

Technical Design Note

Project: Mavid Group –Tavern Development, Medowie
Subject: RFI Port Stephens Council Review of parking assessment
Date: 31 August 2020
Attention: Peter Childs

Further to your email of 13th August 2020 we offer the following in response to Council's below comment.

Parking – *Car parking calculations within the Traffic Impact Assessment (TIA) do not accurately reflect the development type. The development has been assessed using the higher order land use –‘food and drink premises’, rather than the pubs and registered clubs section within Chapter B9 of the PS DCP. Once revised to the appropriate land-use (pub), the calculations would result in a car-parking shortfall. On this basis, it is requested that the TIA be updated to further consider and justify the car-parking shortfall, so that Council can assess whether the shortfall is acceptable.*

The above comment implies that the Pub rate has not been applied however this is not the case. The Pub parking rate of 1 space per 7m² has been applied to the Pub use of the facility (Sports Bar and Gaming 225m²) whilst the Food and Drink Premises rate has been applied to the dining areas, including allowing for the back of house to be incorporated into the dining use and no discount applied to the external dining (terrace).

The project site will allow for commercial premises being a Family Tavern which includes:

- Food and Drink Areas
- Sports Bar and Gaming
- External terrace and children's playground

A review of the Guide to Traffic Generating Developments for hotels provides the following advice on hotel parking:

The RTA's research on parking has found no strong relationship between peak car parking accumulation and floor area, or function room capacity, at ten hotel sites surveyed.

Since surveys were undertaken, behavioural changes have occurred in the use of hotels, due to factors such as the introduction of random breath testing (and subsequently ride sharing services). These changes have generally served to reduce parking demand rates. It is recommended that proposed hotel developments be compared to similar existing developments, noting the existing supply of, and demand for parking in the area, and of the peak parking periods of individual facilities within the hotel.

Consistent with this advice, the normal practice when assessing the traffic and parking demands for a hotel or pub is to consider the various individual uses within the facility as well as their peak periods. This is confirmed by the Newcastle DCP parking rate for a Pub which notes *Additional parking required for dining etc. Parking requirements to be based on activity mix.* Whilst the Maitland DCP notes that the parking rate is to apply to the *public or licensed* floor area (bar, lounge, dining room, games room) and in doing so disregards the back of house and circulation components of a development.

In the case of the Tavern at Medowie the individual uses have been reviewed and are confirmed as:

- Food and Drink 255m²



- Food and Drink (External) 164m²
- Circulation 74m²
- Public Bar 294m²
- Back of House 262m²

The parking rates applied to these various uses would therefore be:

- Food and drink (inc BOH, circulation) 23.6 spaces
- Food and drink-terrace (apply 50% discount due to reliance on fine weather) 3.3 spaces
- Public Bar 42 spaces

This allows 50% discount for the terrace the use of which will be weather dependent with it not appealing to patrons in very hot or cold weather, nor during heavy rain. It will tend to provide an alternate dining space rather than an additional dining space for patrons.

Pub Parking Rates

As detailed in the GtTGDs the application of a parking rate for a Licensed Hotel or Pub does not necessarily relate to the floor area. Similarly, drink driving regulations and ride sharing apps has seen a considerable change in the way patrons travel to and from taverns such as this.

A review of available parking rates shows a considerable difference across various LGAs.

Table 1 – Summary of Parking Rates for Pubs/Licensed Hotels

RMS Guide	No rate provided
Port Stephens DCP	Pub or Registered Club -1 car space per 7m ² of floor area Food and drink premises - 1 car space per 25m ² floor area
Newcastle DCP	1 space per 60m ² GFA in city centre Elsewhere -1 space per 2 staff plus 1 space per 15m ² of licensed floor area (bar, lounge) for visitors
Lake Macquarie DCP	Hotel or motel - May include dining facilities, outdoor eating areas or beer gardens. One space per 25m ² of GFA

Key differences relate to lower rates when applied to GFAs and the higher rates relating to the licensed floor area of a pub or hotel.

In this way the application of the Port Stephens DCP pub rate is not only a more onerous rate than other local planning guidelines but also does not nominate a licenced floor area and so requires a much higher parking rate than would be considered appropriate.

Comparison to Similar Developments

The GtTGD recommends that proposed hotel developments be compared to similar existing developments, noting the existing supply of, and demand for parking in the area. Seca Solution has undertaken numerous parking assessments associated with a wide range of pub, hotel and club expansions. Suburban pubs typically generate very low demands for parking with vary high rates of shared trips, people being dropped off and picked up as well as uber/taxi travel. Where within walking distance of local residences walking is also a popular form of travel. In addition to the above, clubs and some hotels typically provide shuttle bus services for patrons.

A review of parking assessments previously undertaken for three typical taverns was undertaken. These were selected as they were stand alone facilities with little or no reliance on on-street parking. In this way actual peak

parking demands were able to be quantified based on typical Friday and Saturday peak hours. They were otherwise selected at random from our database.

Table 2 – Comparison of parking supply over peak demand

Tavern/Hotel	Floor Area m ²	Parking supply	Average Saturday Peak Demand	Parking utilisation	Equivalent parking rate
Rutherford	1343.7	135	100	74%	1 space per 13m ²
Empire Bay	900	88	63	72%	1 space per 14m ²
Warners Bay	1026	50	36	72%	1 space per 28m ²

The above demonstrates that:

- Typical peak parking demands reflect less than 75% of the on site parking supply
- The actual parking rates for these three sites vary between 1 space per 13m² and 1 space per 28m²

Based on the above the following conclusions are reached:

1. The initial assessment undertaken in the TIA demonstrated that when the PSDCP rates are applied to the individual uses on site the parking supply is appropriate. This approach is consistent with advice in the GtTGDs and reflects local DCPs.

It also acknowledges the shared use of the individual uses on site with patrons attending the bar area likely to visit the dining room then return to the bar. The dining room is then ancillary to the pub and not generating additional parking demands. Other patrons attending just to dine results in this part of the tavern operating as a Food and Dining venue only for which the parking rate of 1 space per 25m² is consistent with the DCP and therefore appropriate. The dining area is also underutilised for large parts of the day and evening. The rate of 1 space per 7m² to be applied to the dining area is therefore not appropriate.

2. A comparison of other local DCPs shows that the PSDCP is particularly onerous if applied as written as it makes no provision for the difference between public/licensed floor areas and the GFA for the site.
3. A comparison with similar venues would see a parking rate of between 1 space per 13m² and 1 space per 28m² appropriate. The supply of 66 parking spaces would equate to a rate of 1 space per 13.4m² when applied to the internal floor area or a rate of 1 space per 15.9m² if the external terrace is included. Either of these rates are consistent with similar developments and so the provision of the 66 parking spaces is acceptable.
4. In conclusion the supply of 66 parking spaces on site is appropriate to accommodate the demands of the tavern. Parking demands will be reduced due to shared trips as well as shared facilities within the tavern. The tavern is also likely to appeal to people working within the Medowie town centre who shall be able to walk from their place of business rather than needing to drive. The location of the site within the town centre benefits from the complimentary use of parking within its surrounds given that absolute peak demands for the tavern occur outside normal business hours, being of an evening typically after 7pm or a weekend, when parking in the surrounding town centre will be underutilised. This provides for a more efficient use of the town centre parking resource and increases activity in these areas out of hours allowing for passive surveillance of the town centre.

