

Proposed Change of Use and Fit Out
for a Coffee Roaster Development

**Units 5 & 6, 4-8 Inman Road,
Cromer**

TRAFFIC AND PARKING ASSESSMENT REPORT

29 May 2024

Ref 24197

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1. INTRODUCTION

This report has been prepared to accompany a development application to Council for a change of use and fit out of two existing warehouse light industrial units, located in Units 5 and 6 respectively, at 4-8 Inman Road, Cromer (Figures 1 and 2) for use as a coffee roaster development.

This application seeks approval for a change of use and fit out of Units 5 and 6 for use as a *Seven Miles* coffee roaster.

Units 5 and 6 were approved by the Council as part of the recently constructed *Northern Beaches Business Park*.

The business park currently makes provision for a total of 279 car parking spaces on the site, comprising 203 spaces in the basement car parking area and 76 spaces at-grade.

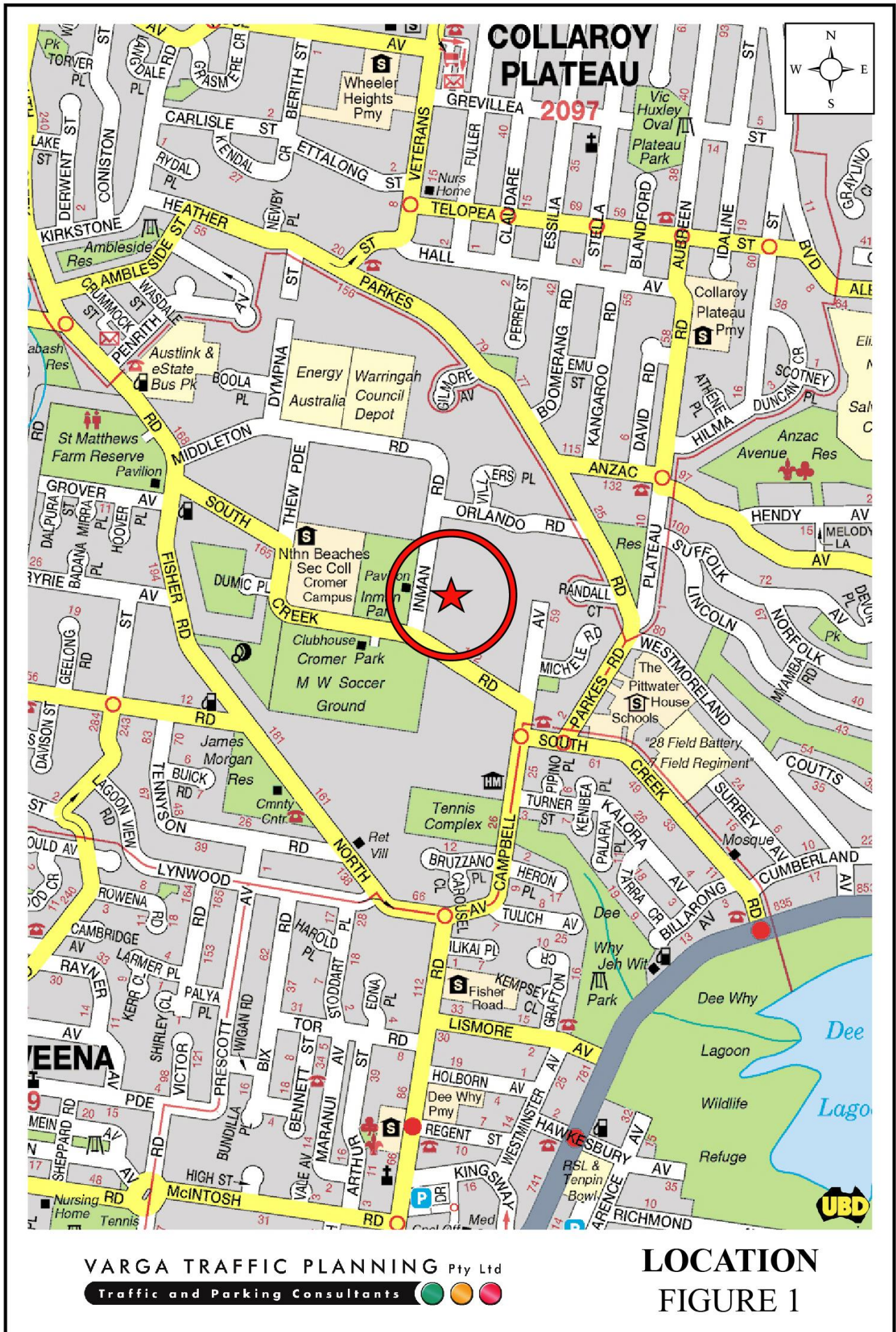
This car parking includes 8 parking spaces at-grade allocated to Units 5 & 6 which are located directly in front of Units 5 and 6, plus shared use of 72 parking spaces which are located in the basement car parking area.

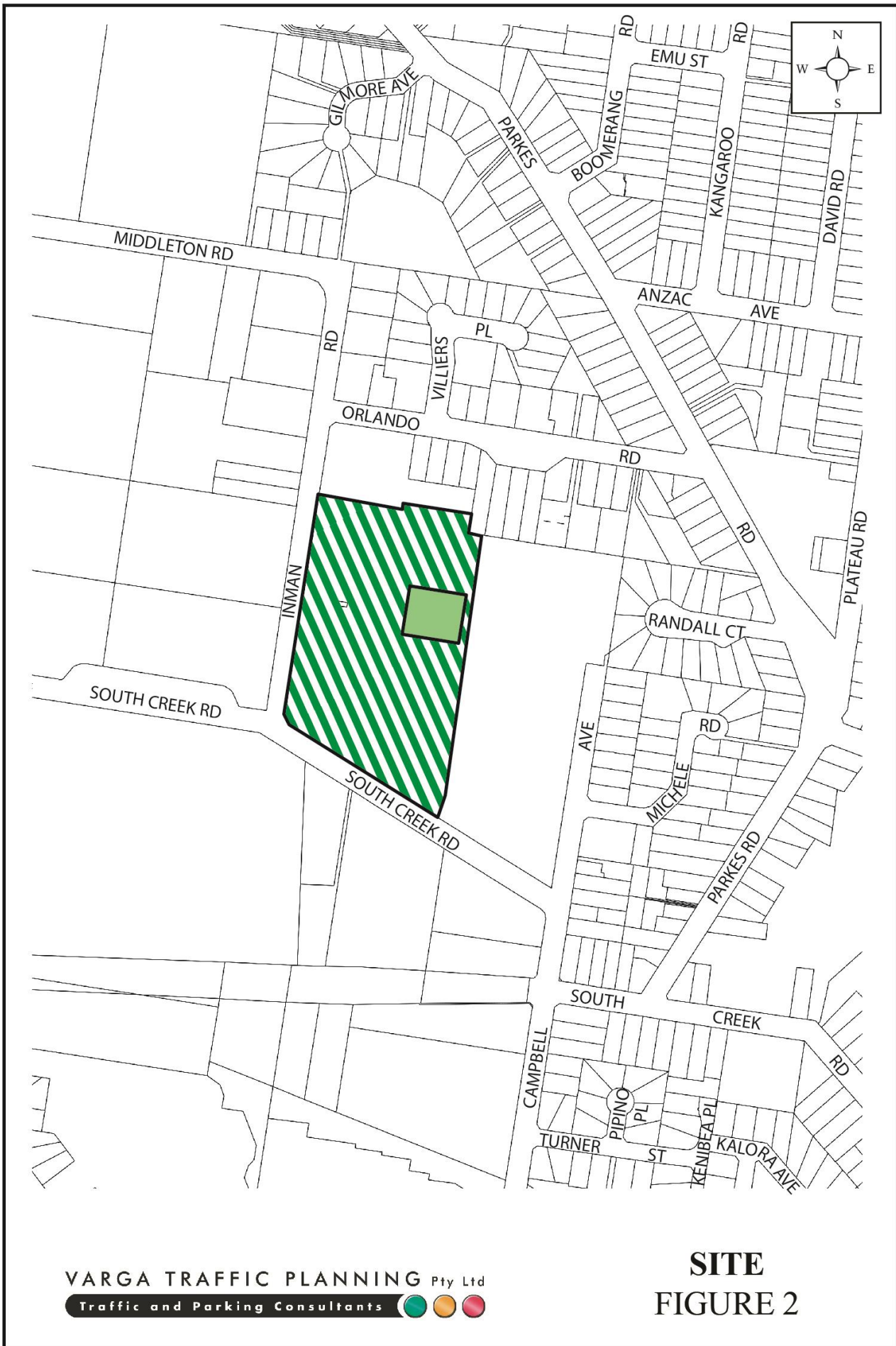
There are *no changes* proposed to the existing buildings, off-street parking provisions or vehicular access driveway.

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- reviews the public transport services available within close proximity to the site
- estimates the traffic generation potential of the development proposal

- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking and loading provided on the site.





2. PROPOSED DEVELOPMENT

Site

The subject site is located on the northeast corner of the Inman Road and South Creek Road intersection, approximately 2.9km south of Narrabeen Lagoon. The site has street frontages approximately 205m in length to Inman Road, approximately 165m in length to South Creek Road, and occupies an area of approximately 3.7ha. The site is currently occupied by 11 warehouse/ancillary office units.

A recent aerial image of the site and its surroundings is reproduced below.



Source: Metro Map

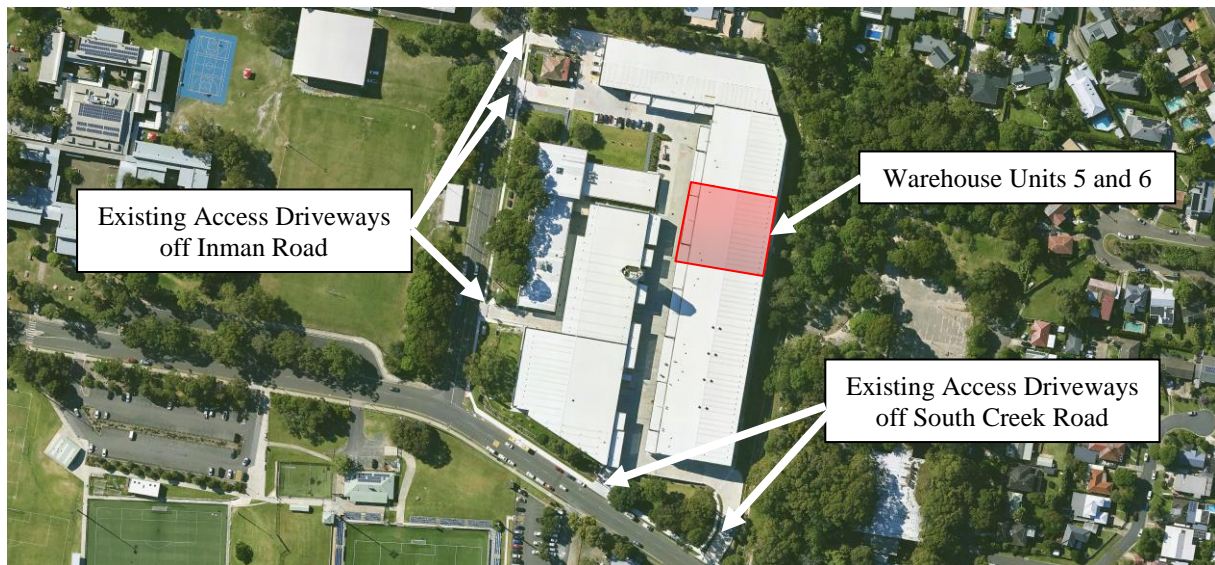
The subject of this application are Warehouse Units 5 and 6 which have a cumulative floor area of 2,340m² GFA, including a mezzanine office GFA of 300m².

The business park currently makes provision for a total of 279 car parking spaces on the site, comprising 203 spaces in the basement car parking area and 76 spaces at-grade.

This car parking includes 8 parking spaces allocated to Units 5 & 6 which are located directly in front of Units 5 and 6, plus shared use of 72 parking spaces which are located in the basement car parking area, consistent with the original DA Consent for the site.

Vehicular access to the existing parking facilities on site is provided via the existing internal at-grade and basement driveways within the site, which connect with the public road network via both Inman Road and South Creek Road site frontages.

The existing car parking areas on site and vehicular access driveways can be seen in the aerial image of the site reproduced below.



Proposed Development

The proposed development involves the change of use and fit out of the existing Units 5 and 6 to accommodate *Seven Miles* coffee roaster.

No change is proposed to the floor area of the existing Units 5 and 6, comprising a warehouse/light industrial floor area of 2,040m² GFA and ancillary office space of 300m² GFA.

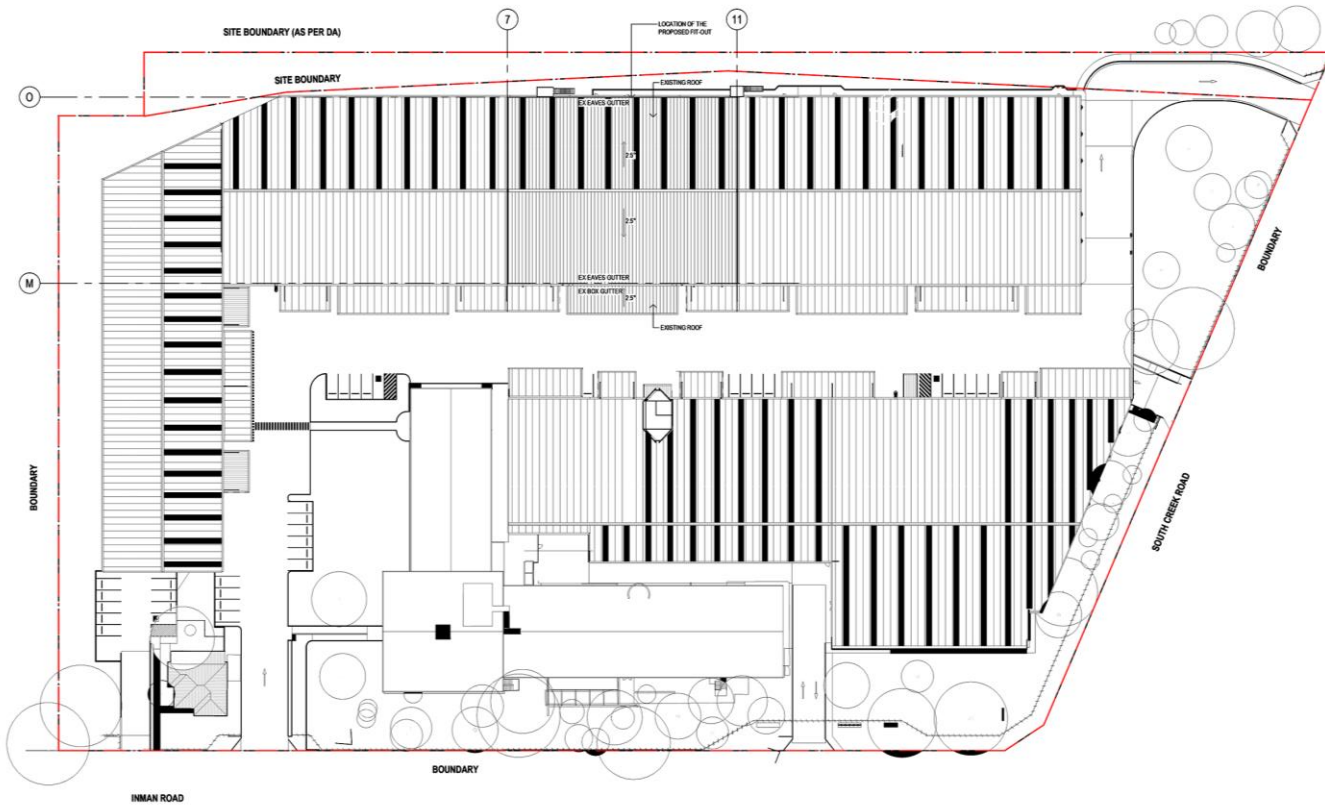
No changes proposed to the existing car parking allocated to Units 5 and 6, comprising 8 parking spaces located at-grade directly in front of Units 5 and 6 plus shared use of 72 parking spaces located in the basement car parking area.

No changes are proposed to the remainder of the existing site, which includes the existing off-street parking provisions and vehicular access driveway.

Vehicular access to the existing parking facilities is to be retained *unchanged* and is provided via the existing at-grade and basement driveways which connect with the public road network via both Inman Road and South Creek Road site frontages.

Loading / servicing for the proposed development is also to remain *unchanged*.

Plans of the proposed childcare centre have been prepared by *Watson Young Architects* and are reproduced in the following pages.



PROJECT:
SEVEN MILES COFFEE COMPANY
4 - 8 Inman Road
CROMER, NSW 2099

TITLE:
SITE PLAN



CLIENT:
Seven Miles Coffee Company

DATE: MAY, 2024
DRAWN BY: ST
SCALE: 1: 500 @ A1
SCALE:

DATE: 24090
DRAWN BY: DA02
SCALE: A

NO.	DATE	REVISION	BY	CHECK
A	15.06.2024	ISSUED FOR DA	ST	DA

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11 Graham Street Perth WA 6150 | e: info@watsonyoung.com.au | w: watsonyoung.com
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JOB NO.
24090

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-  DENOTES EXISTING BUILDING
 DENOTES DEMOLITION OF THE EXISTING BUILDING
 DENOTES PROPOSED WORKS

No.	DATE	REVISION	BY	CHK
A	23.05.2024	ISSUED FOR QA	ST	SN

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Wilson Young Architects PT, Melbourne | Perth | Sydney 02 9516 6555 ACR 111336702
8 Gordon Street, Perth VIC 3111 | e: info@wilsonyoung.com.au | w: wilsonyoung.com.au

TITLE:

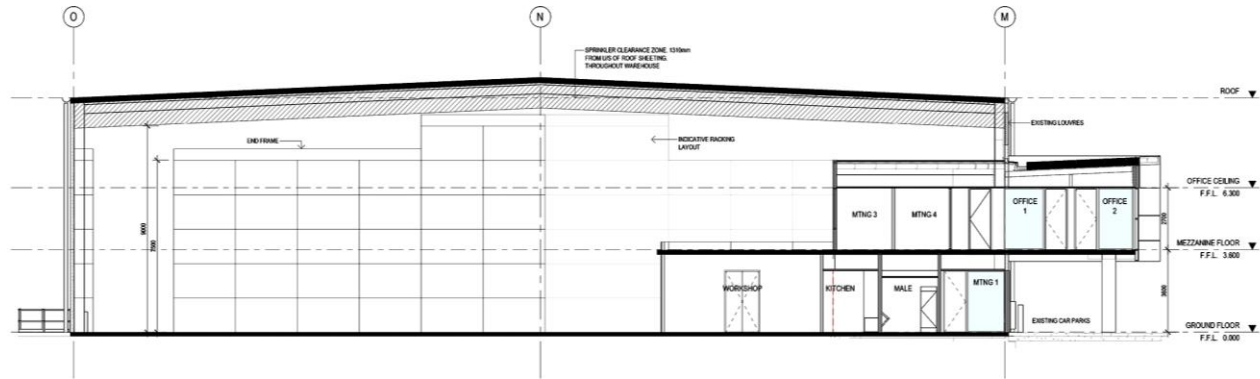
MEZZANINE FLOOR



DATE: MAY, 2024
DRAWN BY: ST
SCALE: As indicated @ A1
SCALE:

AGE	24090
DIAGNOSIS	DA04
REASON	A

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LEGEND

- DENOTES EXISTING BUILDING
- DENOTES DEMOLITION OF THE EXISTING BUILDING
- DENOTES PROPOSED WORKS

NO.	DATE	REVISION	BY	CHK.
A	20.08.2024	ISSUED FOR DA	ST	SM

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PROJECT:
SEVEN MILES COFFEE COMPANY
4 - 8 Inman Road
CROMER, NSW 2099

TITLE:
SECTION

CLIENT:
Seven Miles Coffee Company

DATE: MAY, 2024
DRAWN BY: ST
SCALE: As indicated @ A1
SCALE:

ARCH: 24090
DRAWING: DA06
REVISION: A

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3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for New South Wales (TfNSW) is illustrated on Figure 3.

Pittwater Road is classified by TfNSW as a *State Road* and provides the key north-south road link in the area, linking North Manly to Church Point. It typically carries 3 traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Kerbside parking is generally permitted on both sides of the road outside of commuter peak periods.

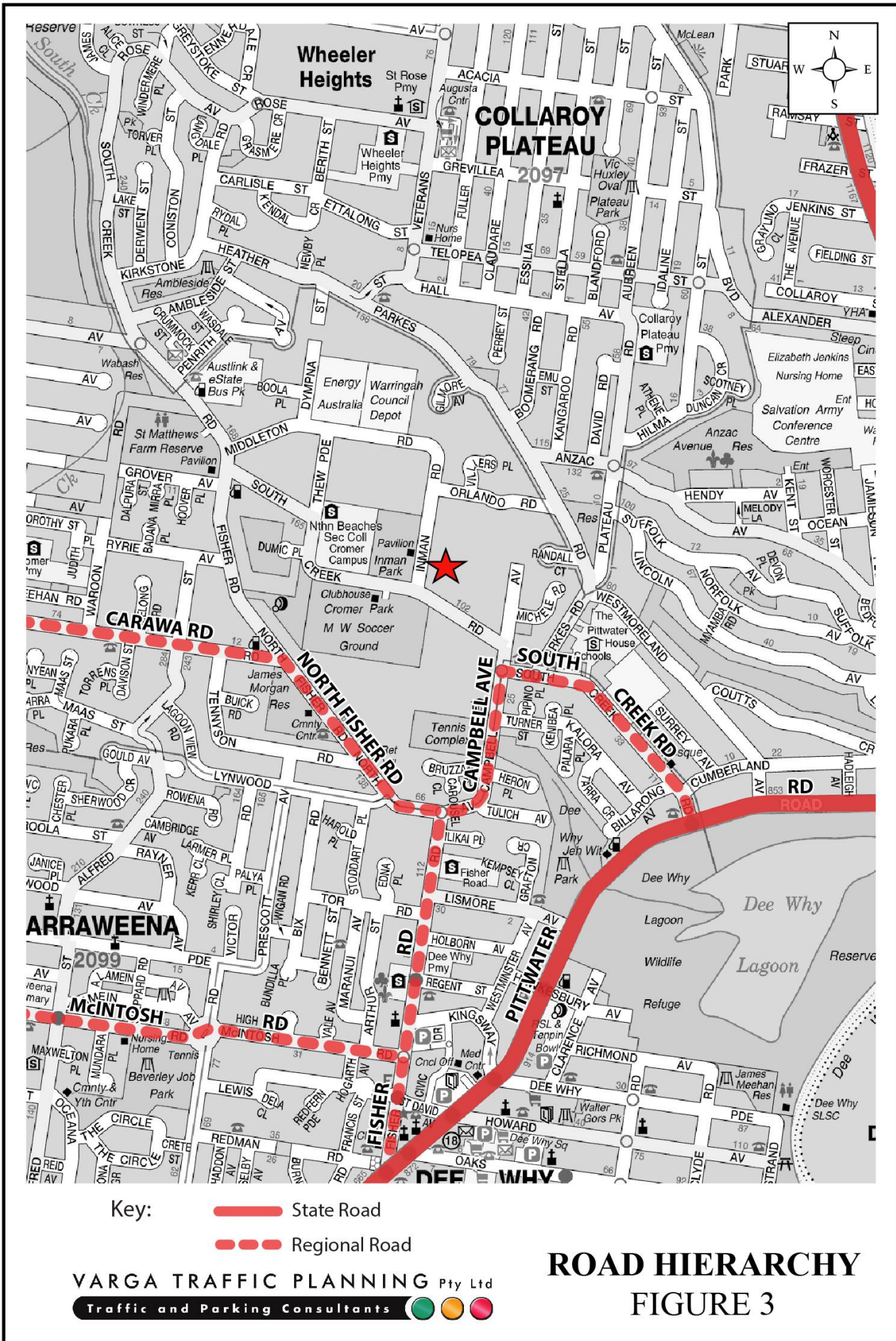
Carawa Road, North Fisher Road, Campbell Avenue, Fisher Road and South Creek Road are classified by TfNSW as *Regional Roads* and provide road links in the local area to the south of the site. They typically carry one traffic lane in each direction in the vicinity of the site with kerbside parking generally permitted on both sides of these roads, subject to sign-posted restrictions.

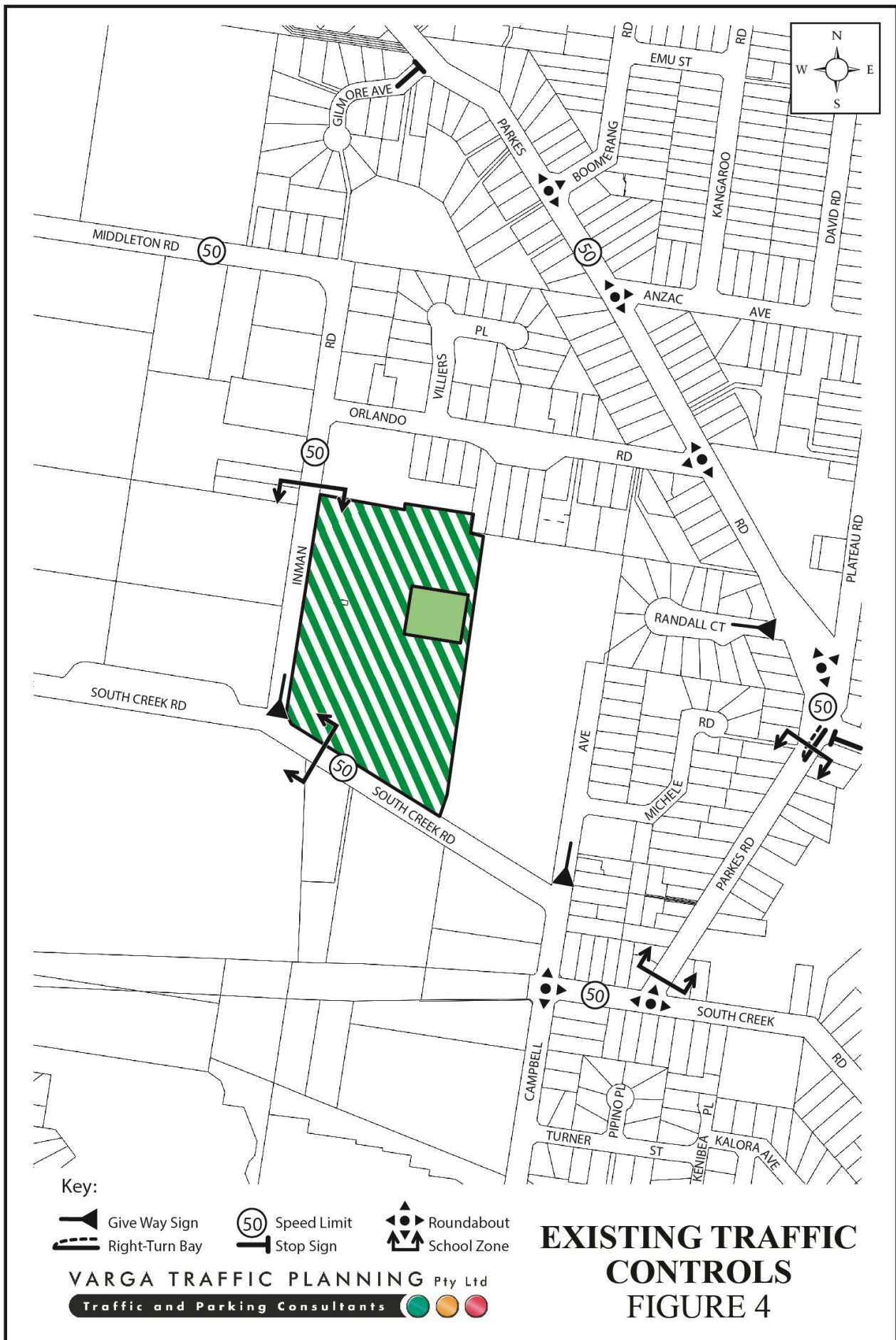
Inman Road is a local, unclassified road which typically carries 1 traffic lane in each direction. Kerbside parking is permitted on both sides of this road.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 50 km/h SPEED LIMIT which applies to Briens Road and all other local roads in the surrounding area
- a 40 km/h SCHOOL ZONE SPEED LIMIT which applies to local roads in the vicinity of Pittwater House school and Northern Beaches Secondary College Cromer Campus





- ROUNDABOUTS in Parkes Road at its intersection with Boomerang Road, Anzac Avenue, Orlando Road, Plateau Road and South Creek Road, as well as in South Creek Road at its intersection with Campbell Avenue.

Projected Traffic Generation Potential

The traffic implications of a development proposal primarily concern the effects of the *additional* traffic flows that will be generated as a result of the development, and its impact on the operational performance of the adjacent road network during the morning and afternoon commuter peak periods.

An indication of the traffic generation potential of the development proposal is provided by reference to the Roads and Maritime Services' publication *Guide to Traffic Generating Developments, Section 3 – Land Use Traffic Generation (October 2002)* and the updated traffic generation rates in the RMS *Technical Direction TDT 2013/04a (August 2013)* document. The *TDT 2013/04a* document specifies that it must be followed when the RMS is undertaking trip generation assessments.

The *RMS Guidelines* and the updated *TDT 2013/04a* documents are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

Office

AM: 1.6 peak hour vehicle trips per 100m² GFA

PM: 1.2 peak hour vehicle trips per 100m² GFA

However, neither the *RMS Guidelines* nor the updated *TDT 2013/04a* nominates a traffic generation rate for a coffee roaster development. For the purpose of this development therefore, the traffic generation rates nominated in the TfNSW *Guidelines for Factories* have been adopted in respect of the proposed development, as set out below:

Factories

1.0 PM peak hour vehicle trip per 100m² GFA

Application of the above traffic generation rates to the proposed coffee roaster GFA of 2,040m² and office GFA of 300m² yields a traffic generation potential of the site of approximately 25 vehicle trips per hour (vph) during the AM peak hour and 24 vph during the PM peak hour.

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to have been generated by the existing land uses of Units 5 and 6, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the development proposal.

Application of above traffic generation rates to the existing Units 5 and 6 warehouse GFA of 2,040m² and office GFA of 300m² yields a traffic generation potential of approximately 25 vph during the AM peak hour and 24 vph during the PM peak hour.

Accordingly, there will be no change in the traffic generation potential of the site as a consequence of the development proposal, as set out in the table below:

Projected Nett Change in Peak Hour Traffic Generation Potential of the Site as a Consequence of the Development Proposal		
	AM	PM
Projected Future Traffic Generation Potential:	25.2 vph	24.0 vph
Less Existing Land Uses:	-25.2 vph	-24.0 vph
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	+0.0 vph	+0.0 vph

In any event, the projected traffic generation potential of the site as a consequence of the development proposal is minimal, is consistent with the zoning objectives of the site and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the adjacent road network in the vicinity of the site are illustrated on Figure 5. Key features of those parking restrictions are:

- NO PARKING restrictions along southern side of South Creek Road in the vicinity of Northern Beaches Secondary College Cromer Campus
- BUS ZONES on both sides of South Creek Road in the immediate vicinity of Inman Road and South Creek Road intersection
- RESTRICTED PARKING along both sides of Inman Road and South Creek Road in the immediate vicinity of the site, including along the site frontages
- UNRESTRICTED PARKING elsewhere in the vicinity of the site.

Off-Street Parking Provisions

The off-street parking requirements applicable to the development proposal are specified in Council's *Warringah Development Control Plan 2011, Appendix 1 – Car Parking Requirements* document in the following terms:

Industry

1.3 spaces per 100m² GFA

(including up to 20% of floor area as office space component. Office space component above 20% determined at office rate).

Warehouse or distribution centre

1.3 spaces per 100m² GFA

(including up to 20% of floor area as office space component. Office space component above 20% determined at office rate).

Office premises

1 space per 40m² GFA



The 300m² GFA ancillary office component represents 12.8% of the total floor area of 2,340m² GFA, and therefore the additional office parking requirements are not applicable.

Application of the above industry/warehouse parking rate to Units 5 and 6 yields an off-street parking requirement of 30.4 parking spaces as set out in the table below:

Off-Street Parking Requirements

Units 5 & 6 (2,340m ²):	30.4 parking spaces
TOTAL PARKING REQUIRED:	30.4 parking spaces

The above parking requirements are satisfied by the provision of 8 parking spaces located directly in front of Units 5 and 6, plus shared use of 72 parking spaces located in the basement car parking area, consistent with the original DA Consent for the site.

In essence, the proposed *change of use* is consistent with the previously approved warehouse/light industrial uses of Units 5 and 6, and therefore there will be *no change* in the parking requirements of Units 5 and 6 as a consequence of the development proposal.

No change is proposed to the geometric design layout of the previously approved car parking facilities which were designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions, aisle & driveway widths and overhead clearances.

Conclusion

In summary, the proposed parking and loading facilities satisfy the relevant requirements specified in Council's *DCP* as well as the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking or loading implications.