

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2024/0728
<b>Proposed Development:</b>	Use of Premises as a light industry for coffee roasting and production, and office space
<b>Date:</b>	27/08/2024
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 1282038 , 4 - 8 Inman Road CROMER NSW 2099

### Officer comments

This development application seeks approval for change of use of Units 5 & 6 of the existing warehouse light industrial units for use as a Seven Miles coffee roasting and production facility. The subject site located at 4-8 Inman Road, Cromer; was approved under DA2019/1346 as part of the Northern Beaches Business Park.

The Statement of Environmental Effects (SEE) states that Units 5 and 6 has a cumulative floor area of 2,340m<sup>2</sup> (GFA), including a mezzanine office of 300m<sup>2</sup>. The business will accommodate a maximum of 50 staff, including 30 office staff. The operation hours are Monday to Friday 7am to 6pm, and Saturday 7am to 1pm. A Traffic and Parking Assessment (TPA) has been prepared by Varga Traffic Planning Pty Ltd (dated 29th May 2024), with respect to access, parking, and traffic generation impacting the road network.

### Traffic Generation

The TPA states that the future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2002' and the updated traffic generation rates in the Technical Direction (TDT 2013/04a) document. The TPA reports that neither documents provide a traffic generation rate for a coffee roaster development and therefore the application rate for factories (1.0 PM peak hour vehicle trip per 100m<sup>2</sup> GFA) has been adopted.

The proposed coffee roaster development (GFA of 2,040m<sup>2</sup> and office GFA of 300m<sup>2</sup>) 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. The projected future level of traffic generation potential should be offset or discounted by the volume of traffic generated by the existing land use, and therefore there will be no change in the traffic generation potential of the site.

### Access and Parking

The TPA states that 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. Units 5 & 6 have been allocated 8 parking spaces at-grade which are located directly in front of Units 5 and 6. The main vehicular access to the at-grade parking spaces is via a one-way entry driveway off Inman Road with an egress driveway provided onto South Creek Road, to enable circulation through the site

in a clockwise direction. The TPA also indicates that there is shared use of 72 parking spaces which are located in the basement car parking area. Access to the basement car park is via a separate combined access driveway, located approximately 110m further south off Inman Road.

There are no submitted plans indicating the proposed 72 shared use parking spaces. A number of Development Applications for the subject site have however indicated 2 rows of angled parking to the west of the first parking aisle, for use as shared parking. The total number of these parking spaces amounts to 62 spaces including 2 Accessible Parking spaces. It is noted that most of the approved tenants including Carlile Swimming (Unit 1), Bounce (Units 7 & 8), Anytime Fitness (Unit 9), Precision Golf (Unit 11), Pilates studio (Office A) and Rumble gym (Office B), will use the shared parking to some extent. Some of these premises are totally reliant on the shared spaces due to inadequate or no parking spaces being allocated, while others will use the shared parking for overflow parking and/or during peak periods. It is also not considered appropriate that this proposal should be required to share parking, as unlike other premises within the Business Park, the operation is not a service industry where the parking demands fluctuate based on the clientele. The parking spaces for this business is generally to provide for staff parking. The proposal is considered to be light industrial, and a total of 30 parking spaces is required based on the Warringah DCP (1.3 spaces per 100m<sup>2</sup> GFA). As there are 8 at-grade parking spaces allocated directly in front of the Units, a further 22 designated parking spaces must therefore be provided. It is recommended that the required parking spaces be provided in the same parking row along the eastern side of the basement car park. The proposal can be supported subject to the recommended Conditions.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

#### **Recommended Traffic Engineer Conditions:**

### **DEVELOPMENT CONSENT OPERATIONAL CONDITIONS**

#### **Traffic Management**

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by the Principal Certifier.

Reason: To ensure pedestrian safety and continued efficient network operation.

#### **Staff and Contractor Parking**

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the available on-site parking.

Reason: To ensure minimum impact of construction activity on local parking amenity.

### **CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE**

### **Allocated Parking Spaces**

The development is to provide for a total of 30 parking spaces with the following parking allocation:

- 8 at-grade parking spaces located directly in front of Units 5 and 6
- 22 parking spaces located in the same row along the eastern side of the basement car park.

The required parking spaces should be shown on an updated Ground Floor Plan and Basement Car Park Plan for the Northern Beaches Business Park.

Parking allocated to this development must be clearly signposted and linemarked as being for the exclusive use of this development. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To ensure parking and facilities are managed appropriately.

### **ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES**

#### **Loading and deliveries**

Loading and unloading must be undertaken wholly within the Units.

Truck deliveries are to reverse into the Unit and exit in a forward direction.

Reason: To ensure loading operations and deliveries are undertaken onsite and do not impact access or parking amenity in the Business Park.