

## Traffic Engineer Referral Response

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| <b>Application Number:</b>             | DA2022/0717   |
| <b>Date:</b>                           | 25/10/2022  |
| <b>Responsible Officer</b>             |   |
| <b>Land to be developed (Address):</b> | Lot 2 DP 402645 , 101 Old Pittwater Road BROOKVALE NSW 2100<br>Lot 3 DP 402645 , 101 Old Pittwater Road BROOKVALE NSW 2100<br>Lot 4 DP 402645 , 101 Old Pittwater Road BROOKVALE NSW 2100<br>Lot 1 DP 402645 , 99 Old Pittwater Road BROOKVALE NSW 2100 |

### Officer comments

The proposal is for demolition of existing structures on 99 & 101 Old Pittwater Road and construction of a new industrial/warehouse development comprised of 2780m<sup>2</sup> of light industrial warehouse units, 1035m<sup>2</sup> of office space and 1916m<sup>2</sup> of self storage units.

### Parking

The Warringah DCP parking requirement for industrial/warehouse uses is 1.3 spaces per 100sqm of GFA. The DCP outlines that up to 20% of the warehouse floor area that may be calculated at the warehouse rate. This means that 2780 + 556m<sup>2</sup> of warehouse and included office requires parking at a rate of 1.3 spaces per 100m<sup>2</sup> of GFA i.e 43.4 spaces

The remainder of the office space (1035-556) is calculated at the office rate i.e 479m<sup>2</sup> requires parking at a rate of 1 space per 40m<sup>2</sup> (11.9 spaces). The warehouse unit component therefore requires 43.4 + 11.9 spaces = 55.4 (55) spaces.

The applicant's traffic consultant has calculated the parking requirements based upon the superseded plans however the resultant parking requirement is the same.

The self-storage component does not have a parking rate in the DCP but advises that the parking requirement should be determined by surveys of similar facilities. Survey's conducted by the Self-Storage Association of Australia found that the peak parking demand for facilities up to 3000m<sup>2</sup> was 6 parking spaces. For a GFA of 1916m<sup>2</sup> this would equate to 4 parking spaces.

The total carparking requirement would therefore equate to 59 spaces.

The developer is proposing to provide a total of 66 parking spaces which exceeds DCP requirements and is deemed adequate to serve the needs of the development. The parking spaces will be distributed as follows:

4 spaces in the basement for the storage units

30 spaces on the ground floor

32 spaces on level 1

The quantum of parking and its distribution is acceptable.

The development is required to provide bicycle parking at a rate of 1 space for every 200m<sup>2</sup> for light industry uses and 1 space per 600 sqm for visitors. Bicycles can be stored within each industrial unit to satisfy these requirements.

The traffic report advises that accessible parking spaces will be provided on the ground floor and level 1 however these are not shown on the plans. As the Building Code of Australia suggests that accessible parking should be provided at a rate of 1 space for every 100 spaces for a building for the storage or display of goods. As parking is in excess of DCP requirements at least 1 accessible parking space is required however a space on both the ground floor and level 1 would better suit the needs of disabled drivers.

### Carpark design

Carparking spaces are sized in accordance with AS2890.1 and the layout of the carpark allows for satisfactory forwards ingress and egress from the carpark by B99 vehicles as demonstrated by swept path plots provided in the Traffic and Transport Impact Assessment prepared by Colston Budd Rogers & Kafes Pty Ltd.

Parking spaces 5,6 & 7 will be difficult to access with spaces 21 & 22 also potentially difficult to access. Swept path plots demonstrating that ingress and egress from these spaces are able to be achieved should be provided.

Given that there are some 45 self storage units on the basement level it is reasonable to assume that there will be regular visits to some of those units by drivers towing box trailers. Swept path plots should be provided to confirm that turning around is feasible to allow forwards entry and exit by a car and trailer combination.

There are several tight bends within the basement storage unit area and sight lines around these bends will be poor. Convex mirrors will be required at the bends near units S21, S42 & S32 & S38 to provide adequate warning of an approaching vehicle.

### Truck Access

The basement has been designed to be accessible by a 3.5m Small Rigid Vehicle (SRV) and swept path plots demonstrate that these vehicles can turn around on site allowing entry and egress in a forwards direction. There is overhead clearance of 3.5m into the basement level allowing access by SRV's

The ground floor and level 1 have been designed to allow access by an 8.8m Medium Rigid Vehicles (MRV) and swept path plots demonstrate that these vehicles can turn around on site allowing entry and egress in a forwards direction. There is overhead clearance of 4.5m for access into the ground floor and into level 1 allowing access by MRV's & SRV's

### Traffic Generation

The site has conservatively been estimated to generate up to 40 vehicles per hour in the morning and afternoon peak periods over and above the traffic generated from the existing development on the site. This volume of traffic would be predominantly inbound in the morning and outbound in the evening.

SIDRA analysis undertaken by the applicants traffic consultant has revealed no change to the level of service of the Old Pittwater Road/Cross Street and Old Pittwater Road/Condamine Street intersections as a result of the additional traffic. The development is acceptable in terms of its potential to generate traffic.

### Summary

Prior to further consideration of the DA additional details are requested to confirm the following:

1. The location and design of accessible parking spaces one on the ground floor and one on level 1
2. swept path plots to confirm that ingress and egress is possible by a B85 vehicle to parking spaces 5,6,7, 21 & 22
3. swept path plots to demonstrate that a car and trailer combination can enter circulate and exit in a forwards direction through the basement storage unit area
4. the location of convex mirrors or other means of improved sight lines at the bends outside storage units S21, S42 & S32 & S38

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.