

INVESTMENTS AND LOANS PTY LTD

TRAFFIC AND PARKING
REPORT FOR PROPOSED
ALTERATIONS AND ADDITIONS
TO CAR DEALERSHIP,
762 PITTWATER ROAD,
BROOKVALE

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I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been commissioned by Investments and Loans Pty Ltd to prepare a report examining the traffic and parking implications of proposed modifications to the existing car dealership at 762 Pittwater Road, Brookvale. The site location is shown in Figure I.
- I.2 The site includes the existing car showrooms and servicing facilities of some 1,340m², with vehicular access from Pittwater Road and West Street via a number of driveways.
- I.3 The site has development consent for a new showroom and associated facilities of 932m² on the western part of the site, fronting Pittwater Road. Minor modifications are approved to the existing access arrangements, including consolidating the Pittwater Road driveways to a single driveway. We prepared a report¹ in support of the approved development.
- I.4 It is proposed to extend the existing showroom on the north-western side, by some 290m². The proposed works are separate to and independent from the approved works. No changes are proposed to access arrangements from Pittwater Road or West Street.
- I.5 The traffic and parking implications of the proposed development are assessed in the following chapter.

¹ Traffic and Parking Report for Proposed Modifications to Car Dealership, 762 Pittwater Road, Brookvale, October 2017.

2. IMPLICATIONS OF PROPOSED ALTERATIONS AND ADDITIONS

2.1 The traffic and parking implications of the proposed showroom modifications are assessed through the following sections:

- site location and road network;
- approved development;
- proposed alterations and additions;
- public transport;
- parking provision;
- access and internal layout;
- traffic effects;
- principles of construction traffic management;
- matters raised by council; and
- summary.

Site Location and Road Network

2.2 The site is on the eastern side of Pittwater Road at Brookvale, as shown in Figure I. It also has frontage to West Street to the south. The site includes an existing car showroom and servicing facilities for Volvo, Jeep, Fiat, Chrysler and Alfa Romeo of some 1,340m². The servicing facilities are at the rear of the site.

2.3 Through Brookvale, Pittwater Road provides three traffic lanes in each direction with a central median and 60 kilometre per hour speed limit. The kerbside lanes are bus lanes which operate southbound in the morning and northbound in the afternoon. There are bus stops on both sides of the road, adjacent to the site.

- 2.4 South of the site, West Street intersects Pittwater Road at an unsignalised intersection. Turns at the intersection are restricted to left in/left out by the median in Pittwater Road. There is a pedestrian refuge in West Street at the intersection, and left turns into West Street are restricted to vehicles under six metres long. West Street provides for one traffic lane and one parking lane in each direction, clear of intersections.

Approved Development

- 2.5 The site has development consent for a new showroom and associated facilities of 932m² on the western part of the site, fronting Pittwater Road. Minor modifications are approved to the existing access arrangements, including consolidating the Pittwater Road driveways to a single driveway.

Proposed Alterations and Additions

- 2.6 It is proposed to extend the existing showroom on the north-western side, by some 290m². The proposed works are separate to and independent from the approved works. No changes are proposed to access arrangements from Pittwater Road or West Street. No change in parking provision is proposed.
- 2.7 The proposed alterations and additions are a relatively minor extension to the existing showroom. No change in employee numbers is proposed. No additional servicing facilities are proposed. Therefore, in traffic and parking terms, there would not be noticeable effects, as discussed further below.
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Public Transport

- 2.8 The site is adjacent to bus services which operate along Pittwater Road. As previously noted, there are bus stops adjacent to the site.
- 2.9 Local bus services are provided by Sydney Buses. There are numerous local and regional services, including routes 146, 151, 153, E54, 155, 156, 158, 159, E60, 168, E68, 169, E69, E75, E76, E77, 178, E78, E79, 180, E80, E83, 185, E85, 188, E88, E89, L90, 193 and 199.
- 2.10 The site is therefore readily accessible by regular public transport services.
- 2.11 The proposed development would increase employment and commercial densities close to existing public transport services. The proposal would therefore strengthen the existing demand for these services.
- 2.12 While the majority of customers are expected to travel to and from the site by car, employees would continue to be able to use public transport.

Parking Provision

- 2.13 The Warringah DCP includes the following parking requirements for vehicle sales and hire premises:
- 0.75 spaces per 100m² site area; plus
 - six spaces per work bay for vehicle servicing facilities.
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- 2.14 The site area and the number of service bays are not proposed to change. With no change in employee numbers or service bays, the proposed modifications would not result in a change in parking requirements for the site.
- 2.15 As noted above, the number of parking spaces on the site is not proposed to change.

Access and Internal Layout

- 2.16 No changes are proposed to either the existing or approved access arrangements to the site in association with the proposed alterations and additions.
- 2.17 Vehicular access for display vehicles to the extended showroom and delivery bay will be from within the site, via the proposed building extension.
- 2.18 No other changes to customer parking or internal circulation are proposed in association with the proposed alterations and additions.

Traffic Effects

- 2.19 Traffic generated by the proposed car dealership modifications will have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network.
- 2.20 The RMS “Guide to Traffic Generating Developments” includes a traffic generation rate of 0.7 vehicles per 100m² of site area. With the site area not changing, and no change in employee numbers or service bays, traffic generation of the proposed development would be similar to today.
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Principles of Construction Traffic Management

2.21 At this stage in the planning process, the construction methodology, process and staging has not been precisely defined. The builder will be responsible for the preparation of a construction traffic management plan, which will be prepared prior to the commencement of work, taking into account relevant consent conditions. The plan will include consideration of the following:

- vehicle access to the site during construction;
- construction vehicle routes;
- traffic and parking effects;
- measures to manage and protect pedestrian movements; and
- measures to manage and control construction traffic at the site.

2.22 The overall principles for traffic management during construction will be:

- provide a convenient and appropriate environment for pedestrians;
 - minimise effects on pedestrian movements and amenity;
 - provide appropriate safety fencing/hoardings around the perimeter of the construction site;
 - maintain access to adjacent properties;
 - manage and control vehicular movements to and from the site;
 - to the extent practical, maintain existing on-street parking in the vicinity of the site;
 - restrict construction vehicle activity to designated routes through the area;
 - construction vehicles to enter and exit the site in a forward direction;
 - construction activity to be carried out in accordance with the approved hours of construction;
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- maintain safety for workers; and
- the preparation of the construction traffic management plan, signage detail, control of pedestrians and management of construction vehicles in the vicinity of the site will be the responsibility of the appointed builder.

2.23 The number of vehicles generated during the various stages of construction is likely to be small, at up to some 10 to 15 per day, equivalent, to an average of less than five vehicles per hour. This is a low number which would not be noticeable on the surrounding road network.

Matters Raised by Council

2.24 In pre-development application advice, council raised a number of traffic and parking matters. These matters are discussed below.

Details of parking demand including existing to proposed staff and customers are to be included. The details of the traffic and parking report are not to be inconsistent with the DA2017/1081 with no net (accumulated) increase.

2.25 Parking provision is addressed in paragraphs 2.13 to 2.15. As noted in that section, there is no change in parking requirements, or provision, for the site as a result of the proposed alterations and additions.

The traffic report / site plans should include allocation of vehicle display areas, convenient placement of customer parking (including disabled person's access) and staff parking to ensure the maximum compliment of on-site parking to prevent any displacement onto the street.

- 2.26 These details are shown on the architectural plans for the proposed alterations and additions.

The proposal will be referred to NSW RMS for the following referral requirements:

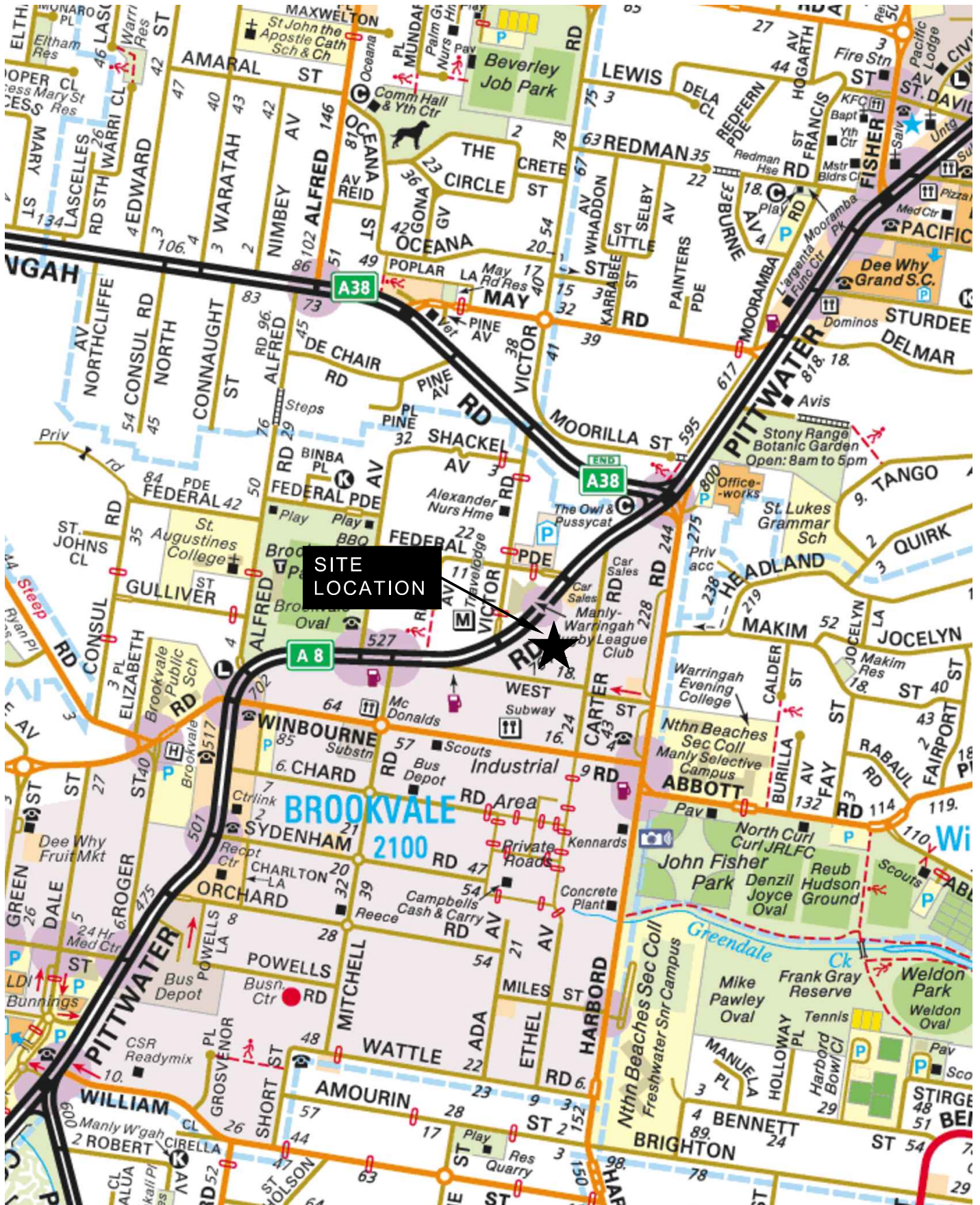
- 1. Development fronting a classified main road for access and traffic safety*
- 2. Development that includes advertising structures on land fronting a classified main road.*

- 2.27 These matters are noted.

Summary

- 2.28 In summary, the main points relating to the transport implications of the proposed alterations and additions to the car dealership at 762 Pittwater Road Brookvale are as follows:

- i) the proposed alterations and additions comprise an extension to the existing showroom of some 290m²;
 - ii) the proposed development would be readily accessible by regular public transport services;
 - iii) parking provision is appropriate;
 - iv) access and internal layout are appropriate;
 - v) traffic generation would be similar to today; and
 - vi) matters raised by council are discussed in paragraphs 2.24 to 2.27.
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Location Plan