



CITY OF HOBART

# SUPPORTING INFORMATION

**CITY PLANNING COMMITTEE MEETING**

**OPEN PORTION OF THE MEETING**

**MONDAY, 27 NOVEMBER 2017**

**AT 5.00 PM**

**VENUE: LADY OSBORNE ROOM, TOWN HALL**

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## TRAFFIC IMPACT STATEMENT

### PROPOSED 'FIRES ON AUGUSTA' PIZZA RESTAURANT DEVELOPMENT 98 AUGUSTA ROAD, LENA VALLEY

#### 1. INTRODUCTION

A planning permit application has been lodged with the Hobart City Council to redevelop the shop at 98 Augusta Road, Lenah Valley into the 'Fires on Augusta' pizza restaurant.

In considering the application the Council has advised that there is a significant shortfall in the number of on-site parking spaces compared with the requirements of the acceptable solution of the Parking and Access Code of the Hobart Interim Planning Scheme. Therefore, Council has suggested a traffic impact assessment needs to be provided in support of the application which addresses the implications of the parking shortfall.

This Traffic Impact Statement has been prepared to specifically address this parking issue.

#### 2. DEVELOPMENT PROPOSAL

The development site is located in the centre of the Lenah Valley shopping centre. It previously operated as two shops; one shop was a newsagent and post office and the other was a bread and pastry café.

The property has an area of 612m<sup>2</sup> while the building has a total floor area of 332m<sup>2</sup>.

The current developers propose to modify the building into a pizza restaurant with 70 seats. It is understood the restaurant will have casual walk-in customers (rather than a formal booking arrangement) as well as takeaway service. The owners envisage 45% of the business will be restaurant and 55% will be takeaway service.

The restaurant is expected to operate with a maximum of 6 staff at point in time.

Drawings of the site and proposed building layout are attached to this report.

There will be available parking on the site at the rear of the building for up to five cars, as detailed on the attached design.

The site is zoned as 'inner residential'. Clause E6.6.10 of the Planning Scheme states that in regard to the number of car parking spaces for residential zones:

*No onsite parking is required for:*

*(a) food services use up to 100m<sup>2</sup> floor area or 30 seats, whichever is the lesser; and*

*(b) general retail and hire uses up to 100m<sup>2</sup> floor area;*

*provided the use complies with the hours of operation specified for the relevant zone.*

Advice has been provided to the Council about hours of operation and other relevant facts about the proposed business, as requested by Council, in letters dated 31 July 2017 and 8 August 2017.

### 3. ASSESSMENT OF REQUIRED PARKING SUPPLY AND DEMAND

The required parking supply for the proposed development has been considered against the Hobart Interim Planning Scheme (2015) requirements and also a survey of the on-street parking supply and availability along the surrounding streets.

#### Assessment based Hobart Planning Scheme requirements

Clause E6.6.1 of the Planning Scheme states:

#### **Acceptable Solutions Performance Criteria**

##### **A1**

The number of onsite car parking spaces must be:

*(a) no less than and no greater than the number specified in Table E6.1.*

For a restaurant the requirement is 15 car parking spaces for each 100m<sup>2</sup> of floor area or 1 car parking space for each 3 seats, whichever is the greater.

The car parking supply, based on the planning scheme is as summarised in Table 3.1.

USE OR DEVELOPMENT CATEGORY	SCHEME PARKING REQUIREMENTS	GROSS FLOOR AREA OR SEATING	REQUIRED PARKING SPACES
Restaurant or Take-away food premises	15 spaces per 100m <sup>2</sup>	332m <sup>2</sup>	50 spaces
	or 1 space per 3 seats	70 seats	24 spaces

**Table 3.1: Estimate of required car parking supply based on Planning Scheme requirements.**

There is a very high difference in required number of car parking between the two criteria. It is clear that an assessment of parking supply based on gross floor area can be quite disproportionate to actual customer patronage.

Businesses often occupy premises which are larger than required for the operation but attract interest for the business proponent because of location or existing facilities in the building. The extra floor space is then defined as storage (which is not really required) and the seating is spread across the floor area as a lower density (higher average floor area per seat).

For these reasons a parking supply based on the number of seats is a more accurate measure. The parking supply based on the number of seats in the proposed pizza restaurant indicates a need for 24 car parking spaces.

When the building was operating as two shops, including a takeaway food shop, generally there were two to three cars parked on the site; seemingly they belonged to staff.

It also seems the permits for the two businesses did not require the businesses to have on-site parking, whereas the previous planning scheme would have required some 15-18 off street parking spaces based on a consideration of the total floor area of each shop.

It is not known at this point whether the site has any parking credits.

Restaurant Operation Considerations

The Planning Scheme requires the same number of car parking spaces for a takeaway food shop, a café or a restaurant. It does not differentiate between the different types of services such premises provide, the operational characteristics and the duration of services, which can significantly vary the length of stay of customers.



It also does not give recognition to seating arrangements which can result in major variations in number of seated customers at any point in time and hence parking requirements, as seen below.

Service times and turnover of customers at walk-in type food businesses are quite different to other food service businesses and, most relevant in this case, the occupancy of the seating area by customers does not operate like all take-away businesses and is much different to a formal restaurant.

Formal restaurants typically have an accumulation of customers, possibly up to 85% of the seating capacity due to a booking system which allows tables and seats to be set up in advance to maximise the number of customers.

At the business under consideration, the seating area will be fixed and customers will be able to walk in without any booking.

Surveys at café type businesses with such arrangements has found that while there is a seat occupancy of only around 40%, the seating area as a whole was virtually full. This is due to often only two or three people sitting at a table with four to six seats or one person sitting at a table with two seats. Such places are not a location where tables are shared between strangers.

As a result, the number of seated customers and hence the parking demand is lower than any assessment based on criteria would suggest.

#### Consideration of Performance Criteria for Clause E6.6.1

The performance criteria P1 of Clause E6.6.1 are listed below and advice is provided in respect to each:

*The number of onsite car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:*

*(a) car parking demand;*

- the above assessment of the required parking supply, having regard for the planning scheme and based on the number of seats indicates a need for 24 car parking spaces. There will be provision for 5 parked cars on-site which will be sufficient for the maximum employee/staff parking demand;
- this means there is a required supply of 19 parking spaces;
- this requirement has no regard for other considerations such as use of alternative modes of transport, the business operation and likely seat occupancy levels, as discussed above. In considering these factors and allowing for a resultant reduced parking demand would suggest the required parking supply would be around 14 parking spaces;

- as noted above, two shops previously operated from this site. Normally there would have been a requirement for some 15-18 off street parking spaces based on the total floor area of each shop, but only staff parking was provided on the site;
- the previous point alone is a major weighting factor in the parking assessment and the need for additional parking. The floor area is the same and the expected parking demand will be much the same; with existing permits exempting a need for customer parking for both previous shops;
- Furthermore, as the site is located within the inner residential zone, due allowance should be given to Clause E6.6.10 which does not require any parking supply for businesses, such as is proposed, with up to 30 seats,

*(b) the availability of on-street and public car parking in the locality;*

- a comprehensive survey of the on-street parking supply and demand has been undertaken along the surrounding streets within around a 150m radius of the development site (walking distances of 150 – 200m). The surveys were undertaken during the expected busier times of the day on weekdays and weekends. The results have been summarised in the table attached to this report;
- the surveyed streets are all wide streets which can easily support parking along both sides of the street and unimpeded two-way traffic flow;
- the surveys have found there are 133 car parking spaces within the surveyed area. The busier times are during the middle of the day when up to 56% of parking spaces are occupied; during the evening period occupancy levels are up to 30%;
- the surveys show there is more than sufficient parking available along the surrounding street (more than 60 spaces at the busiest times) to easily meet the parking demand which the proposed business will generate;
- these findings are the same as reported on the Hobart City Council – Lenah Valley Precinct fact sheet on the Augusta Road Streetscape Upgrade – available parking in the area at all times (copy attached);
- the Streetscape Upgrade will not reduce the available parking in the area; however, a concern with the proposed upgrade is that it will reduce the capacity of Augusta Road, an important arterial road and particularly at the Giblin Street intersection;

*(c) the availability and frequency of public transport within a 400m walking distance of the site;*

- Metro Tasmania currently operates regular bus services along Augusta Road with bus stops for both directions of travel located within 100m walking distance of the development site;

*(d) the availability and likely use of other modes of transport;*

- there could be some attraction to cycle to and from the site as the bicycle lanes have been installed along Augusta Road over a 500m length to the west of the Giblin Street intersection. Council propose to extend these through this shopping precinct as part of the precinct upgrade;
- more likely during evenings, some customers are expected to arrive and depart by taxi, as is seen at such venues in the Hobart area;
- being located with a large surrounding residential area, there would be local customers who would walk to and from the site.

*(e) the availability and suitability of alternative arrangements for car parking provision;*

- no other alternative off-street car parking arrangements are available at this time;

*(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*

- this would not be applicable.

*(g) any car parking deficiency or surplus associated with the existing use of the land;*

- this is discussed under other points;

*(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;*

- it is not known if the site currently has any parking credits. It is a matter that Hobart City Council would have details;

*(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;*

- this would not be applicable to this area of Lenah Valley and not proposed due to other available parking;

*(j) any verified prior payment of a financial contribution in lieu of parking for the land;*

- it is not known if any such payment has been made in the past;

*(k) any relevant parking plan for the area adopted by Council;*

- the Hobart City Council plans for the Streetscape Upgrade along Augusta Road through this part of Lenah Valley Precinct are relevant to this development;

*(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;*

- this would not be applicable;

*(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code;*

- this would not be applicable.

#### Overview of Parking Supply and Demand

Having regard for all relevant factors including:

- the proposed business operation and site occupancy;
- previous businesses and parking arrangements;
- available on-site parking;
- zoning considerations and allowances for parking;
- alternative modes of travel to and from the site; and
- available on-street parking along the surrounding streets;

it is concluded that there is a sufficient parking supply in the area within acceptable walking distance of the development site to meet the parking demand.



This meets the planning scheme objective in regard to parking supply which states:

*To ensure that:*

*(a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.*

*(b) a use or development does not detract from the amenity of users or the locality by:*

*(i) preventing regular parking overspill;*

*(ii) minimising the impact of car parking on heritage and local character.*

#### 4. CONCLUSIONS

Consideration has been given to the required parking supply for the proposed development of a pizza restaurant at 98 Augusta Road.

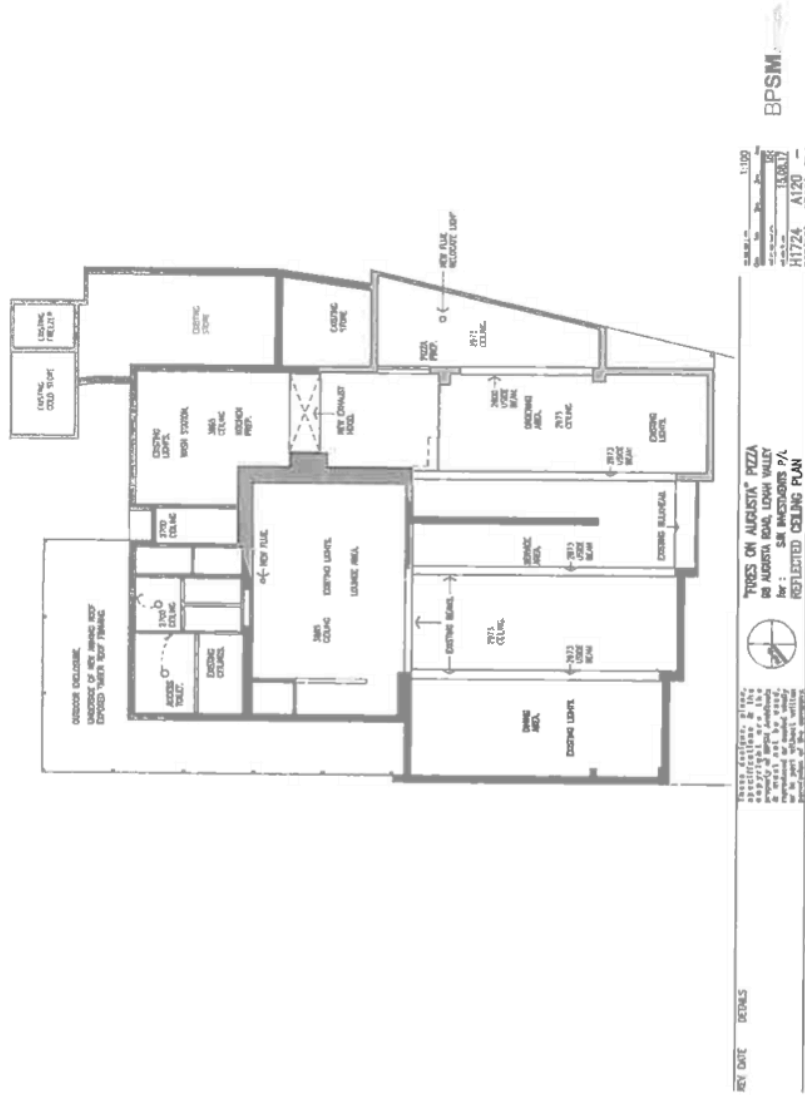
It has been concluded that having regard to the restaurant operation, seating arrangements, on-site parking (for staff) and use of alternative modes of travel for customers other than a car, the expected parking demand at peak times will be around 14 parking spaces.

Surveys of parking availability along the surrounding streets at peak times has found more than three times this number of parking spaces within around 150 - 200m walking distance of the development site.



Milan Prodanovic

9 October 2017



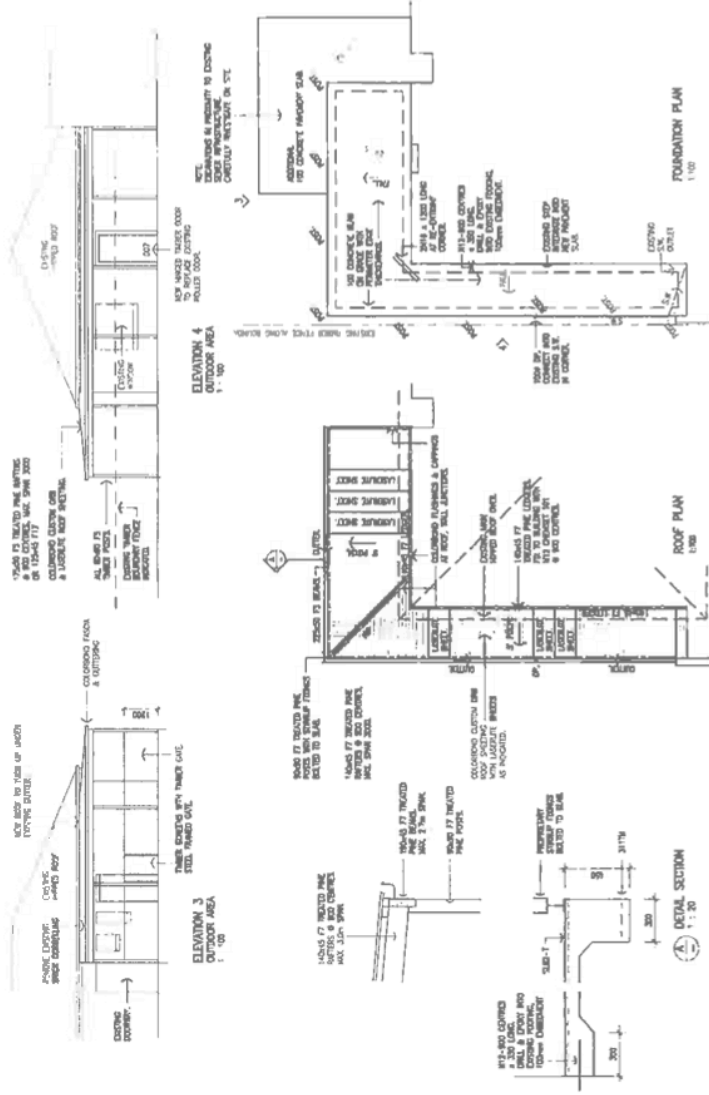
REV DATE DETAILS

PIZZAS ON AUGUSTIN PIZZA  
 20 AUGUSTIN ROAD, LOWER VALLEY  
 20 AUGUSTIN ROAD, LOWER VALLEY  
 REF: 20 AUGUSTIN PIZZA  
 REFLECTED CEILING PLAN

1:100

BPSM

DATE: 11/11/17  
 DRAWN: A1120  
 CHECKED: A1120

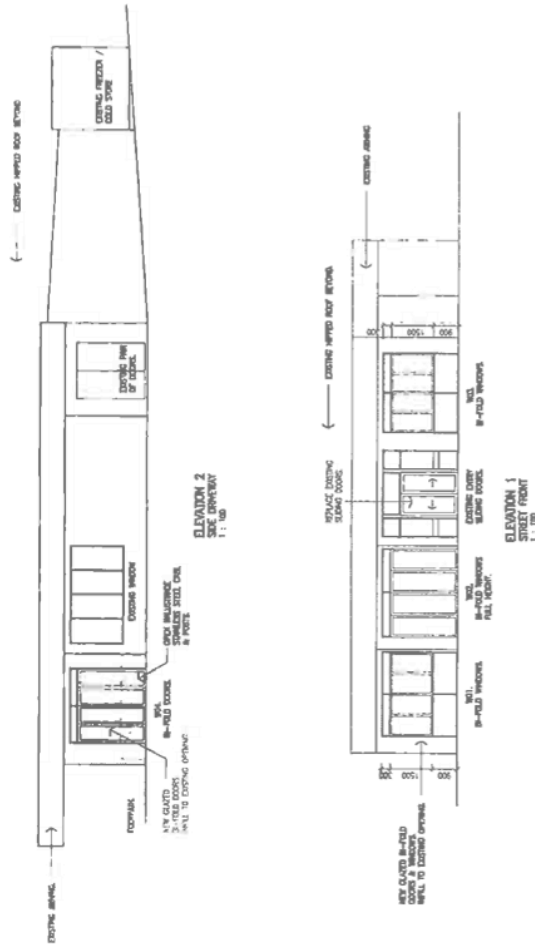


PPSM  
M1774 4130  
M1774 4130

TILES ON AUGUSTA PIZZA  
88 AUGUSTA ROAD, LUSH VALLEY  
VIC 3089  
OUTDOOR ENCLOSURE PLANS & ELEVATIONS

THOMAS ASPLUND & CO.  
2/11/2017 2:11:10 PM  
88 AUGUSTA ROAD, LUSH VALLEY  
VIC 3089  
OUTDOOR ENCLOSURE PLANS & ELEVATIONS  
M1774 4130

REP: DCE 16/11/17



REV. DATE    DETAILS

SCALE: 1:100

DATE: 15/06/17

PROJECT: H1774 A200

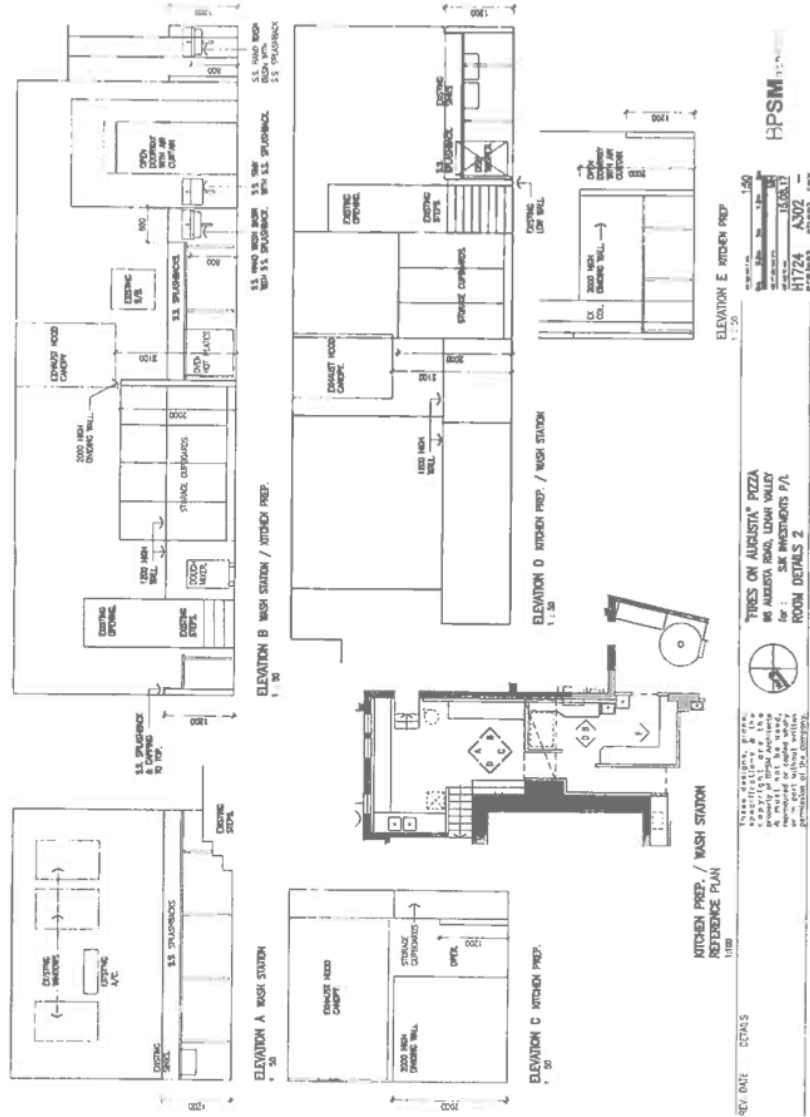
PROJECT SHEET: 001

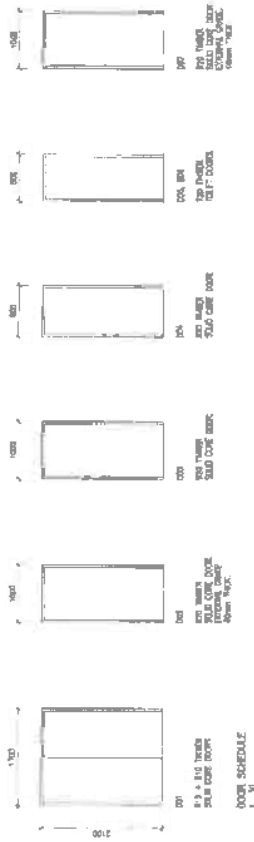
SKOP INTERNAL ALTERATIONS  
39 AUGUSTA ROAD, LEMNA VALLEY  
for: SKR INVESTMENTS P/L  
ELEVATIONS


NOT TO SCALE  
CONSTRUCTION & THE  
PROVIDING THE  
CONTRACTOR SHALL  
BE RESPONSIBLE FOR  
VERIFYING ALL  
DIMENSIONS &  
CONSTRUCTION  
DETAILS. ALL  
DIMENSIONS &  
CONSTRUCTION  
DETAILS SHALL  
BE VERIFIED BY  
THE CONTRACTOR  
BEFORE WORK  
COMMENCES.  
NO PART SHALL  
BE USED  
WITHOUT THE  
APPROVAL OF  
THE ARCHITECT.

BPSM







  
 BPSM  
 15/06/17  
 H1724 A310  
 15/11/17

**TINES ON AUGUSTA PRIZA**  
 89 AUGUSTA ROAD EDINBURGH VALLEY  
 For: SIK INVESTMENTS PTY  
**DOOR SCHEDULE**

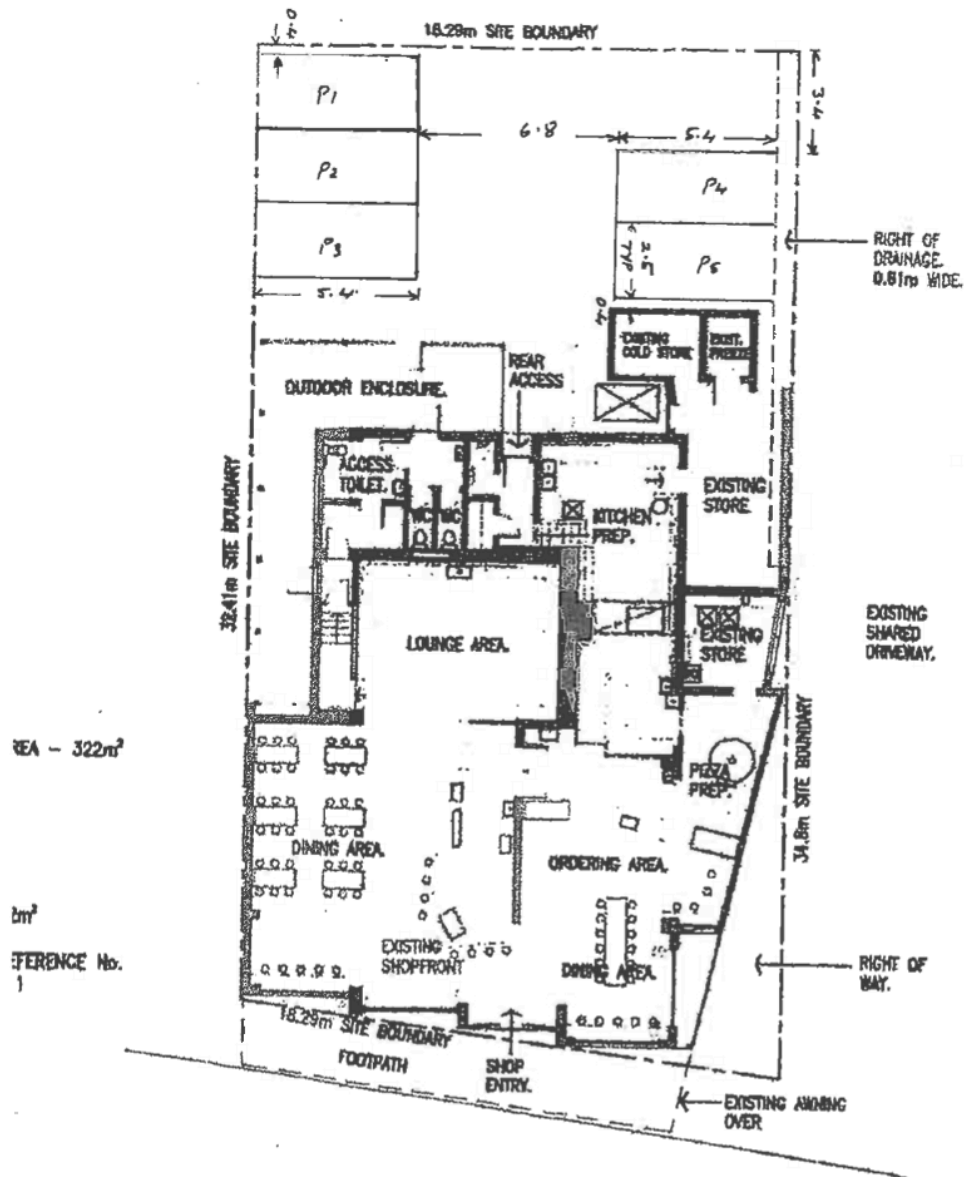
These drawings shall be used in accordance with the specifications and standards of the City of Edinburgh Council. The contractor shall be responsible for ensuring that the drawings are used in accordance with the specifications and standards of the City of Edinburgh Council.

DOOR SCHEDULE  
 1 x 31









AREA - 322m<sup>2</sup>

bm<sup>2</sup>

REFERENCE No. 1

**DRAWING LIST:**

- A002 SITE PLAN
- A110 FLOOR PLAN
- A111 SET-OUT PLAN
- A112 FLOOR FINISH
- A113 ELECTRICAL LA
- A120 REFLECTED CE
- A130 OUTDOOR ENC
- A200 ELEVATIONS
- A301 ROOM DETAILS
- A302 ROOM DETAILS
- A310 DOOR SCHEDU

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**"FIRES ON AUGUSTA" PIZZA**  
98 AUGUSTA ROAD, LENA VALLEY  
for : S.I.K INVESTMENTS P/L

Scale	1:100
Date	20/11/17
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Scale	1:100
Page	15

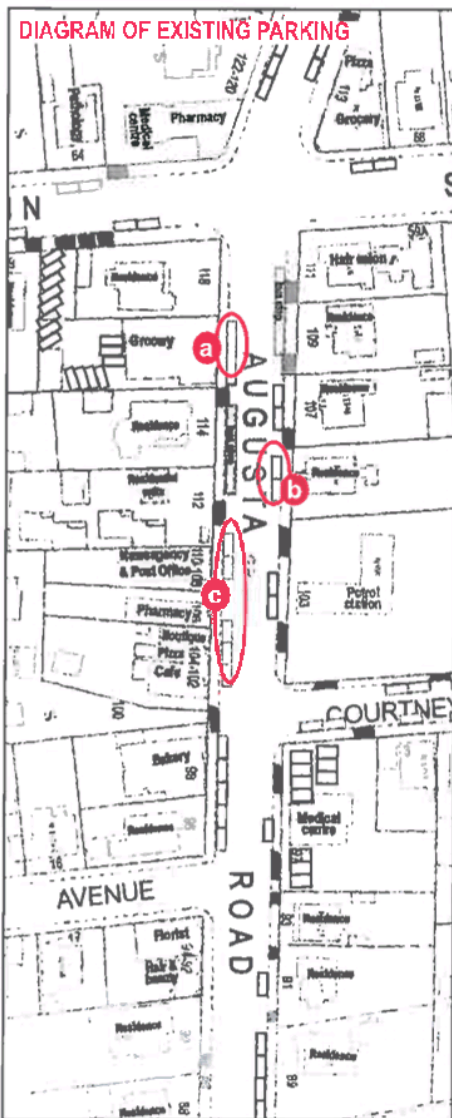
LOCATION	NUMBER OF PARKING SPACES	NUMBER OF PARKED VEHICLES					
		TIME/DAY/DATE					
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GIBLIN ST - NORTH OF AUGUSTA RD EAST SIDE - 75m LENGTH	5	5	5	2	2	5	2
GIBLIN ST - NORTH OF AUGUSTA RD WEST SIDE - 75m LENGTH	7	4	4	0	0	5	1
GIBLIN ST - SOUTH OF AUGUSTA RD EAST SIDE - 40m LENGTH	2	0	0	0	0	1	0
GIBLIN ST - SOUTH OF AUGUSTA RD WEST SIDE - 40m LENGTH	1	0	0	0	0	0	0
AUGUSTA RD - GIBLIN ST TO WAVERLEY AVE NORTH SIDE - 450m LENGTH	26	9	9	3	2	12	2
AUGUSTA RD - WAVERLEY AVE TO GIBLIN ST SOUTH SIDE - 450m LENGTH	26	7	15	12	9	22	7
COURTNEY ST - NORTH OF AUGUSTA RD WEST SIDE - 120m LENGTH	13	4	7	5	5	6	1
COURTNEY ST - NORTH OF AUGUSTA RD EAST SIDE - 120m LENGTH	12	5	7	6	7	6	3
CARLTON ST - NORTH OF AUGUSTA RD WEST SIDE - 80m LENGTH	10	4	5	5	5	5	6
CARLTON ST - NORTH OF AUGUSTA RD EAST SIDE - 80m LENGTH	8	3	3	1	1	1	1
GREENWAY AVE - AUGUSTA RD TO RATHO ST EAST SIDE - 100m LENGTH	12	5	4	3	4	4	3
GREENWAY AVE - AUGUSTA RD TO RATHO ST WEST SIDE - 100m LENGTH	11	6	8	3	3	7	4
<b>TOTALS</b>	<b>133</b>	<b>52</b>	<b>67</b>	<b>40</b>	<b>38</b>	<b>74</b>	<b>30</b>

# LENAH VALLEY RETAIL PRECINCT

## Augusta Road streetscape upgrade: concept design stage

### Fact sheet: on-street parking

During the consultation period for the project, City officers have heard about concerns within the community about changes to car parking in the precinct. The purpose of this fact sheet is to respond to those concerns and to clarify the proposed changes.



### What changes are proposed for on-street car parking in the precinct?

The concept proposal currently shows 3 fewer on-street car parking spaces however this is being revised and now **only 2 spaces will be lost** - these are in order to provide a safer pedestrian crossing point.

- a** In this location near Salamanca Fresh there is currently space for two standard parking spaces, although a third car can fit here if the cars are small and well-positioned. There is no proposed change to the amount of space available for parking in this location.
- b** Two on-street parking spaces are proposed to be removed in this location to make space for a new, safer pedestrian crossing facility.
- c** The concept shows the two spaces near the Post Office being replaced with one new accessible space for people with a disability. Accessible spaces are larger than regular spaces to allow access for wheelchairs. We've heard from lots of people that loss of these car spaces will adversely impact them. The design is being revised and will now retain the two standard parking spaces near the Post Office and place an accessible space adjacent to the nearby Amcal Pharmacy. This revision will mean that there will be no change to the total number of spaces in the area between Whisk and Co. and the Post Office.

There are no other proposed changes to the amount of car parking in the precinct.

### Can we increase available car parking?

Car parking occupancy and turnover was investigated in September 2016. City officers recorded cars parked in the precinct between 8am-6pm on a typical day. The results show that:

- parking is well-used, but there were available car parking spaces in the precinct at all times of the day
- many cars were parked for longer than the time limit
- cars often parked all day, in spaces without time restrictions

These results show that there is an opportunity to increase parking availability by changing the time restrictions in some spaces. Any changes would be made in consultation with the people living and running businesses nearby.

### Still have questions?

Please contact the City's Infrastructure Planner, Sarah Bendeich  
Telephone: 6238 2584  
Email: coh@hobartcity.com.au



City of HOBART