

LETTER



REF: N135575

DATE: 13 August 2021

EG Funds Management
Governor Phillip Tower, Level 21
1 Farrer Place
SYDNEY NSW 2000

Attention: Grant Flannigan

Dear Grant

RE: 100 SOUTH CREEK ROAD, CROMER – SUBDIVISION DA TRAFFIC STATEMENT

A development application (DA) has been approved for a proposed 36,527 square metre gross floor area (GFA) warehouse/ industrial and commercial development on part of 100 South Creek Road, Cromer, also referred to as Lot 1 in the Plan of Subdivision of Lot 1 DP1220196.

Following GTA, now Stantec's involvement with the initial DA, EG Funds Management requires a traffic statement to support a development application for the proposed three lot Torrens title subdivision of the overall site to allow further future development of the residual area, referred to as Lots 2 and 3 in the Plan of Subdivision of Lot 1 DP1220196.

This Traffic Statement has been prepared to review the adequacy of the proposed subdivision in relation to the ability of Lots 2 and 3 to independently function (site access and on-site parking) without impacting adjacent road network or the operation of the approved DA for Lot 1.

Following the approval of this subdivision DA, detailed DAs will be prepared for Lots 2 and 3 that will consider an appropriate development scheme.

Site Context

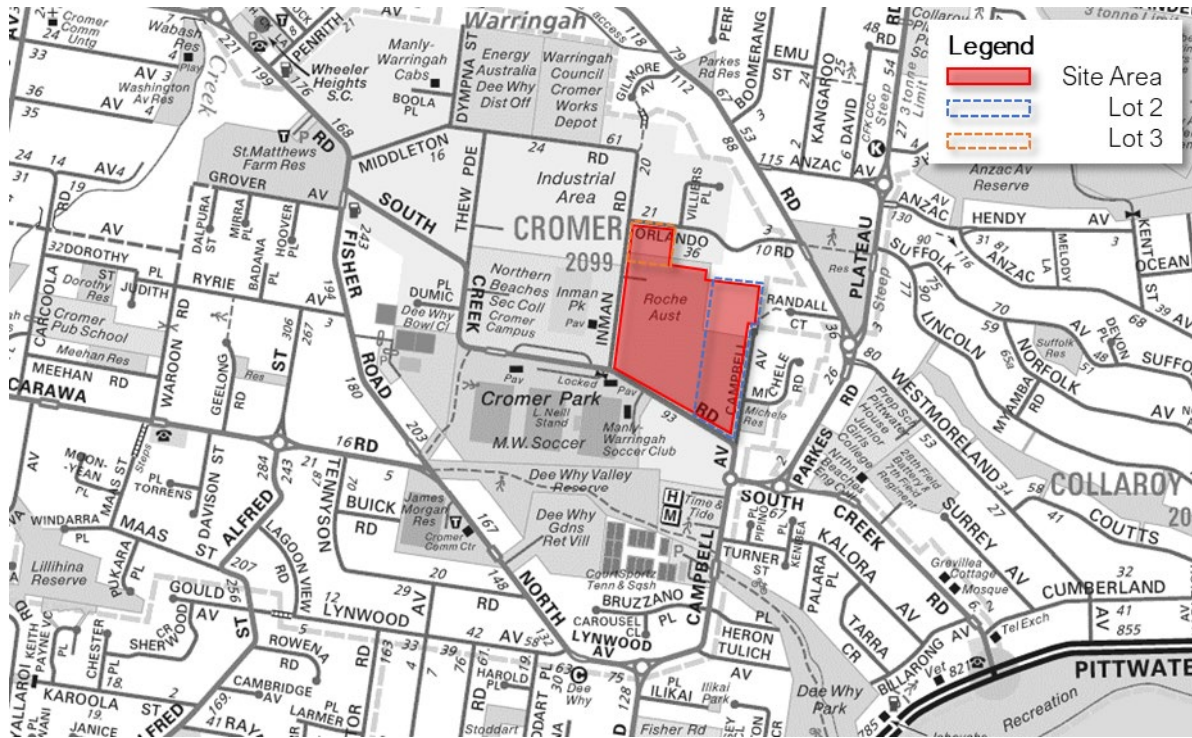
Site Location

The overall site is located at 100 South Creek Road, Cromer. The site of approximately 74,675 square metres has frontages of 278 metres to South Creek Road (to the south), 264 metres to Inman Road (to the west), 205 metres to Campbell Avenue (to the east) and 73 metres to Orlando Road (to the north). The site has a land use classification as IN1 General Industrial and is currently occupied by vacant industrial and commercial/ office facilities.

The surrounding properties predominantly include industrial developments to the north and south, Cromer Park sports fields to the southwest, Cromer High School to the west and residential uses to the east of the site.

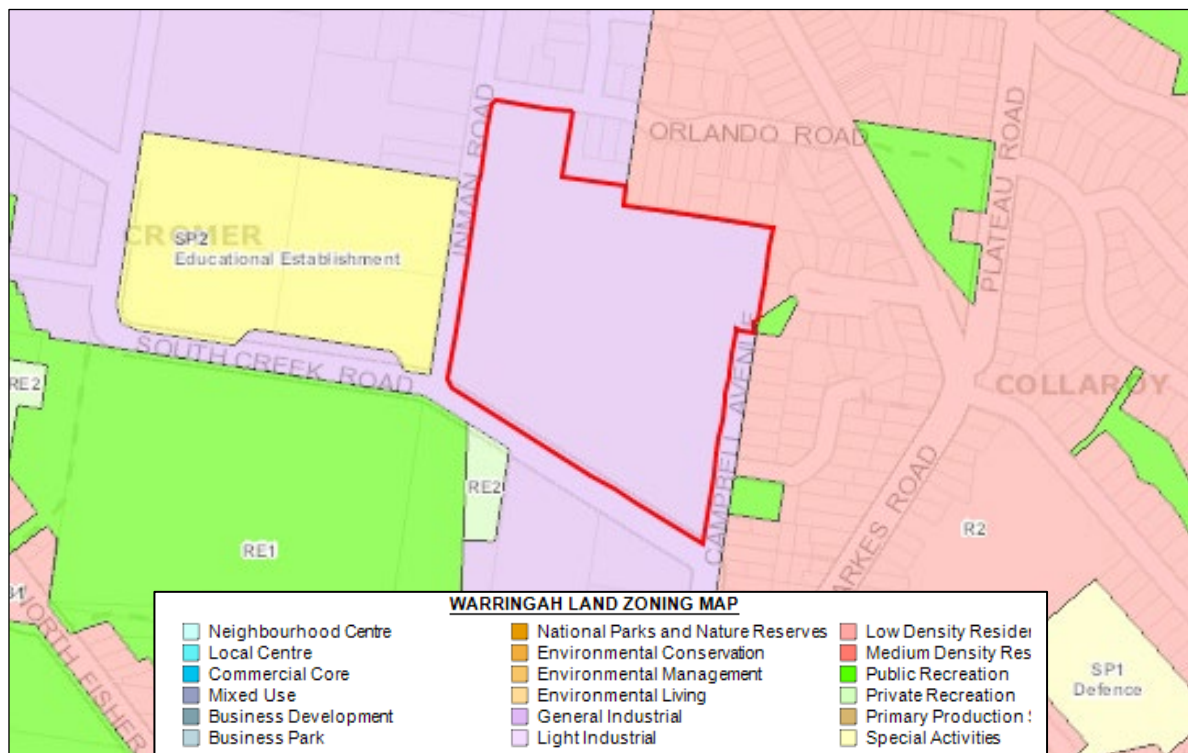
The location of the subject site (including indicative locations of Lots 2 and 3) and its surrounding environs is shown in Figure 1, while the Warringah LEP 2011 land use map is shown in Figure 2.

Figure 1: Site location and its environs



Base image source: Sydney

Figure 2: Land Use Map



Base image source: Warringah LEP 2011

Surrounding Road Network

Along the frontages of the site, South Creek Road, Inman Road, Orlando Road and Campbell Avenue function as local roads. South Creek Road and Campbell Avenue become sub-arterial roads south and east of where they intersect.

These roads have a posted speed limit of 50 kilometres per hour, with one traffic lane and kerbside parking or parking lane on each direction. There is a combination of unrestricted and eight-hour time restricted kerbside parking near the site. Inman Road and Orlando Road have dedicated on-road bicycle shoulder lanes between the kerbside parking and the traffic lanes.

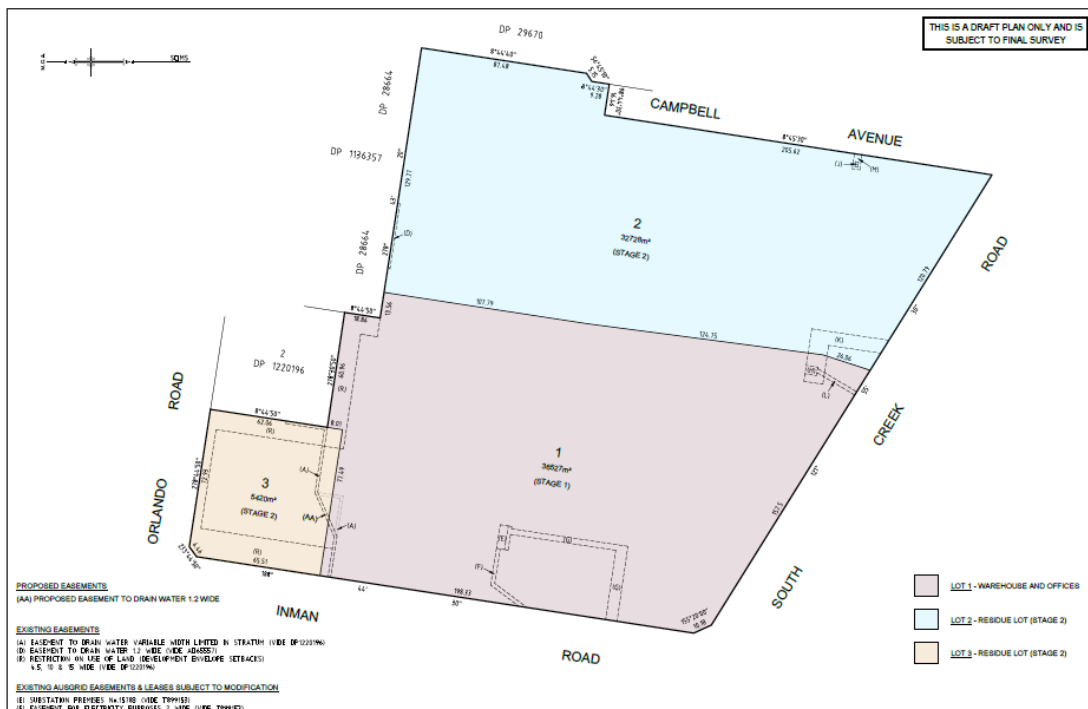
South Creek Road links the site with Pittwater Road, which is a 20-kilometre arterial road that generally aligns north-south linking Mona Vale to the north with Manly to the south. It is a two-way road configured with three traffic lanes in each direction, including peak direction kerbside bus lanes (southbound in the morning peak periods and northbound in the afternoon peak periods) with kerbside parking at other times. It has a posted speed limit of 60 kilometres per hour.

Subdivision Proposal

The proposed subdivision facilitates the continued use of the site for the purposes of industry/ warehousing, which is consistent with the intended use of this land within the Cromer Industrial Precinct. The site is proposed to be subdivided into three lots and staged. The areas and uses of these three lots are as follows, with the layout of the subdivision shown in Figure 3:

- Lot 1: 36,527 square metres (approved DA for warehouse, offices and a café)
- Lot 2: 32,728 square metres (future DA)
- Lot 3: 5,420 square metres (future DA)

Figure 3: Subdivision Layout



Source: Joseph Monardo *Plan of Subdivision of Lot 1 DP1220196* dated August 2020.

Traffic and Parking Statement

The Australian Standard Parking Facilities Part 1: Off-street car parking (AS2890.1:2004) prohibits accesses to non-domestic uses being positioned within 6-metres of the kerb return tangent point at intersections, to reduce conflicts and confusion within the intersection.

Lot 2 has a 120-metre frontage to South Creek Road and a 205-metre frontage to Campbell Avenue. It is noted that the approved warehouse/ industrial use on Lot 1 has driveways proposed along South Creek Road, including at the eastern end of the lot boundary. Any Lot 2 vehicular access to South Creek Road would ideally be located at the existing Gate 4 driveway to provide adequate separation from the Lot 1 driveway and the South Creek Road/ Campbell Road intersection, whilst also maintaining a right-left stagger between the Lot 2 access and the property driveway on the southern side of South Creek Road. The right-left stagger ensures right turning movements for the two opposite properties do not interfere with each other. This would require the relocation of the bus stop that is currently in front of the Gate 4 driveway, with a minor impact on kerbside parking.

There is currently also a driveway crossover at the northern end of Campbell Avenue, with the cul-de-sac that does not appear to be used, with all access to the current use via the controlled Gate 4. As such, there is opportunity for future access to Lot 2 to be also provided via an upgraded vehicular crossover on Campbell Avenue, if required.

An indicative plan of existing/ approved driveways, and a potential driveway location for Lot 2, is shown in Figure 4.

Figure 4: Lot 2 Anticipated Vehicular Access



Base source: Nearmap

Lot 3 has a 70-metre frontage to Inman Road and a 73-metre frontage to Orlando Road. It is noted that the approved café use on Lot 1 has a driveway proposed at the northern lot boundary. The available frontages on both roads would allow any Lot 2 vehicular access to be located with adequate separation to adjacent property driveways and the Inman Road/ Orlando Road intersection.

Furthermore, the site areas of Lots 2 and 3 are more than sufficient to allow vehicles to enter and exit the sites in the forward direction, whilst also capable of accommodating any necessary on-site car parking for future development. Suitable sight distances are available in the vicinity of all approved and potential access points to the three subject lots.

Conclusion

This traffic statement provides a strategic suitability assessment of the proposed three-lot Torrens title subdivision of 100 South Creek Road, Cromer (Plan of Subdivision of Lot 1 DP1220196). The proposed subdivision is considered suitable to accommodate future development of the residual land from a traffic and transport perspective and without impacting the adjacent road network or the operation of the approved DA for Lot 1. Specifically, appropriate site access, circulation and parking arrangements can be developed for Lots 2 and 3. A detailed transport assessment of any development proposals of Lots 2 and 3 would be completed as part of any future DAs for the respective sites, assessing traffic impacts, parking provisions and site layout in more detail, including any effects on the broader road network.

I trust this provides the information you require. Should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800

Yours sincerely

GTA, NOW STANTEC



Brett Maynard
Director