

MCDONALD'S AUSTRALIA LIMITED

REPORT ON THE TRAFFIC
IMPLICATIONS OF THE PROPOSED
TAHMOOR McDONALD'S

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I. INTRODUCTION

- I.1. McDonald's Australia Limited engaged Colston Budd Rogers & Kafes Pty Ltd to prepare a report on the traffic and parking aspects associated with the proposed McDonald's at Tahmoor. The proposed McDonald's forms part of the approved retail subdivision at 2710 Remembrance Drive. The subdivision is located on the western side of Remembrance Drive, south of Tahmoor Public School and opposite the Tahmoor Inn. The proposed McDonald's is located on Lot 4 within the subdivision. The site location is shown in Figure I.

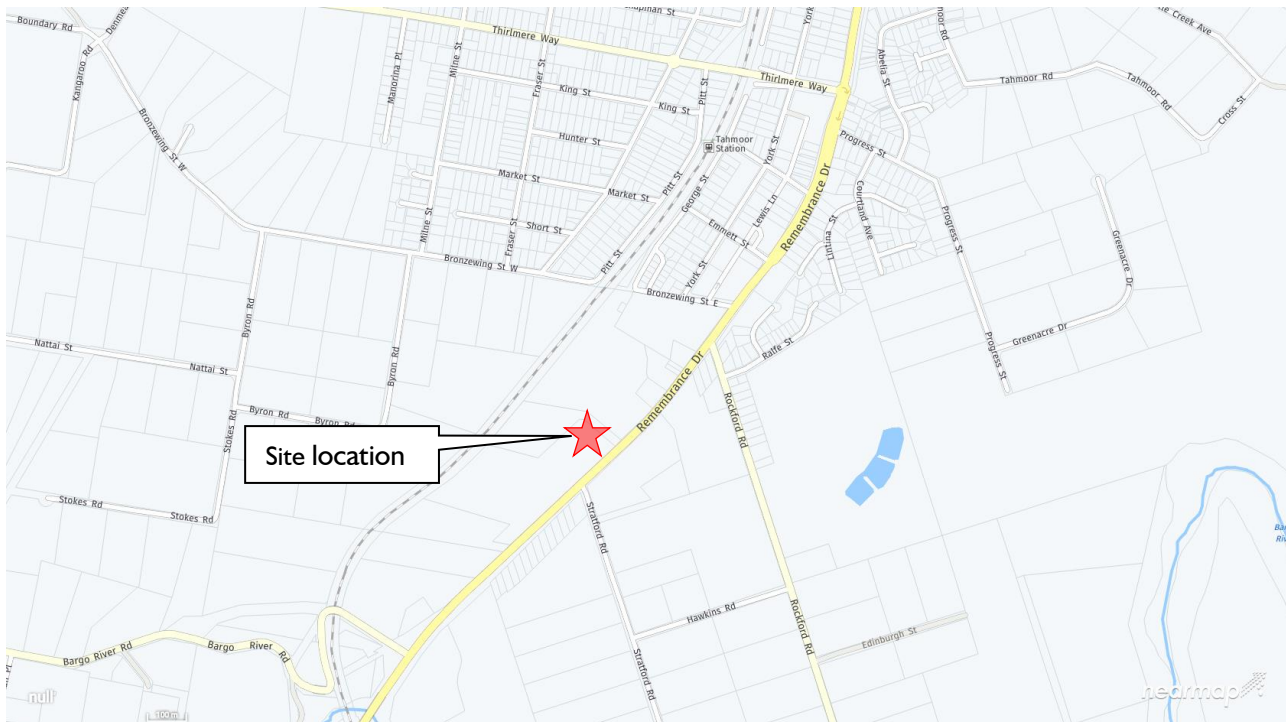


Figure I: Site Location
Basemap Source: Nearmaps

- I.2 The traffic aspects of the approved subdivision have previously been assessed in the Supplementary Traffic Study, 2710 Remembrance Drive, Tahmoor, Martens, 4 August 2014.
- I.3 The traffic assessment for the approved subdivision assessed the following scale of development, with the conceptual layout shown in Figure 2:

- petrol station with convenience store (335m²);
- McDonald's (395m²);
- KFC (395m²)
- food tenancies (1,900m²);
- bulky goods (7,680m²)
- office (10,685m²);
- medical centre (6,555m²);
- childcare (720m²);
- 1007 parking spaces; and
- access from Remembrance Drive via a new roundabout.

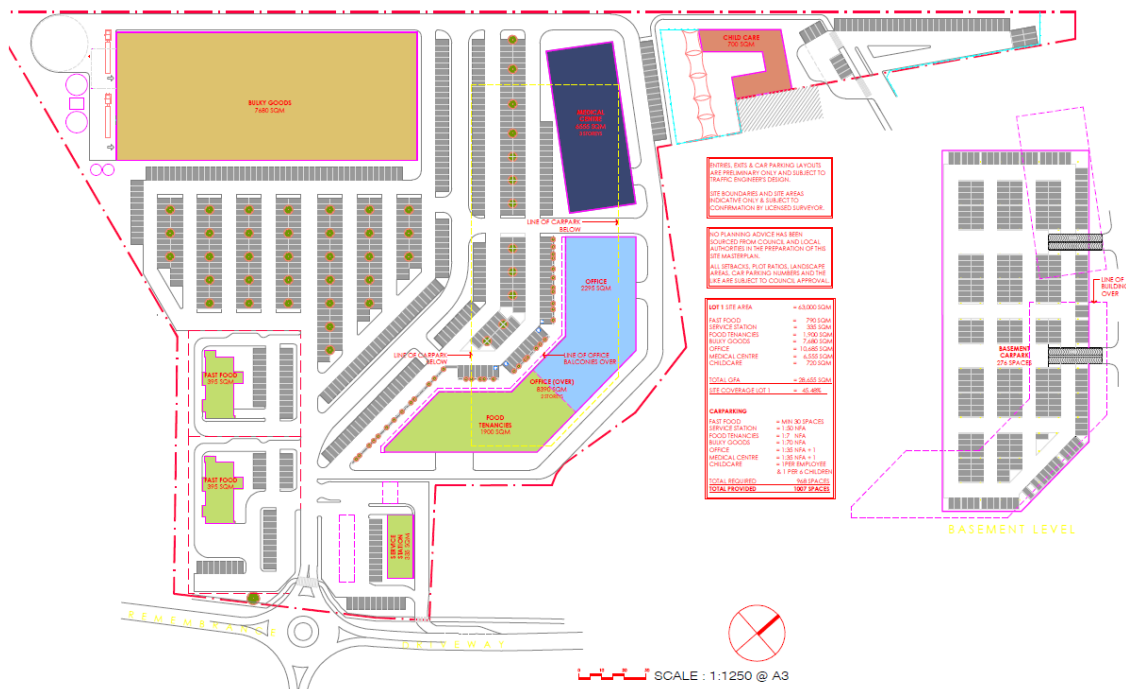


Figure 2: Concept Subdivision Layout

Source: Supplementary Traffic Study, 2710 Remembrance Drive, Tahmoor, Martens 4 August 2014

- 1.4 Based on RMS Guidelines the approved subdivision was estimated to have a weekday traffic generation of some 11,000 vehicles per day (two way). McDonald's was estimated to generate some 2,370 vehicles per day (two way).

- 1.5 As the traffic effects of the proposed McDonald's have been assessed as part of the approved subdivision, this report concentrates on access, parking provision, service arrangements, parking layout and circulation.

2. TRAFFIC ASSESSMENT

2.1. The traffic assessment is set down through the following sections:

- site location;
- proposed development;
- parking provision;
- access, servicing and internal layout;
- traffic effects; and
- summary.

Site Location

2.2. The proposed McDonald's is on Lot 4 in the approved subdivision. Lot 4 is located in on the south western corner of the intersection of Remembrance Drive and the main access road (Lot 1) as shown on Figure 3.

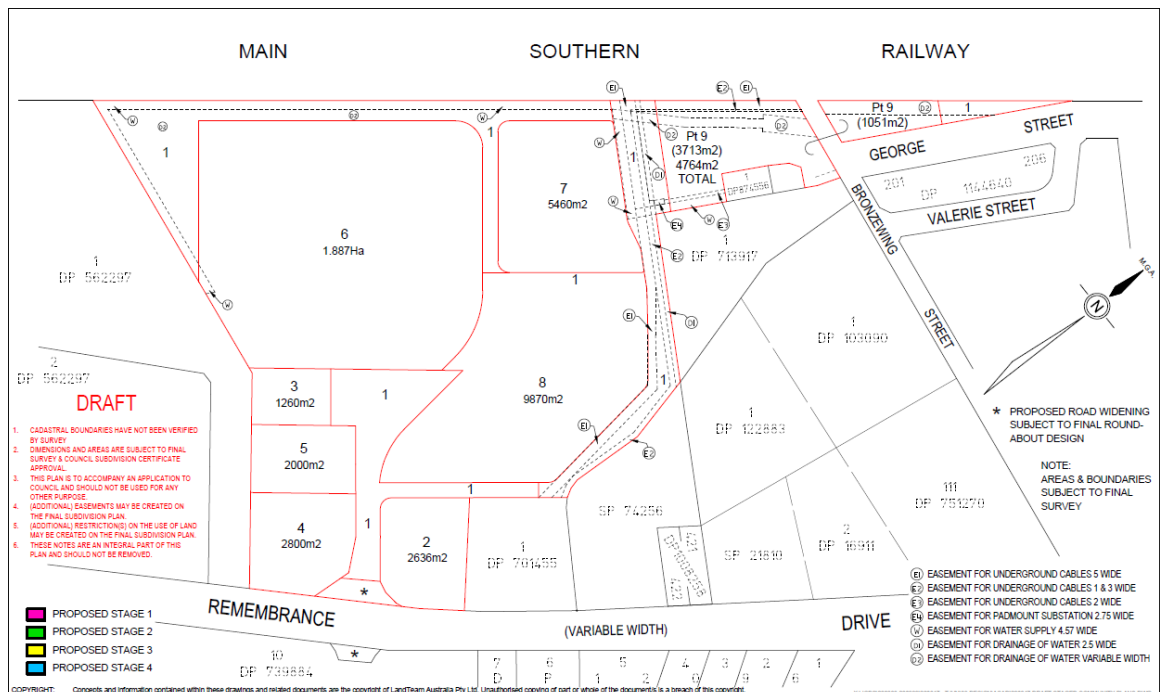


Figure 3: Approved Subdivision

Source: Land Team – Proposed Staging Plan division

Proposed Development

- 2.3. The proposed McDonald's is some 483m² GFA. It will provide 78 internal seats (no external seating) with a dual drive through facility. On-site parking is proposed for 39 cars with vehicular access from main access road (Lot 1).

Parking Provision

- 2.4. Wollondilly Development Control Plan (DCP) 2016 sets out the following parking requirements for fast food outlets with a drive through within the LGA:

❖ The greatest of:

- 12 spaces per 100m² GFA; or
- 1 space per 2 seats (internal); or
- 1 space per 5 seats (internal plus external),
- plus queuing area within the drive through for 12 cars.

- 2.5. Using these rates the proposed McDonald's (483m² GFA and with 78 internal seats and no external seats) would require 58 spaces (based on GFA) and a drive through queue of 12 spaces.

- 2.6. By way of comparison, for a McDonald's, RMS Guidelines (which are based on extensive surveys) suggest a parking provision of the greater of 1 space per 2 seats (internal) or 1 space per 3 seats (internal plus external) plus queuing area in the drive through for 10 to 12 cars. The RMS rates are considered more appropriate as they are based on extensive surveys and take into account that parking demand is reduced through the provision of a drive through (which typically accounts for some 50% of sales). The DCP rate does not differentiate between food and drink premises with and without a drive through and therefore overestimates parking requirements for a McDonald's with a drive through facility.
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- 2.7. Based on RMS guidelines, the proposed McDonald's with 78 internal seats would require 39 spaces. The proposed provision of 39 spaces satisfies this requirement.
- 2.8. The dual drive-through facility provides for at least 15 vehicles (with queuing for four vehicles prior to the order point), clear of the access driveway and circulation aisles, and two waiting bays. The provision of queuing for at least 15 cars in the drive through satisfies the DCP and RMS requirements of 10 to 12 cars. Thus queues should not block access to/from the site or queue onto main access road.
- 2.9. Motorcycle and bicycle parking will be provided in accordance with Council requirements. For the proposed McDonald's the DCP requires a secure area of 5m² for bicycle, skateboard and pram parking.

Access, Servicing and Internal Layout

- 2.10. Access to the site is provided via a combined 7.75 metre wide entry/exit driveway to main access road (Lot 1) in the north-west corner of the site. All turning movements will be permitted to/from the site. Within the site, the car park is designed to facilitate efficient circulation with circulation aisles 6.6 metres wide and parking spaces 5.4 metres long by 2.6 metres wide. The disabled space and adjacent shared area are 2.4 metres wide. These dimensions satisfy the requirements of the relevant Australian Standards. The drive-through provides for dual order points and two waiting bays. One of the spaces is a tandem space. This space and the one in front (space 38) will be allocated to staff parking.
- 2.11. A loading bay is provided on the eastern side of the building, adjacent to the drive through order points. Deliveries will be organised to occur outside of busy periods. The loading bay has been sized to provide use by a 14 metre articulated truck. Ingress and egress will be in forward direction, with a reverse manoeuvre into the loading bay. Truck swept paths are shown on the plans prepared by Richmond and Ross. The number of deliveries will be low, at one or two deliveries per week. The proposed service arrangements are similar to other McDonald's, and are appropriate.
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- 2.12. Pedestrian access will be provided from the main access road (Lot 1). From there a footpath will connect to Remembrance Drive and to the other uses in the subdivision. Within the site a designated pedestrian path is provided between the main access road (Lot 1) and McDonald's.

Traffic Effects

- 2.13. The overall traffic effects of the approved subdivision, which included a McDonald's have been assessed as part of previous studies. As part of the proposed development a roundabout will be constructed on Remembrance Drive to provide access to the site.

Summary

- 2.14. In summary, the main points relating to the traffic aspects of the proposed McDonald's are as follows:
- the proposed McDonalds is located on Lot 4 of approved subdivision;
 - Lot 4 is located on the south western corner of the intersection of Remembrance Drive and the main access road (Lot 1);
 - the proposed parking provision is appropriate;
 - the proposed access, internal layout and service arrangements are appropriate;
 - the overall traffic effects of the subdivision (including a McDonald's) have been previously assessed; and
 - a roundabout will be constructed on Remembrance Drive to provide access to the site.