

24/109

16th May 2025

Williams Planning and Property Group
60 Denison Street,
HAMILTON EAST NSW 2303

Attention: - Anthony Williams

Dear Anthony,

RE: Traffic Impact Statement – Alterations and additions to existing Restaurant / Cafe — Lot 3 DP9396 – 205 Dowling Street, Dungog.

Reference is made to your request for traffic advice in regard to the proposed additions and alterations to an existing restaurant / cafe at Lot 3 DP 9396 – 205 Dowling Street, Dungog. This advice is required to support a development application to Dungog Shire Council for the proposal. Please find below a suitable Traffic Impact Statement relating to the proposed development.

Traffic Impact Statement

Development

The proposed development involves alterations and additions to the existing building which has previously operated as a restaurant / café. It is understood under DA 66/2024 approval has been given to a change of use of part of the site to a shop. The development works as shown in the development plans provided in **Attachment 1** include; The proposal involves alterations and additions to the site as follows:

- Select internal and external demolition works to the rear of the existing main building, and demolition of the rear shed;
- Internal alterations and construction of a new single-storey addition to the rear of the main building;
- Construction of an awning and new entry feature along the southern side of the main building; and
- Construction of a new single storey detached structure to the rear.

The front of the main building would continue to operate as a shop in accordance with DA 66/2024, with the remainder of the site operating as a restaurant / café. It is intended that the restaurant / café would operate between 8am and 3pm, Monday to Sunday, then between 6pm and 11pm, Friday to Sunday. The restaurant / café would have a maximum capacity of 70 patrons at any one time, accommodated either within the main building, courtyard or rear building. It is anticipated that no more than 3 staff would operate the restaurant / café at peak times.

In addition to dining offerings, the restaurant would be used to run cooking classes over weekends, with a maximum capacity of 12 patrons. A Plan of Management has been prepared which outlines that the restaurant would provide such offerings by prior

appointment only. The PoM also notes that measures would be taken to ensure that the overall capacity does not exceed 70 seats when such bookings are mad

The site location is shown below in **Figure 1** while **Photograph 1** below shows the existing site building and **Photograph 2** shows the on-street car parking on Dowling Street near the site.



Figure 1 – Site Location



Photograph 1 – Existing Site Building



Photograph 2 –On-street Parking Dowling Street near site.

Road Network

Dowling Street is part of the classified regional road (MR101) that connects the New England Highway at Maitland to the Bucketts Way near Stroud. It therefore performs the function of a sub-arterial road and within Dungog it is under the care and control of Dungog Shire Council with funding assistance from TfNSW. It is a sealed urban road approximately 19 metres wide between kerb and gutter. It therefore allows a single through travel lane in each direction (4 metres wide) as well as an on-street parking lane on each side of the road (approximately 5.5 metres wide) and is both centre line and edge line marked. On-street car parking in Dowling Street is generally unrestricted and is marked to ensure efficient use of the on-street car parking within the Dungog CBD. A 50 km/h speed zone exists and at the time of inspection Dowling Street was observed to be in good condition as shown in **Photograph 2** above.

Brown Street is a local urban street in Dungog under the care and control of Dungog Shire Council with its major function to provide access to properties along its length including Dungog Railway Station. It is a sealed two-way road 18 metres wide between kerb and gutter and allows a single through travel lane in each direction (3.5 metres wide) as well as on-street car parking along both sides of the road including a significant amount of rear to kerb angled parking. The eastern end of Brown Street connects to the Dungog Railway Station commuter car park. A 50 km/h speed zone exists and at the time of inspection Main Street was observed to be in good condition.

Traffic Generation

With the alterations to the buildings on site only resulting in approximately an additional 90 m² of licensed floor area which only replaces an existing storage facility i.e. no net

increase in site floor area, will not operate when the existing café is open as it will only be open Friday to Sunday evenings 5 pm – 10 pm with a capacity limit of 70 persons as per current approvals. Therefore, the development will not generate any additional traffic on the local road network during peak operating times and peak road network period times.

Therefore, it is reasonable to conclude the proposed development will not adversely impact on the efficiency and effectiveness of the local road network.

Access

The existing building does have a side access to the rear of the building covered by a right of way however this is only for pedestrian access and there is no existing vehicular access to the site. The proposed development does not alter this existing situation therefore does not impact on the road and pedestrian footpath network through the provision of a new vehicular access to the site.

On-site car parking

On-site car parking provision needs to be in accordance with *AS2890.1 – 2004 Parking facilities – Part 1 Off street car parking* and *Dungog Shire Council's DCP No. 1 (2014) Section C20 Off-street parking*.

In this regard it is considered Section 11 of the DCP applies to this development noting the increased usable floor area is only minor and less than 10% of existing floor area. Section 11 states;

11. Renovation of Existing Buildings

Nothing in this plan requires the provision of additional parking where an existing building is being renovated for its existing use, provided the floor area of the renovation is not increased by more than 10%.

Therefore, it is argued that the development is not required to provide additional car parking. It is understood however, the provision of 88 m², (say 90 m²) of restaurant area will generate a higher parking demand for the development from the previous use of the storage building. This is off set however by the fact that the total capacity of the venue will remain capped at 70 persons. As such, the proposal is unlikely to increase the overall peak parking demand for the site.

It is noted that the existing development, similar to nearly all the existing businesses in the Dungog CBD, has historically relied on on-street car parking to meet its peak parking demand therefore the existing site uses has an historical deficiency which can be applied to the development as an adaptive use of an existing building. In calculating the peak parking demand of the development using the Dungog DCP requirements the following land use requirements within the DCP are considered relevant.

Restaurants / Café's

1 space per 7 m² GFA or 1 space per 3 seats whichever is greater.

Shops (< 1000 m² GFA)

1 space per 20 m² GFA.

Cooking School

Not covered by DCP but as group bookings similar to restaurant rate of 1 space per 3 participants has been assumed noting staff member already on site.

Under the proposed development the following approximate areas apply;

Café (including al fresco areas, kitchen, and storage) – 200 m² GFA.

Restaurant (including alfresco area, kitchen, and storage) – 130 m² GFA.

Shop – 123 m² GFA.

Therefore, under the DCP the site would be expected to generate the following peak parking demand.

Monday to Sunday – 9 am – 5 pm. (Shop, Café & Cooking School (weekends only)).

Peak parking demand = $123 / 20 + 200 / 7 = 6.15 + 28.57 = 35 \text{ spaces. (Weekdays)}$
or $= 35 + 12/3 = 39 \text{ spaces (Weekends)}$.

However, during this period which is the general CBD opening hours there will be some multi-purpose trip making being made by customers as they will also visit other businesses in the main street whilst in the CBD. Therefore, a cross-use of businesses concession would realistically apply. Intersect Traffic's experience with cross-use of businesses is that this rate generally varies between 50% in busy CBD areas to 10 % in smaller regional / country areas such as Dungog. Based on Intersect Traffic's experience for a relatively active regional CBD such as Dungog a conservative 15% concession would apply. Therefore, it is actually argued the likely peak parking demand generated by the proposed development during normal CBD business hours would be as follows;

Peak parking demand = $0.85 \times 35 = 30 \text{ spaces. (Weekdays); or}$
 $= 30 + 4 = 34 \text{ spaces (Weekends)}$.

Further as the existing development has never provided such parking on-site and is approved under DA 66/2024 it is argued the historical parking deficiency for the site is at least 30 spaces.

Friday to Sunday – 5 pm – 10 pm (Restaurant only).

Peak parking demand = $70 \text{ persons} / 3 = 23.3 \text{ say } 24 \text{ spaces}$.

This is more than covered by the historical parking deficiency for the site, so it is argued no additional parking needs to be provided with the construction of the restaurant building as the weekday peak does not increase and the weekend peak only increases by 4 vehicle spaces when a cooking class is being undertaken (infrequent).

To determine the availability of on-street car parking Intersect Traffic undertook a parking survey of all on-street car parking within convenient walking distance of the site (200 metres). The on-street parking areas surveyed were as follows;

1. Dowling Street – Hooke Street to MacKay Street – both sides of the road; and
2. Brown Street – Dungog Railway Station (including car park) to Lord Street – both sides of the road.

The summary results of the on-street car parking survey undertaken over this period by Intersect Traffic is provided below in **Table 1** while the field sheets for the survey are provided in **Attachment 2**.

Table 1 – Peak parking demand (on-street) within 200 metres of site.

Dates / Times	Total Parked Cars	Total Available Car Parks
Friday 15th November 2024		
12.00 pm	103	81
12.30 pm	113	71
1.00 pm	100	84
1.30 pm	97	87
Saturday 30th November 2024		
6.30 pm	35	149
7.00 pm	40	144
7.30 pm	30	154
8.00 pm	28	156
Sunday 17th November 2024		
12.00 pm	39	145
12.30 pm	32	152
1.00 pm	34	150
1.30 pm	29	155

In reviewing the results of this survey, the following is noted.

- There are approximately 550 on-street car parks within 200 metres of the site with the highest utilisation being during the Friday lunchtime peak associated with the operation of the Café and shop. Utilisation rates at this time were up to 75 % therefore there was always at least up to 140 available on-street car parks within walking distance of the site.
- Weekend lunchtime and evening peak periods displayed similar peak parking demand with parking centred around the local hotels and clubs offering meals and the cinema. During this time, the car parking utilisation near the site was only 25 % with up to 410 available on-street cars within walking distance of the site.

Based on the results of the parking survey and observations made during the survey it is reasonable to conclude that the proposed development will not adversely impact on the supply of on-street car parking within convenient walking distance to the site. There is ample available on-street car parking during peak trading periods for the

development and adjoining development without precluding further development of properties within the CBD.

Servicing

The proposed development does not change the current servicing arrangements for the site with all servicing undertaken from available on-street parking and loading areas. Therefore, servicing of the site post development will not adversely impact on the adjoining local road network.

Conclusion

Having undertaken this traffic and parking assessment for alterations and additions to an existing shop / café at Lot 3 DP9396, 205 Dowling Street, Dungog it is concluded that.

- The surrounding local and state road network is considered in suitable condition to cater for traffic generated by the development.
- The development will not generate any additional traffic on the local road network during peak trading periods and peak road networks as the proposed restaurant will operate with a capacity of 70 persons in line with the current approval for the cafe.
- Therefore, the proposed development will not adversely impact on the efficiency and effectiveness of the local road network.
- As no new vehicular access results from the development and there is no existing vehicular access there is no adverse impact to the adjoining road network as a result of this development.
- The proposed development under the Dungog DCP (2014) is not required to provide any additional car parking spaces as there is no additional activated dining area due to the new restaurant area being less than the existing café area and neither area will operate at the same time.
- As the site is constrained such that no on-site car parking can be provided the development will need to be catered for by on-street car parking as has been the historical case for the site.
- During the undertaking of a survey of the available on-street car parking within walking distance of the site it was observed that there was significant available on-street car parking within 200 metres of the site in both Dowling Street and Brown Street. During peak trading periods for the CBD i.e. Friday lunchtime it was observed that there were at least 140 on-street car parking spaces available within 200 metres of the site.
- Based on the on-street car parking survey undertaken near the site it is considered the proposed development will not adversely impact on the local road network nor the availability of on-street car parking on the adjoining local road network. There is ample parking to ensure the development does not preclude future development of other properties in the CBD.

It is recommended that Dungog Shire Council can support the alterations and additions proposed for the existing building at 205 Dowling Street, Dungog without the provision of additional off-street car parking in accordance with Section 11 of its DCP parking requirements. It is considered the development as proposed will not adversely

impact on the adjoining local road network or the availability of on-street car parking in the Dungog CBD area during peak trading periods.

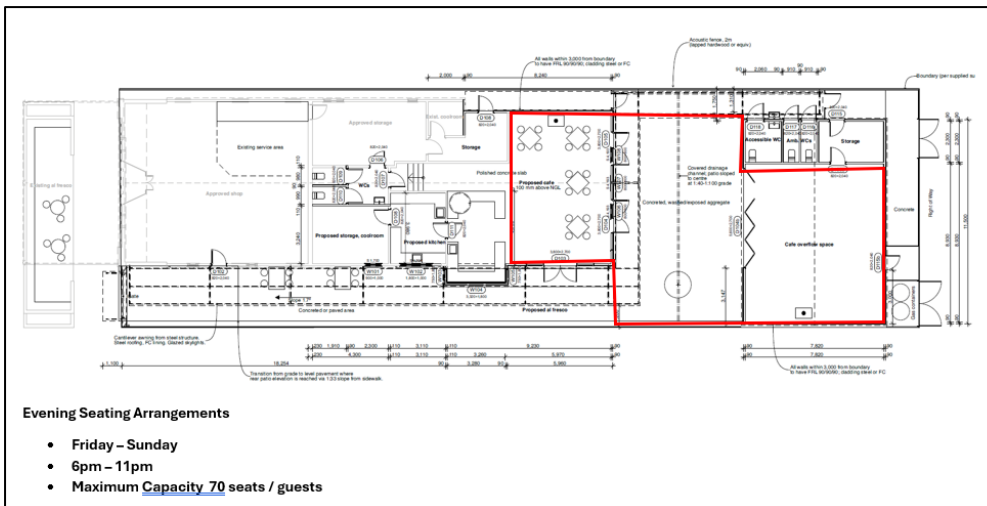
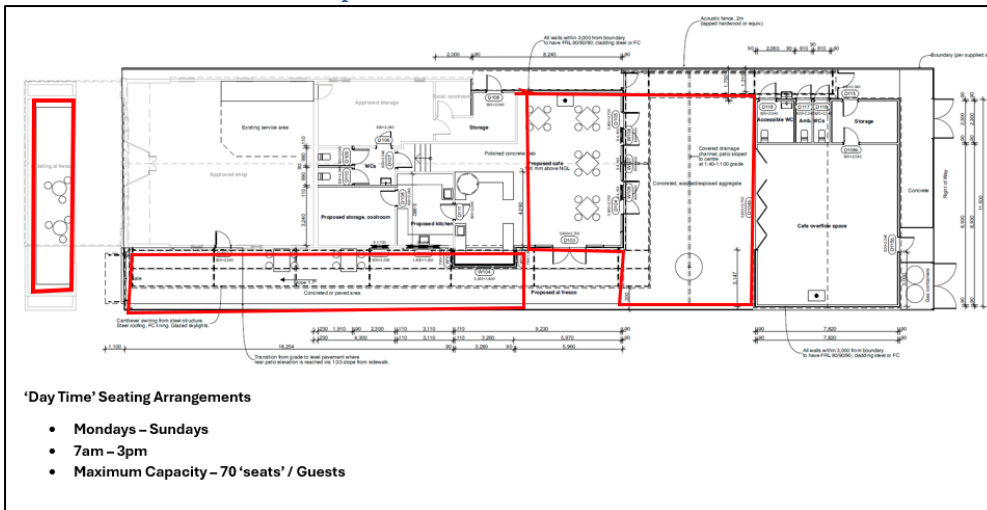
For further information or clarification please do not hesitate to contact me on 0423 324 188.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Garry', with a stylized flourish at the end.

Jeff Garry
Director
Intersect Traffic

Attachment 1: - Development Plans



Attachment 2: - Parking Survey Results

Dowling Street - Brown Street to Hooke Street - eastern side

Dates / Times	Parked Cars	Available Car Parks
Friday 15th November 2024		
12.00 pm	16	7
12.30 pm	18	5
1.00 pm	15	8
1.30 pm	18	5
Saturday 16th November 2024		
6.30 pm	11	12
7.00 pm	10	13
7.30 pm	1	22
8.00 pm	1	22
Sunday 17th November 2024		
12.00 pm	15	8
12.30 pm	10	13
1.00 pm	9	14
1.30 pm	10	13

Brown Street - Dowling Street to railway station - north side

Dates / Times	Parked Cars	Available Car Parks
Friday 15th November 2024		
12.00 pm	17	10
12.30 pm	16	11
1.00 pm	16	11
1.30 pm	17	10
Saturday 16th November 2024		
6.30 pm	5	22
7.00 pm	7	20
7.30 pm	8	19
8.00 pm	8	19
Sunday 17th November 2024		
12.00 pm	4	23
12.30 pm	4	23
1.00 pm	4	23
1.30 pm	3	24

Dowling Street - Brown to Hooke Street - western side		
Dates / Times	Parked Cars	Available Car Parks
Friday 15th November 2024		
12.00 pm	15	5
12.30 pm	18	2
1.00 pm	17	3
1.30 pm	17	3
Saturday 30th November 2024		
6.30 pm	8	12
7.00 pm	8	12
7.30 pm	5	15
8.00 pm	3	17
Sunday 17th November 2024		
12.00 pm	7	13
12.30 pm	8	12
1.00 pm	9	11
1.30 pm	10	10
Brown Street - Dowling Street to railway station - south side		
Dates / Times	Parked Cars	Available Car Parks
Friday 15th November 2024		
12.00 pm	8	9
12.30 pm	8	9
1.00 pm	8	9
1.30 pm	8	9
Saturday 16th November 2024		
6.30 pm	4	13
7.00 pm	9	8
7.30 pm	10	7
8.00 pm	10	7
Sunday 17th November 2024		
12.00 pm	2	15
12.30 pm	2	15
1.00 pm	2	15
1.30 pm	2	15

Dowling Street - Brown Street to Mackay Street - eastern side

Dates / Times	Parked Cars	Available Car Parks
Friday 15th November 2024		
12.00 pm	13	9
12.30 pm	17	5
1.00 pm	11	11
1.30 pm	9	13
Saturday 16th November 2024		
6.30 pm	2	20
7.00 pm	3	19
7.30 pm	3	19
8.00 pm	3	19
Sunday 17th November 2024		
12.00 pm	5	17
12.30 pm	5	17
1.00 pm	6	16
1.30 pm	1	21

Brown Street - Dowling Street to Lord Street - north side

Dates / Times	Parked Cars	Available Car Parks
Friday 15th November 2024		
12.00 pm	10	20
12.30 pm	8	22
1.00 pm	8	22
1.30 pm	9	21
Saturday 16th November 2024		
6.30 pm	1	29
7.00 pm	1	29
7.30 pm	1	29
8.00 pm	1	29
Sunday 17th November 2024		
12.00 pm	0	30
12.30 pm	1	29
1.00 pm	1	29
1.30 pm	1	29

Dowling Street - Brown Street to Mackay Street - western side

Dates / Times	Parked Cars	Available Car Parks
Friday 15th November 2024		
12.00 pm	17	7
12.30 pm	22	2
1.00 pm	17	7
1.30 pm	13	11
Saturday 16th November 2024		
6.30 pm	4	20
7.00 pm	2	22
7.30 pm	2	22
8.00 pm	2	22
Sunday 17th November 2024		
12.00 pm	6	18
12.30 pm	2	22
1.00 pm	3	21
1.30 pm	2	22

Brown Street - Dowling Street to Lord Street - south side

Dates / Times	Parked Cars	Available Car Parks
Friday 15th November 2024		
12.00 pm	7	14
12.30 pm	6	15
1.00 pm	8	13
1.30 pm	6	15
Saturday 16th November 2024		
6.30 pm	0	21
7.00 pm	0	21
7.30 pm	0	21
8.00 pm	0	21
Sunday 17th November 2024		
12.00 pm	0	21
12.30 pm	0	21
1.00 pm	0	21
1.30 pm	0	21