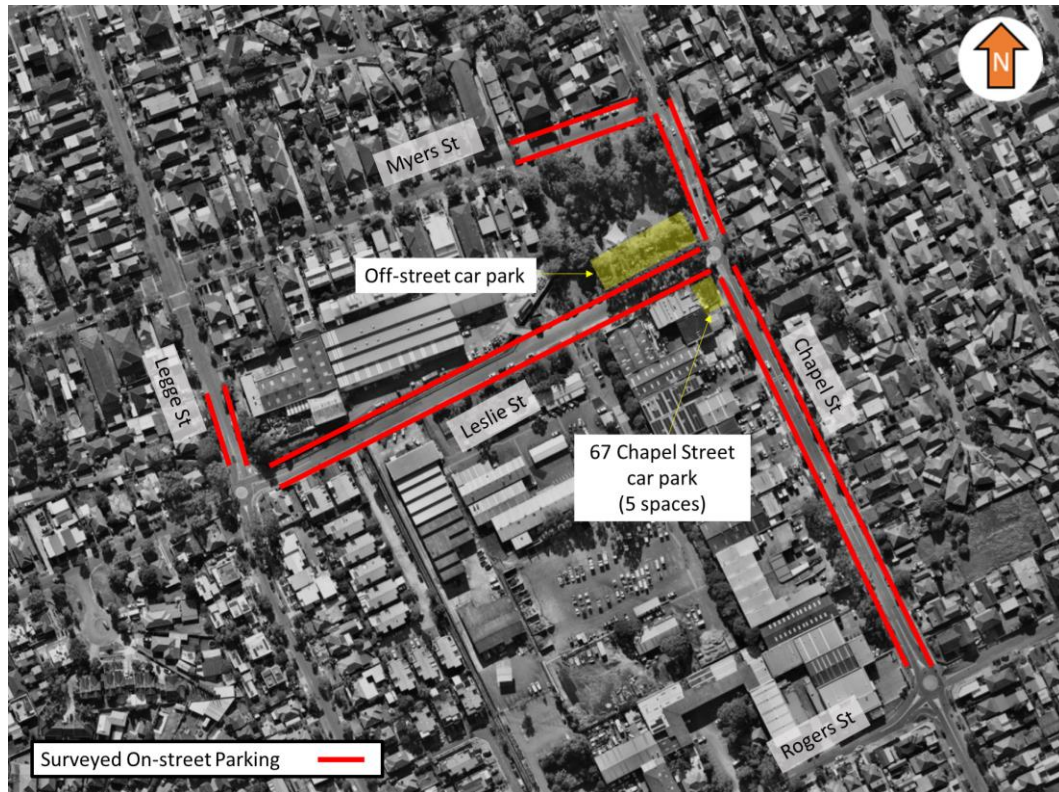
In order to determine the availability of car parking in the vicinity of the site, WGA commissioned Trans Traffic Survey to undertake car parking occupancy surveys at the following days and times:

- **Friday, 24 June 2022:**
  - 8:00am – 9:45am and 7:00pm – 8:45pm
- **Saturday, 25 June 2022:**
  - 8:00am – 9:45am and 7:00pm – 8:45pm

The times above were selected to coincide with the peak staff arrival times in the morning and peak patronage times in the evening, with vehicle occupancies recorded at 15-minute intervals.

A total of 147 car parking spaces were reviewed, including **95** spaces on non-residential frontages. It is noted that all car parking spaces surveyed were **unrestricted**.

A map of the survey area is provided in Figure 2 overleaf.



**Figure 2: Survey Area Map**

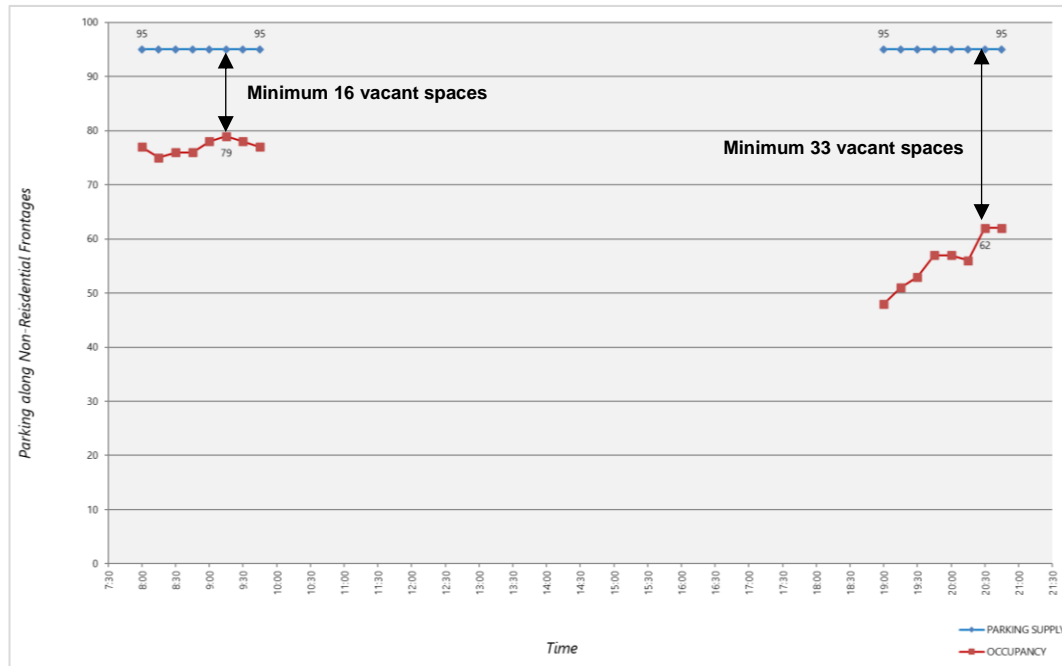
The survey data indicates spaces along non-residential frontages only recorded maximum occupancy rates of:

- 83% and 65% in the weekday morning and evening peak hour periods, respectively; and
- 67% and 58% in the Saturday morning and evening peak hour periods, respectively.

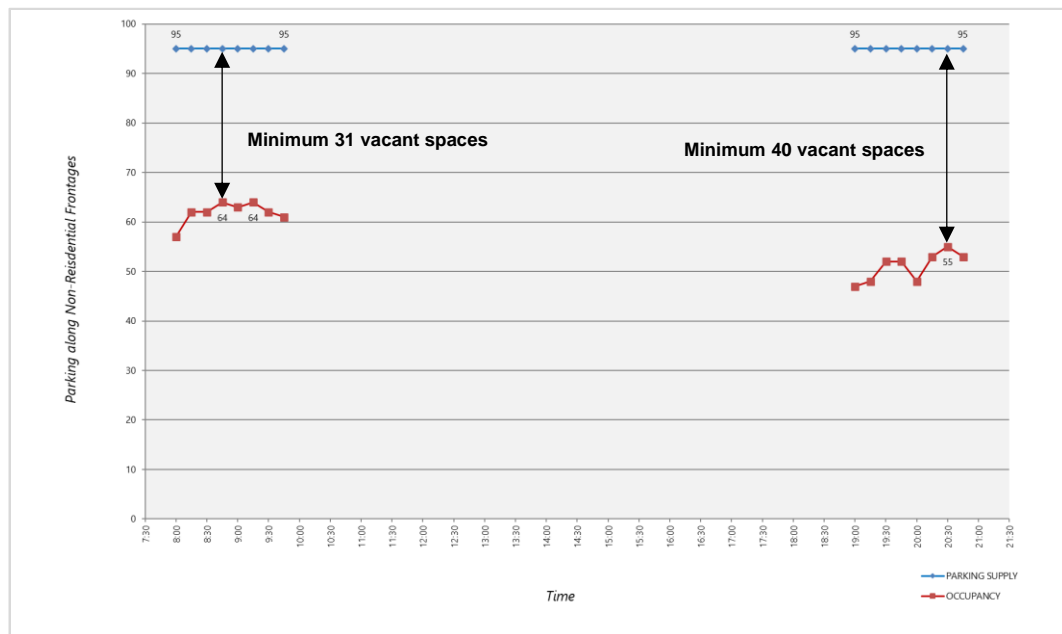
It was observed that parking occupancy levels were generally higher in the morning compared to the evening periods, for both the Friday and Saturday survey day.

Importantly, it is noted that the existing business was **operational** when the car parking surveys were conducted. As such, occupancy rates include parking demands already generated by staff and customers of Duo Duo Ice Cream.

The parking occupancy profiles (excluding spaces along residential frontages) across the Friday and Saturday survey days are summarised in and Figure 4 (respectively) overleaf, with raw parking survey data provided as an attachment to this letter.



**Figure 3: Parking Occupancy Profile (Non-residential Frontages Only) – Friday 24 June 2022**



**Figure 4: Parking Occupancy Profile (Non-residential Frontages Only) – Saturday 25 June 2022**

With reference to (Friday), the results indicate a minimum of 16 vacant spaces were identified along non-residential frontages during the morning peak demand period which occurred at 9:15am. During the evening survey period, there were a minimum of 33 vacant spaces recorded along non-residential frontages during the peak demand period which occurred at 8:30pm and 8:45pm.

With reference to Figure 4 (Saturday), the results indicate a minimum of 31 vacant spaces were identified along non-residential frontages during the morning peak demand period which occurred at 8:45am and 9:15am. During the evening survey period, there were a minimum of 40 vacant spaces recorded along non-residential frontages during the peak demand period which occurred at 8:30pm.



In relation to staff parking, we are advised that staff will typically seek off-site car parking availability / opt to take sustainable travel modes to access the site in order to prioritise on-site car parking for patrons. It is therefore considered that availability of parking for staff would not be tangibly affected by the proposal to remove all on-site car parking spaces.

As discussed, it is understood that on-site parking is generally reserved for use by patrons of the business. However, the applicant has advised that customers are regularly observed opting to park on-street. This trend was made evident in the parking survey data captured, where no cars were recorded within the on-site car park during the surveyed times. It is therefore deduced that existing customer parking demands are most likely to occur on-street.

Based on the preceding assessment, it is therefore anticipated that the proposal will pose a negligible impact to the existing on-street parking availability. Noting peak patron demands are expected to occur during evening trade periods, ample parking availability located in the vicinity of the subject site was observed during these times and could therefore be leveraged to accommodate<sup>1</sup> any car parking demands unable to be located on-site.

#### **Any Other Relevant Consideration**

The proposed outdoor seating area is considered to offer improved amenity for existing patrons of the business. The applicant has advised that existing 'dine-in' customers typically stand and consume goods within the car parking area.

As previously discussed, the proposed outdoor seating area is expected to eliminate the need for customers to loiter around the car park in an ad hoc manner and in turn improve pedestrian safety by removing the risk of conflict between pedestrian and vehicle movements on-site.

## **5. CAR PARK DESIGN & LAYOUT**

Upon reviewing the requirements specified under Part B1.4 of the DCP against the proposed Development Application plans, we are of the view that:

- No changes are proposed to the existing vehicular access arrangements.
- No changes are proposed to existing loading and waste collection arrangements, noting the planned removal of existing on-site parking facilities under this application will offer increased area for vehicle manoeuvring on-site.

## **6. BICYCLE PARKING CONSIDERATIONS**

### **6.1 Statutory Requirements**

The bicycle parking requirements applicable to the proposal are specified in the Canterbury Development Control Plan (DCP) 2012. Accordingly, Part B1.3.1 of the DCP specifies bicycle parking requirements for a number of land uses.

As no changes to staffing numbers and gross floor area are proposed, the proposal does not trigger a requirement to provide additional bicycle parking on-site under the DCP.

### **6.2 Adequacy of Bicycle Parking Supply**

No dedicated bicycle parking / end-of-trip facilities are proposed under this application, noting no on-site bicycle parking facilities currently exist.

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<sup>1</sup> This is expected to largely represent an existing arrangement – demands already included within identified occupancies across all survey times

Notwithstanding, bicycle parking can be readily accommodated within the building should any staff choose to cycle to the subject site.

## 7. SUMMARY

On the basis of the preceding assessment, WGA considers that the removal of on-site car parking to accommodate the planned outdoor seating area will have a negligible impact on existing surrounding car parking amenity. Conversely, the proposal represents an opportunity to improve existing patron safety (and amenity).

We are therefore in support of the proposal and do not believe there to be any traffic engineering 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**

Attached: Car Parking Survey Results

CJ:MV



# TRANS TRAFFIC SURVEY



## Parking Occupancy Survey

Date:	Friday, 24 June 2022
Location:	67 Chapel St, Roselands
GPS:	-33.929174, 151.089128
Weather:	Fine
Customer:	WGA

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy																
								8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45		19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45
0		Myers St	No.5 To Chapel St	N	Unrestricted		4	4	4	4	4	4	4	4	4		4	4	4	4	4	4	4	4
0					No Parking		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					Unrestricted		5	1	1	1	2	4	2	2	2		4	4	4	4	4	4	4	4
0					No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Chapel St To No.5 (South)	S	No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		13	7	7	6	7	9	9	9	9		12	12	11	11	11	10	13	11
0		Leslie St	Legge St To Chapel St	N	No Stopping		23	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		2	2	2	2	2	2	2	2	2		0	0	0	0	0	0	0	0
0					Council Vehicles Only		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		9	8	8	9	9	9	8	8	8		1	1	2	1	2	2	3	2
0					No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Chapel St To Legge St	S	No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		4	4	4	4	4	4	4	4	4		1	4	4	4	4	4	4	3
0					No Parking		7	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		10	9	9	9	9	9	8	8	7		0	0	0	0	0	0	0	0
0					No Stopping		4	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					No Parking		5	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					No Stopping		4	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1		Legge St	Myers St To Leslie St	E	Unrestricted		9	6	6	6	6	5	5	5	5		7	8	8	9	8	8	8	8
0					No Stopping		2	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Leslie St To Myers St	W	No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					Unrestricted		13	4	5	4	4	4	4	4	6		8	9	9	11	12	12	12	12
0		Chapel St	Myers St (East Side) To Forsyth St	E	Unrestricted		2	2	1	1	1	1	1	1	1		2	2	2	2	2	2	2	2
0					BusZone		3	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					Unrestricted		3	1	1	1	1	1	1	1	1		3	3	3	3	3	3	3	3
0					No Stopping		4	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					Unrestricted		25	18	18	21	19	23	21	22	22		19	19	19	22	22	21	21	23
0					BusZone		3	0	0	0	0	0	0	0	0		1	1	0	0	1	0	1	2
0					No Stopping		2	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Rogers St To Leslie St	W	No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					BusZone		2	0	0	1	1	1	0	0	0		1	1	1	1	1	1	0	0
1					Unrestricted		24	17	15	16	15	16	19	18	18		18	16	16	16	17	15	18	19
0					No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Leslie St To Myers St	W	No Stopping		3	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					No Stopping		8	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1		Car Park	Leslie St (North Side)				24	24	24	24	24	24	24	24	24		9	10	12	16	15	17	16	19
0		Car Park	Leslie St (South Side)				5	0	0	0	0	0	1	1	1		0	0	0	0	0	0	0	0
PARKING SUPPLY								95	95	95	95	95	95	95	95		95	95	95	95	95	95	95	95
OCCUPANCY								77	75	76	76	78	79	78	77		48	51	53	57	57	56	62	62
PUBLIC VACANCIES								18	20	19	19	17	16	17	18		47	44	42	38	38	39	33	33
PUBLIC % OCCUPANCIES								81%	79%	80%	80%	82%	83%	82%	81%		51%	54%	56%	60%	60%	59%	65%	65%

not available for public parking



# TRANS TRAFFIC SURVEY



## Parking Occupancy Survey

Date:	Saturday, 25 June 2022
Location:	67 Chapel St, Roselands
GPS:	-33.929174, 151.089128
Weather:	Fine
Customer:	WGA

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy																
								8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45		19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45
0		Myers St	No.5 To Chapel St	N	Unrestricted		4	4	3	4	4	3	3	3	4		4	4	3	3	3	4	3	3
0					No Parking		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					Unrestricted		5	4	4	4	4	4	4	4	4		4	4	4	4	4	4	4	4
0					No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Chapel St To No.5 (South)	S	No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		13	8	7	6	8	8	9	9	9		11	10	9	10	11	11	11	11
0		Leslie St	Legge St To Chapel St	N	No Stopping		23	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		2	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					Council Vehicles Only		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		9	4	8	8	7	7	8	6	7		1	0	3	2	0	1	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Chapel St To Legge St	S	No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		4	4	4	4	4	4	3	3	3		3	3	3	4	4	4	3	4
0					No Parking		7	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1					Unrestricted		10	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					No Stopping		4	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					No Parking		5	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					No Stopping		4	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1		Legge St	Myers St To Leslie St	E	Unrestricted		9	6	7	7	7	6	7	6	6		6	6	6	5	5	5	5	5
0					No Stopping		2	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Leslie St To Myers St	W	No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					Unrestricted		13	6	6	5	4	5	5	5	6		4	4	4	5	4	5	5	5
0		Chapel St	Myers St (East Side) To Forsyth St	E	Unrestricted		2	2	2	2	2	2	2	2	2		2	2	2	2	2	2	2	2
0					BusZone		3	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					Unrestricted		3	2	2	2	1	2	2	3	3		3	3	3	3	3	3	3	3
0					No Stopping		4	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					Unrestricted		25	19	18	18	18	17	17	17	17		23	22	21	20	19	21	22	20
0					BusZone		3	0	0	0	0	0	0	0	0		0	0	1	0	0	0	0	2
0					No Stopping		2	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Rogers St To Leslie St	W	No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					BusZone		2	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1
1					Unrestricted		24	14	14	14	15	15	15	15	15		16	18	17	16	16	16	19	17
0					No Stopping		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0			Leslie St To Myers St	W	No Stopping		3	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0					No Stopping		8	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
1		Car Park	Leslie St (North Side)				24	21	22	23	23	23	22	23	21		10	11	14	15	12	16	17	16
0		Car Park	Leslie St (South Side)				5	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
PARKING SUPPLY								95	95	95	95	95	95	95	95		95	95	95	95	95	95	95	95
OCCUPANCY								57	62	62	64	63	64	62	61		47	48	52	52	48	53	55	53
PUBLIC VACANCIES								38	33	33	31	32	31	33	34		48	47	43	43	47	42	40	42
PUBLIC % OCCUPANCIES								60%	65%	65%	67%	66%	67%	65%	64%		49%	51%	55%	55%	51%	56%	58%	56%

not available for public parking