

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2024/0172
<b>Proposed Development:</b>	Use of Premises as general industry and associated alterations and additions
<b>Date:</b>	16/05/2024
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 2 DP 600059 , 75 Old Pittwater Road BROOKVALE NSW 2100

### Officer comments

This development application is for alterations and additions to the existing industrial development located at 75 Old Pittwater Road, Brookvale. The proposed works include the relocation of an existing demountable building on site, and the installation of a new demountable building for use as a new laboratory with 6 staff.

### Traffic Generation

The Traffic and Parking Assessment (TPA) undertaken by Varga Traffic Planning Pty Ltd, reports that the development will generate approximately 6 vehicle trips during the AM and PM peak hour, as a result of the additional 6 staff. The projected future traffic generation and impact on the road network capacity is considered to be minor.

### Access

Vehicular access to the site is via the existing access driveway located towards the eastern end of the Old Pittwater Road frontage. The TPA states that loading/servicing for the existing facility is currently undertaken by a variety of commercial vehicles such as white vans, utilities and trucks. The new laboratory locations will be set further back from the existing internal access roads, so clarification is required that any deliveries to/from the laboratory do not involve heavy goods and are accessible to vehicles by a connecting path to parking or loading areas.

### Parking

Development Consent for the site was previously granted for the construction of a single storey warehouse with ancillary carparking and on-site stormwater detention system under DA2004/1324. At the time of the application, the assessment report identified existing parking provisions of 38 parking spaces in the administration building hardstand area and 162 unpaved spaces in the grass area used for overspill parking. The Conditions of Consent required the provision of 26 off-street car park spaces, paved, line marked and signposted in accordance with the Australian Standards. The additional spaces were provided in constructed hardstand areas adjacent to the internal access road, opposite the factory and as an extension to area for the administration building. The development

therefore should provide 64 constructed off-street parking spaces as well as the 162 unpaved spaces in the grass area, resulting in a total overall parking capacity of 226 spaces.

The TPA states the existing proposal provides for a total of 91 parking spaces for the site (not including the informal 162 overspill parking). The 91 parking spaces are shown on the Site Plan Drawing Number DA-05 Rev.A. The previous approval provided 64 constructed off-street parking spaces and it appears that the majority of the additional 27 car park spaces of the 91 parking spaces are situated along the eastern side (unpaved) of the internal access road leading to the factory, with some spaces located as part of extensions to the areas provided under the previous approval. Some of these spaces are not marked (or faded) or used for storage, in particular the parking spaces located in the area opposite the factory. All spaces included as part of the provided 91 car park spaces must therefore be paved, clearly marked and unobstructed to be considered.

The TPA states that the proposed development will not have any unacceptable parking implications, as the proposal provides 91 off-street parking spaces and the WDCP only require 80 car spaces based on the GFA use. The existing parking demand for the site however is substantially higher based on historical and existing parking usage, which can be shown in aerial images of the site over the past 15 years. The area marked for the proposed works provides up to 56 spaces, with the most recent images this year showing 34 vehicles parked in this area. It is therefore unreasonable to expect that the removal of the area currently used for parking would not have any significant impact and therefore additional measures to address the loss of available parking should be considered. These parking concerns and impacts were previously raised in the pre-lodgement notes. There is opportunity to provide an additional 6 angled parking spaces in the area vacated due to the relocation of the demountable building. The parking spaces should be 90-degree angle parking and constructed to the same standard as the existing approved parking spaces (2.5m x 5.4m).

The Warringah Development Control Plan (WDCP) 2011 specifies requirements for the provision of bicycle parking to encourage alternative transport modes and reduce reliance on private motor vehicles. Three bicycle spaces (2 staff and 1 visitor) are required based on the total area of the laboratory, however the existing site does not seem to provide any bicycle parking facilities. The minimum bicycle parking requirements for light and general industry land use under the WDCP would require 36 bicycle parking spaces (26 staff and 10 visitor) for the site area. Provision of the required bicycle rack numbers distributed proportionally near each of the buildings would help offset the loss of parking spaces for this development site.

The proposal is not acceptable in its current form, and it is requested that the above comments be considered to offset the significant loss of existing parking spaces as a result of the proposed works area. Additional information and amended plans to address the above issues should be provided prior to further review.

The proposal is therefore unsupported.

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

**Recommended Traffic Engineer Conditions:**

Nil.