Our Reference: **PT21021**

LJB Urban Planning

26 March 2024

Via Email: larissa@ljbplanning.com.au

Flower Power Terry Hills Redevelopment
Request for Information Response Report

As requested, we have reviewed the matters pertaining to traffic, access and parking raised in the Traffic Engineer Referral Response dated 4 January 2024 by author unknown. Further, the response letter from Transport for NSW dated 16 October 2023 as road authority of Mona Vale Road which confirmed no specific traffic / access issues were raised by TfNSW in their review of the proposal.

For ease of reference, each item raised by Council is repeated below where relevant with a response following. A copy of Council's referral response is provided in **Appendix A** with TfNSW response provided in **Appendix B**.

Revised Design Plans

This response has been prepared also having regard to the revised design plans which include a number of changes which would affect routes of travel to / from the site and internal connectivity to different sources of traffic within the site.

In particular, the two way driveway connection between Myoora Road access and the main car parking areas to the south, east and north along with the ability for vehicles which enter the site via Cooyong Road gaining access to the bulky goods areas and the Myoora Road access.

Further, the provision of driveways in Cooyong Road require the removal of two (2) existing street trees (Tree 82 & Tree 101) on a number of grounds. These include ensuring appropriate sight distance is available from both driveways for exiting vehicles and in the case of the western exit only driveway to provide separation to the existing intersection of Cooyong Road / Currong Circuit. A copy of the revised design plans is provided in **Appendix C** of this response report.

Calculation of GFA / Traffic Generation

It is observed that and error of calculation was made in the referral response of the changes in gross floor area which would be achieved in the proposal compared to the existing and the potential traffic generation which may occur. However, it is also acknowledged that some discrepancies in submitted documents were in part the source of this miscalculation.

Overall, the potential change in gross floor area of the site and subsequent *net* change in traffic generated is relatively minor compared to existing traffic volumes in particular in Mona Vale Road along with a spread of this generated traffic over a number of vehicle access driveways.

The following response from Council's Traffic Engineer via email dated 19 February 2024 confirms the above to be the case:

I am happy to amend the first paragraph of my assessment comments that appear to be incorrect. I do note however that page 15 of SEE section 3.5 advises that there is an existing GFA of approximately 3348m^2 NOT 4164m^2 that the applicant now advises. The SEE should be amended to reflect the actual number.

The above doesn't however impact upon my comments made regarding traffic generation which are based upon the applicants traffic consultant's own assessment of traffic generation. My issue with the traffic generation data is how it has been assigned to the various entry/exit points.

While there may not be a need to extend the right turn bay off Mona Vale Road I would like a response to the queries I have raised and some revision of the traffic assignment to reflect the comments I have made with adjustments to the SIDRA traffic modelling as required.

Responder Details

I currently hold the position of Managing Director of Positive Traffic Pty Ltd and have been a practicing traffic engineer / transport planner for approximately 30 years. I possess a Bachelor of Civil Engineering and are a Level 3 (Lead Auditor) Transport for NSW Qualified Road Safety Auditor. I hole National Registered Engineer (NER) status with Engineers Australia along with Registered Professional Engineer (RPEQ) in Queensland.

Traffic Engineer Referral Response

The applicants traffic consultant has adopted a distribution of traffic associated with the redeveloped site which seems unlikely. In terms of traffic egressing the site while a predominance of traffic associated with the existing site egresses the site from its driveway at the north eastern corner 50% of egressing traffic from the developed site has been assigned to the driveway onto Myoora Road which would require such traffic to circulate through the Bulky goods and landscaping area. It is considered that the numbers egressing the site via the Myoora Road would be significantly lower, at most 10%, with most vehicles egressing via the two driveways on Cooyong Road. No egressing traffic has been assigned to the driveway located midway along the site on Cooyong Road.

Response

We do not concur with the above statement that only 10% of the generated exiting traffic would use the Myoora Road driveway egress. The above comment does not account for the consultation findings with the proprietor on the different areas of the business, retail, bulky goods etc and their proportion of generated business or routes of travel observed at other Flower Power centres located on busy frontage roads like Mona Vale Road.

There is no right turn provision from Cooyong Road to go south along Mona Vale Road and as such the Myoora Road driveway, noting it required some internal circulation to gain access to it, would be an attractive exit route for traffic wishing to travel south to Forest Way etc. The largest proportion of trips entering the site was from the south via the existing driveway in Mona Vale Road.
This method of exit occurs are other Flower Power sites such as Glenhaven where traffic enters the site via the main car parking areas but is able to exit the site via the bulky goods driveway as well.

Myoora Road offers a parallel bypass route to Mona Vale Road during congested periods such as Saturdays when peak demands of the development occur. In terms of net traffic generated volumes assumed to exit the site via Myoora Road, this equated to only 21-62 vehicle trips in an hour or 1 additional vehicle every 1-3 minutes. A transfer of 90% of these trips to a southbound movement from Cooyong Road into Myoora Road would not have a material impact on the future intersection operating conditions of the existing roundabout.

That said, the revised design includes a two way driveway connection to Myoora Road which will reinforce its hierarchy in the access opportunities to / from the site via Myoora Road. It is now expected that the revised design plan reinforces that the Myoora Road driveway as a key exit driveway and in turn the original adopted trip distribution of this driveway is now to the satisfaction to Council.

There will be a significant number up to 148 vehicles that will be entering the site via Cooyong Road in the Saturday peak. The eastern Cooyong Road driveway is likely to carry more than 300 vehicles per hour (combined in and outbound) in Saturday peak periods. At these levels there is concern that queued traffic might create congested conditions both within the carpark and tailing back along Cooyong Road towards or into Mona Vale Road.

Further traffic analysis by the applicant's traffic consultant to better understand the impacts of the closure of the Mona Vale access driveway and the potential for queuing issues in and around the eastern driveway on Cooyong Road are required.

Response

We note that Transport for NSW has expressed no issues with the potential traffic impacts of the proposal including that which may occur with the requested closure by Transport for NSW of the existing driveway in Mona Vale Road which has been adopted by the proposal.

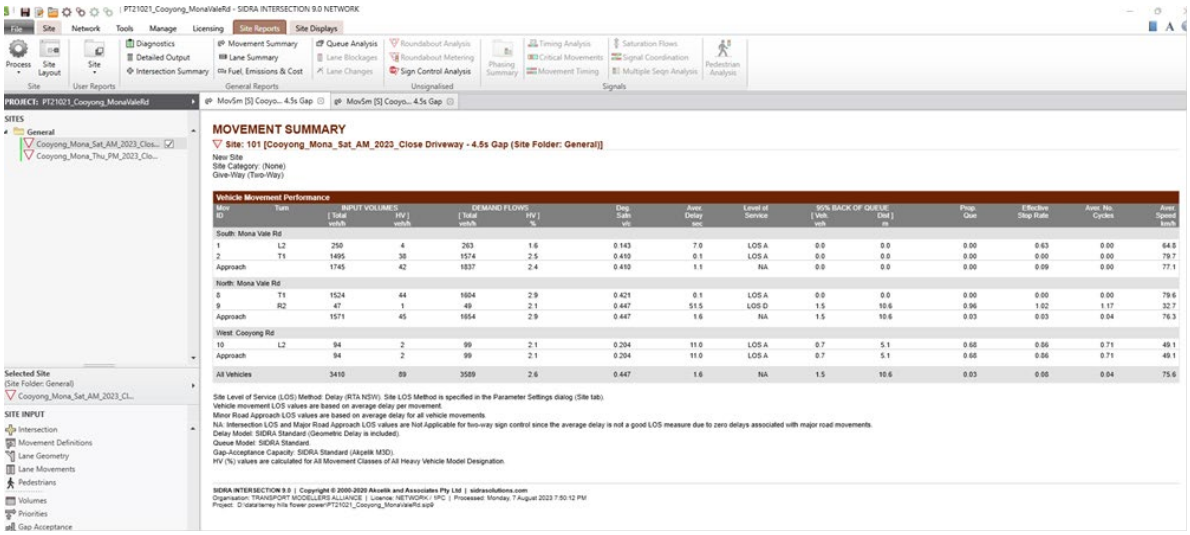
As detailed in the traffic report, a specific modelling assessment of the potential impacts of the closure of the existing driveway in Mona Vale Road was undertaken and informed both the distribution of existing and future generated trips.

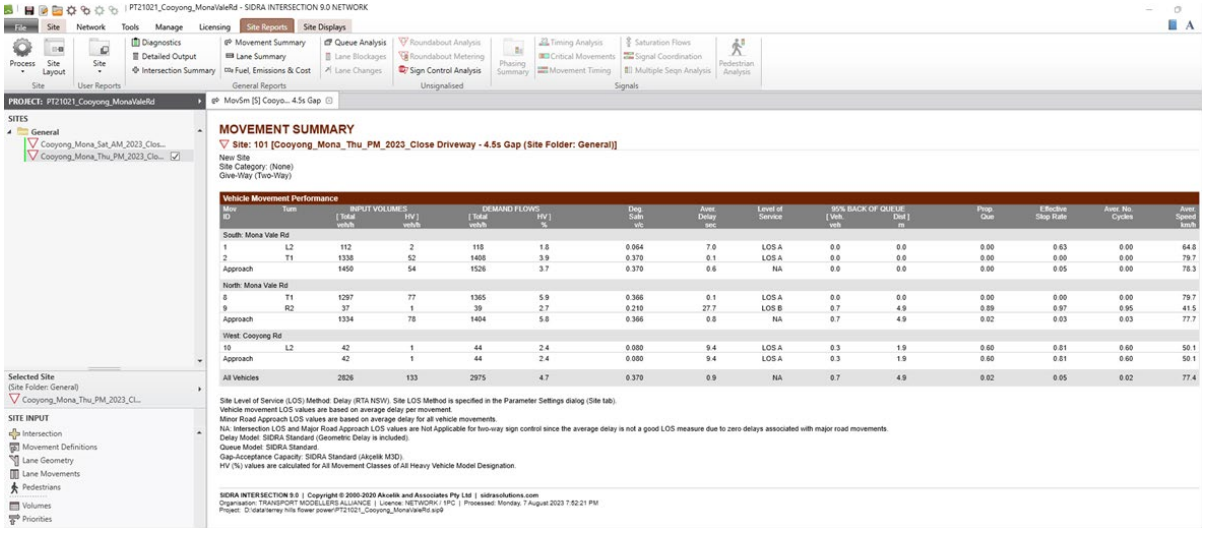
The proposal includes a new access driveway in Cooyong Road to allow parking along the northern boundary to exit the site instead of exiting the site via the existing driveway near Mona Vale Road. Myoora Road also provides a direct connection to the parking areas proposed as a second new access arrangement for the site where during peak periods

generated traffic can avoid any potential congestion which is referred to above and exit the via Myoora Road to travel north, east or south.

The proposed additional access driveways seek to provide entry / exit opportunities away from the existing driveway in Mona Vale Road to alleviate demand / congestion near this driveway.

The potential queuing in Cooyong Road at Mona Vale Road eastbound during both peak periods modelled for the site is minimal and would not impact on queuing back into the site or the ability for traffic to exit the driveway near Mona Vale Road. See below





Swept path plots have been provided to demonstrate that a 19.0m semi-trailer can access the site and circulate through the Open Bulky Goods display area in a forwards direction to/from Myoora Road. It is noted that only right turn in and left turn out truck movements at the Myoora Road driveway have been plotted. This limits heavy vehicle movements past the Terrey Hills Public School or past homes in Cooyong Road and is supported. A condition will be imposed restricting truck movements to right in and left out of the property.

Response

The above approach was intentional to limit large vehicle access past the school based on previous consultation with Council and a condition of consent as described above would be supported. This includes time restrictions of large vehicle access to only outside school peak periods.

While there may not be a need to extend the right turn bay off Mona Vale Road I would like a response to the queries I have raised and some revision of the traffic assignment to reflect the comments I have made with adjustments to the SIDRA traffic modelling as required.

Response

The results of the SIDRA assessment provided above for the intersection of Mona Vale Road / Cooyong Road during both operating peak periods of the development proposal confirm that the 95th percentile queue in the southbound right turn lane in Mona Vale Road is well below the available length of some 70m. We trust this information clarifies this matter satisfactorily.

We trust the revised design plans which have been prepared in response to issues raised by Council's traffic engineer and other representatives of Council along with the additional comments presented above are now satisfactory.

Please do not hesitate to contact myself on 0414 462247 should you require any additional information.

Yours sincerely

DEAN BRODIE
Managing Director
B.Eng (Civil) MIEAust NER
RMS Accredited Level 3 (Lead) Road Safety Auditor
RPEQ 27423
Expert Traffic Engineering & Road Safety Witness at NSW Land & Environment & NSW Supreme Court

APPENDIX A – Traffic Engineer Referral Response dated 4 January 2024

Traffic Engineer Referral Response

Application Number:	DA2023/1224
Proposed Development:	Alterations and additions to the existing garden centre
Date:	04/01/2024
Responsible Officer	
Land to be developed (Address):	Lot 4 DP 737411 , 62 Myoora Road TERREY HILLS NSW 2084

Officer comments

The proposal is for an expansion of the existing Flower Power development on the site. The site has an area of 28,299 sqm and it is proposed to increase the gross floor area of the existing garden centre from 837m2 to 5870m2 by the addition of additional retail area (1854m2), a pet shop (402m2), a café (473m2), a fruit shop (1349m2), a garden centre goods store (239m2) a plant store(146m2) and a landscape shop (570m2). Additional outdoor nursery areas and bulky goods display areas are also proposed but these are not considered additional gross floor area. The development application also proposes changes to the access and parking arrangements with the offstreet parking supply proposed to increase from 127 spaces to 259 parking spaces.

The plans and traffic and parking assessment report have been reviewed.

Traffic Generation

The TfNSW guide to traffic generating development recommends that the peak hour traffic generation for a "plant nursery" be estimated based upon the following formula 57 vehicles plus 0.7 vehicles per 100sqm of site area. This equates to 255 vehicles per hour. Surveys conducted by the applicants traffic

consultant have found that the 2023 weekday peak traffic generation from the existing site is 51 vehicles per hour with the weekend peak hour traffic generation from the existing site being 183 vehicles per hour (during the Saturday AM peak period) i.e lower than the TfNSW estimate.

The development application will significantly increase the floor area of the site and result in a significant increase in traffic generation from the site however as the TfNSW formula is based upon site area, which remains unchanged it would not be useful to estimate the increased traffic generation from

the redeveloped site. To overcome this shortcoming the applicant has surveyed traffic generation from the Flower Power development in Milperra which is of a similar site area and scale to that proposed for the Terrey Hills site. The surveys have found that the traffic generation for the Thursday PM peak at the Milperra site was 228 vehicles per hour, while the Saturday peak was 524 vehicle per hour.

The level of traffic generated by the Milperra site is considered likely to be higher than that generated by the Terrey Hills site given the higher density and quantum of residential development surrounding the Milperra site and the larger retail area at the Milperra site however it is clear that the redeveloped site will attract a significantly higher level of traffic than the existing development on the site. The applicants traffic consultant has calculated that the proposed GFA of the Terrey Hills development (5870m2) will be some 1,897.4m2 (25%) smaller than the Milperra flower power site (which has a GFA of 7767.2m2) and has proposed that the generated traffic can therefore be reduced by this amount. This is considered acceptable. i. e the post development Saturday peak traffic from the site will be approximately 393 vehicles per hour (an increase of 210 vehicles per hour) while the week day peak (Thursday) traffic will be 172 vehicles per hour (an increase of 121 vehicles per hour).

The applicants traffic consultant has adopted a distribution of traffic associated with the redeveloped site which seems unlikely. In terms of traffic egressing the site while a predominance of traffic associated with the existing site egresses the site from its driveway at the north eastern corner 50% of egressing traffic from the developed site has been assigned to the driveway onto Myoora Road which would require such traffic to circulate through the Bulky goods and landscaping area. It is considered that the numbers egressing the site via the Myoora Road would be significantly lower, at most 10%, with most vehicles egressing via the two driveways on Cooyong Road. No egressing traffic has been assigned to the driveway located midway along the site on Cooyong Road.

In terms of ingressing traffic, there is no access from Myoora Road to the customer parking area and as such only traffic making deliveries or accessing the bulky goods landscaping area will enter via that driveway. The traffic report however assigns 30% of entering traffic to that driveway. At most 5% of traffic should be assigned to enter the site via that driveway. The closure of the ingress driveway off Mona Vale Road is likely to see a significant increase in vehicle movements into Cooyong Road which is reflected in the traffic consultants assignment of traffic however the proposed closure of the Flower Power site in Warriewood will see a significant increase in traffic using this site from the north. This traffic would tend to access the site via the right turn bay from Mona Vale Road and the assignment of only 15% of entering traffic to that movement seems low.

Given the above comments the traffic modelling conducted by the applicant should be revised to reflect a more realistic traffic assignment. It is noted that the previous traffic report for the previous (withdrawn) DA identified a need for the right turn bay for traffic turning from Mona Vale Road into Cooyong Road to be extended and this may still be the case noting the heavy opposing traffic flows and resultant delays in undertaking the right turn. Revised modelling is required to confirm whether this is still the case.

It is noted that the existing site access road off Mona Vale Road will be closed on traffic efficiency and safety grounds. This will intensify traffic movements to and from the site via Myoora Road and Cooyong Road with the driveway off Cooyong Road at the eastern end of the site considered likely to absorb the majority of the redirected traffic. The Mona Vale Road access driveway currently has a Saturday AM peak hour traffic inbound movement of 61 vehicles per hour with the applicant's traffic report estimating that post development an additional 96 vehicles/hour are likely to turn left into Cooyong Road to enter the site in the Saturday AM peak period. There will be a significant number up to 148 vehicles that will be entering the site via Cooyong Road in the Saturday peak. The eastern Cooyong Road driveway is likely to carry more than 300 vehicles per hour (combined in and outbound)

in Saturday peak periods. At these levels there is concern that queued traffic might create congested conditions both within the carpark and tailing back along Cooyong Road towards or into Mona Vale Road.

Further traffic analysis by the applicant's traffic consultant to better understand the impacts of the closure of the Mona Vale access driveway and the potential for queuing issues in and around the eastern driveway on Cooyong Road are required.

Parking

The existing garden centre development on the site provides parking for 127 vehicles with an observed peak parking demand of 91 spaces. The proposed expansion includes a proposal to increase the offstreet parking supply to 259 spaces. The Warringah DCP parking requirement that most closely reflects the uses on the site is "Landscape and garden supplies" which requires that parking be provided at the greater of 15 spaces or 0.5 spaces per 100m2 of site area. The later figure equates to 141.495 spaces (rounded up to 142 spaces) for a site area of 28299m2. The Traffic and Parking Impact report notes that this rate is the same as that reflected in the TfNSW Guide to Traffic Generating Development for "plant nurseries" . In the TfNSW guide it notes that offstreet parking should be provided to cater for peak parking periods at the facility and that parking for auxiliary facilities are not included, but that any increase to cater for auxiliary facilities should make appropriate allowance for dual or complementary use.

The traffic and parking impact report notes that the additional 3605m2 of retail space and 473m2 of café space will generate a demand for 172 additional parking spaces but applies a 25% reduction in generated parking demands to account for linked trips meaning that an additional 129 parking spaces are required. i.e 256 spaces. The developer proposes 259 parking spaces which is considered acceptable.

It is noted that 8 accessible parking spaces (exceeding the BCA of Australia requirement of 1 per 50 spaces) has been proposed. Accessible parking spaces appear to be designed to be compliant with the requirements of AS2890.6 but this will also be conditioned.

An omission from the carparking planned for the redeveloped site is an absence of parking spaces catering for cars towing trailers. It is however noted that the bulky goods display area and landscape shop would allow for cars with trailers to pull up and collect materials are circulate to and from Myoora Road in a forwards direction.

Loading and Servicing

The redeveloped site will provide for access to the site by vehicles up to and including a 19.0m semitrailer.

Swept path plots have been provided to demonstrate that a 19.0m semi-trailer can access the site and circulate through the Open Bulky Goods display area in a forwards direction to/from Myoora Road. It is noted that only right turn in and left turn out truck movements at the Myoora Road driveway have been plotted. This limits heavy vehicle movements past the Terrey Hills Public School or past homes in Cooyong Road and is supported. A condition will be imposed restricting truck movements to right in and left out of the property.

The truck loading/hardstand areas and truck turning areas are separated from customer parking areas however there is some sharing of access driveways by service vehicles and car movements although this is in a forwards direction and is not in areas which will be frequented heavily by pedestrians. Conditions will be imposed to restrict truck access to times when customer use of the driveways is low with no service vehicle access on weekends when customer activity will be highest to be permitted.

It is noted that the development is located within close proximity to the Terrey Hills Public School and that the primary truck access point is located off Myoora Road directly opposite the school. The mixing of heavy vehicle movements with intense before and after school activity, particularly pedestrian activity is inappropriate and unsafe. It is noted in the traffic report that the developer proposes to limit heavy vehicle movements to one inbound and one outbound movement during school peak periods however any truck movement at these times are considered inappropriate and a restriction will therefore be imposed as a condition of consent that any truck movements other than by small rigid vehicles are not to occur between 8:00am and 9:30am or between 2:30pm and 4:40pm Mon-Fri.

In view of the fact that the garden centre is at its busiest on weekends and that trucks must circulate through the customer parking areas no truck deliveries or servicing will be permitted on weekends. In addition, as the loading dock areas are primarily located near the south west corner of the site with customer parking located at the northern and eastern ends of the site a restriction on heavy vehicle movements into the site from Cooyong Road will be imposed i.e that all vehicles in excess of SRV (6.5m in length) are to access the site via Myoora Rd with all ingress and egress movements by semi

trailers and truck and bogey combinations to be to and from Myoora Road.

Access

The redeveloped site provides for some accessible paths of travel and marked pedestrian routes through the site however the level of detail is insufficient to determine if appropriately graded ramps and footpath connections are available.

The access report notes some areas of concern with regard to that accessible paths of travel and that further work will be required during the detailed stage to achieve compliance with AS1428.1:2009

There is an absence of footpaths along the site frontages and no pedestrian crossings or refuges providing connections to existing paths on opposite sides of the road. There is therefore poor pedestrian and cyclist connectivity to the site and inadequate pedestrian connection to bus stops near

the site. Council's adopted bike plan proposes a 3m wide shared path along the southern side of Cooyong Road. A footpath connection between that path and the bus stop on the eastern side of Myoora Road on the frontage of the site will also be required. These path works along the site frontages will be conditioned in conjunction with any approval for the development

Infrastructure works

The following infrastructure works will be requested in conjunction with any development approval for this work to offset impacts of the development:

1. As proposed and previously requested by TfNSW the vehicular access to Mona Vale Road will be deleted and replaced by kerb and gutter to match existing to TfNSW requirements

2. kerb & gutter should be provided along the full Cooyong Road frontage of the site to provide efficient drainage of the site, prevent parking on the nature strip and better cater for the generated traffic to and from the site. A shared Path along the south side of the site between Myoora Road and Mona Vale Road will also be required.

3. A footpath connection shall be provided on the east side of Myoora Rd between the existing bus stop and Cooyong Road with appropriately located pram ramps and widened traffic splitter islands (to better cater for pedestrian storage) provided to facilitate links to footpaths on the west side of Myoora Road and the north side of Cooyong Road.

4. A streetlighting upgrade shall be undertaken on Myoora Rd to provide a compliant level of streetlighting along the frontage of the site and in particular in the the vicinity of the site's Myoora Road driveway and bus stop. The applicant to prepare a streetlighting upgrade design and meet the cost of the upgrade works.

5. Redundant layback vehicle crossings on Myoora Road shall be removed and reinstated to kerb and gutter and turfed nature strip

6. Designs for extension of the right turn bay on Mona Vale Road, if required, shall be prepared and the turning bay increased in length at the applicants cost to a provide the required storage capacity.

Summary

prior to further consideration of the development the plans and traffic and parking impact report shall be amended to incorporate:

- revised assignment of traffic to more realistically reflect likely directions of traffic to and from the site

- additional traffic modelling to reflect revised distribution of traffic

- additional analysis to review potential queueing issues on Cooyong Road and within the site near the sites eastern vehicle entry/exit driveway

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.

APPENDIX B – Transport for NSW dated 16 October 2023

Transport for NSW

16 October 2023

TfNSW Reference: SYD23/01075/01
Council Reference: DA2023/1224 (CNR-60440)

Scott Phillips
Chief Executive Officer
Northern Beaches Council
PO Box 82
MANLY NSW 1655

ALTERATIONS/ADDITIONS TO EXISTING RETAIL (FLOWER POWER) STORE
62 MYOORA ROAD, TERREY HILLS

Dear Mr Phillips,

Reference is made to Council's correspondence, concerning the abovementioned development application which was referred to Transport for NSW (**TfNSW**) for concurrence under section 138 of the *Roads Act 1993* and clause 2.119 of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

TfNSW has reviewed the development application and would provide concurrence to the removal of the existing vehicular crossing on Mona Vale Road under Section 138 of the *Roads Act 1993*, subject to Council's approval and the following requirements being included in the development consent:

1. All buildings and structures together with any improvements integral to the future use of the site, are to be wholly within the freehold property unlimited in height or depth along the Mona Vale Road boundary.

2. The redundant driveway on the Mona Vale Road boundary shall be removed and replaced with kerb and gutter to match existing. The design and construction of the kerb and gutter on Mona Vale Road shall be in accordance with TfNSW requirements. Details of these requirements should be obtained by email to developerworks.sydney@transport.nsw.gov.au.

   Detailed design plans of the proposed kerb and gutter are to be submitted to TfNSW for approval prior to the issue of a construction certificate and commencement of any road works. Please send all documentation to development.sydney@transport.nsw.gov.au.

   A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW.

3. All vehicles are to be wholly contained on site before being required to stop.

4. All vehicles are to enter and leave the site in a forward direction.

5. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system on Mona Vale Road are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to development.sydney@transport.nsw.gov.au.

   A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.

6. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on the subject section of Mona Vale Road during construction activities. A ROL can be obtained through https://myrta.com/oplinc2/pages/security/oplincLogin.jsf.

Yours sincerely,

Rachel Davis
Senior Land Use Planner
Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

APPENDIX C – Revised Design Plans

FLOWER POWER GARDEN CENTRE TERREY HILLS
277 MONA VALE ROAD TERREY HILLS NSW

Green Building Council Australia Member

Member Australian Institute of Architects

ISSUE	AMENDMENT	DATE	CHK'D
P1	ISSUE FOR INFORMATION	17.04.23	CSG
P2	ISSUE FOR DA	18.05.23	CSG
A	ISSUE FOR DA	30.05.23	CSG
B	ISSUE FOR DA	19.06.23	CSG
C	ISSUE FOR DA	22.06.23	CSG
D	ISSUE FOR DA	27.06.23	CSG
E	ISSUE FOR DA	16.08.23	CSG
F	ISSUE FOR DA	28.03.24	CSG

DA - DRAWING LIST

flowerpower

COVER SHEET

LEFFLER SIMES PTY LTD ABN 39 001 043 992
SYDNEY 7 YOUNG ST, NEUTRAL BAY, NSW 2089 T:+61 2 99093344
MELBOURNE LEVEL 2 - 370 LT BOURKE ST, VIC 3000 T:+61 3 96546344
WEB: www.lefflersimes.com.au BRISBANE L5 U39 131 LEICHHARDT ST, SPRING HILL, QLD 4000 T:+61 7 31235544

0 40 80 120 160 200 SCALE 1:2000 @ A1

FLOWER POWER GARDEN CENTRE TERREY HILLS
277 MONA VALE RD, TERREY HILLS NSW

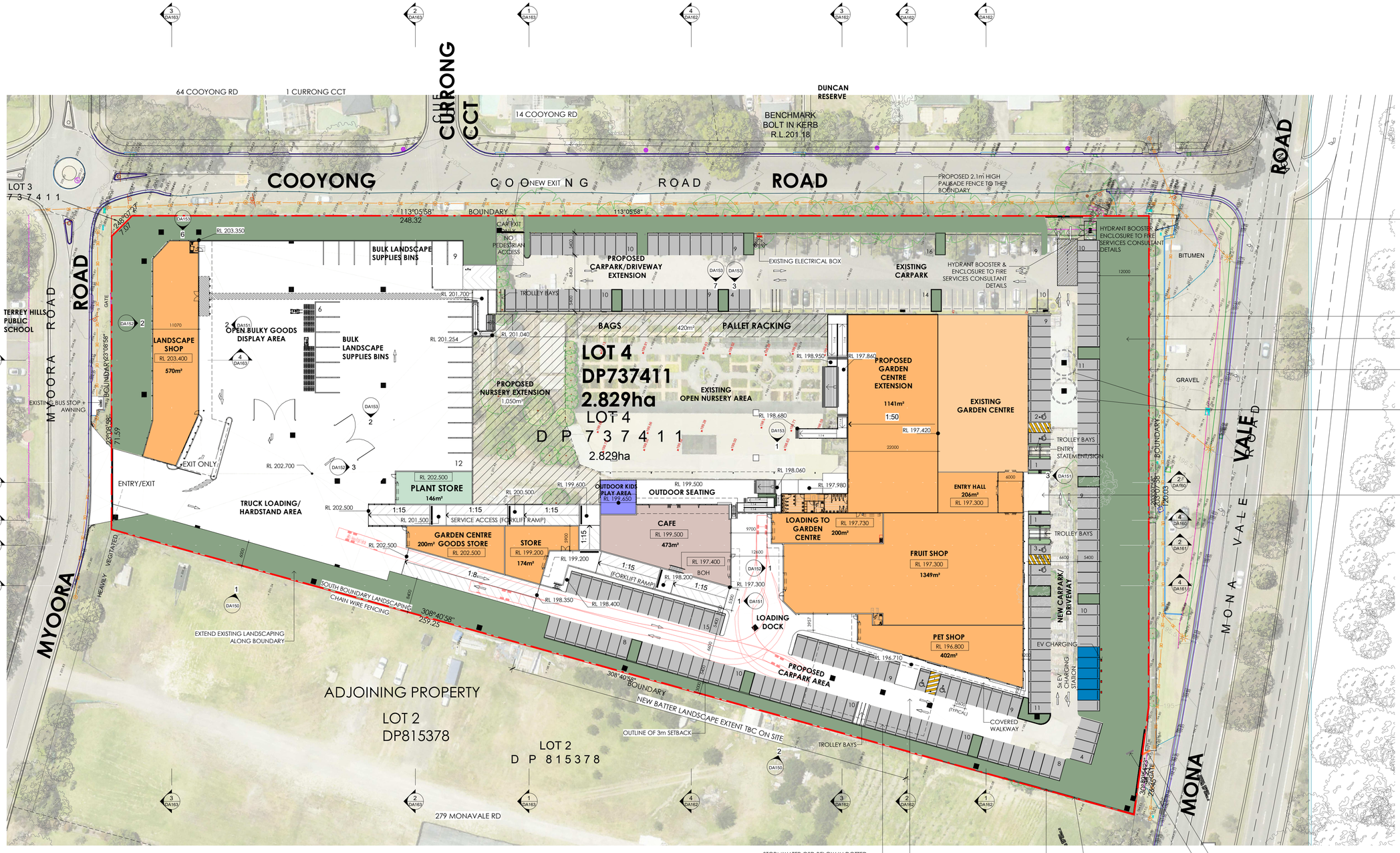
JOB NO: 5285 DATE: 02/12/21 DRAWN: TJT/CSG DWG NO. DA000 REV. F

LEFFLER SIMES ARCHITECTS

Green Building Council Australia Member

Member Australian Institute of Architects

ISSUE	AMENDMENT	DATE	CHK'D
P1	ISSUE FOR INFORMATION	27.03.23	CSG
P2	ISSUE FOR INFORMATION	31.03.23	CSG
P3	ISSUE FOR INFORMATION	17.04.23	CSG
P4	ISSUE FOR DA	18.05.23	CSG
A	ISSUE FOR DA	30.05.23	CSG
B	ISSUE FOR DA	19.06.23	CSG
C	ISSUE FOR DA	22.06.23	CSG
D	ISSUE FOR DA	27.06.23	CSG
E	ISSUE FOR DA	16.08.23	CSG
F	ADJUSTED FLOOR AREA	22.12.23	CSG
G	ISSUE FOR INFORMATION	22.03.24	CSG
H	ISSUE FOR DA	28.03.24	CSG



EXISTING ENTRY/EXIT LOCATION TO BE ALTERED TO SUIT THE NEW DESIGN

CHAIN WIRE MESH FENCE W/ 3 ROWS OF BARB

EXISTING CARPARKING TO BE REMOVED AND REPLACED WITH LANDSCAPING

PROPOSED 2.1m HIGH PALISADE FENCE TO THE BOUNDARY, SHOWN PURPLE TYP

PROPOSED UNDERGROUND IRRIGATION TANK BELOW IN DOTTED LINES AS PER CIVIL DRAWINGS.

OUTLINE OF THE AWNING OVER

Parking Schedule	
ACCESSIBLE CAR SPACES	6
CAR SPACES	235
TOTAL	241

Site Area 28,289m²

TERRY HILLS	GFA (m²)	
	CURRENT	NEW
Garden Centre existing	837	837
Retail	1,717	1,547
Pet shop	402	402
Café	473	473
Fruit shop	1,349	1,349
Garden Centre goods store	239	239
Plant store	146	146
Landscape shop	570	570
TOTAL GFA	**5,733**	**5,563**
Outdoor nursery	4,718	3,845
Outdoor bulky goods (landscape bins & open bulky goods)	835	835

LEGEND:

EXISTING TREES TO BE RETAINED

TREES TO BE REMOVED

NOTE:

EXISTING GARDEN CENTRE, OPEN NURSERY AREA, CARPARK & DRIVEWAYS (SHADED IN LIGHT ORANGE COLOR).

flowerpower

PROPOSED SITE PLAN

LEFFLER SIMES PTY LTD ABN 39 001 043 992
SYDNEY 7 YOUNG ST, NEUTRAL BAY, NSW 2089 T:+61 2 99093344
MELBOURNE LEVEL 2 - 370 LT BOURKE ST, VIC 3000 T:+61 3 96546344
WEB: www.lefflersimes.com.au BRISBANE L5 U39 131 LEICHHARDT ST, SPRING HILL, QLD 4000 T:+61 7 31235544

SCALE 1:200 @ A1

0 4 8 12 16 20

FLOWER POWER GARDEN CENTRE TERREY HILLS
277 MONA VALE RD, TERREY HILLS NSW

JOB NO: 5285 DWG NO. DA15 REV. H
DATE: 03/27/23
DRAWN: JR/EC

LEFFLER SIMES ARCHITECTS