

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2024/0944
<b>Proposed Development:</b>	Demolition works and construction of a plant nursery and landscape material supplies premises
<b>Date:</b>	28/10/2024
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 3 DP 26902 , 12 Boondah Road WARRIEWOOD NSW 2102 Lot 4 DP 26902 , 10 Boondah Road WARRIEWOOD NSW 2102

### Officer comments

**Proposal description:** Proposed construction of a plant nursery and landscaping material supplies premises on 10-12 Boondah Road, Warriewood

The Traffic team has reviewed the following documents:

- Plans (Master Set) - Revision 9, designed by Buchan Sydney Studio, dated 13/06/2024
- Transport Assessment, prepared by Ason Group dated 5/06/2024 (ref: P2587r03)
- The Statement of Environmental Effects prepared by SJB Planning, Version 4, dated 15 July 2024

### Parking requirements and design

- It is noted that the proposal is for a construction of plant nursery consisting of a garden centre and kids playground.
- The Pittwater DCP applies to the subject site. However, the DCP does not specify any rates for car parking requirement for a plant nursery and rather refers applicants to the Roads and Maritime Services (now TfNSW) Guide to Traffic Generating Development or analysis drawn from surveyed data for similar developments. The latest TfNSW Guide 2024 specifies the required parking rate for plant nurseries as "whichever is greater of 15 spaces or 0.5 spaces per 100 m<sup>2</sup> of site area". Applying this rate to the proposed site area of 2.05 ha, the proposed development is required to provide a minimum of 103 car parking spaces. However, since the site is situated on flood prone zone with a reduced area available for development, the proposed development is only able to occupy 10,000m<sup>2</sup> yielding a parking requirement of 50 car parking spaces. The proposed provision of 52 car parking spaces therefore exceeds the required parking by 2 spaces which is acceptable.
- The Pittwater DCP requires bicycle parking to be provided at a rate of 1 bicycle rack for every 1000m<sup>2</sup> of GFA or a minimum of 4 bicycle racks. The Garden Centre itself will occupy a GFA of only 452m<sup>2</sup> however the developed area will occupy 10000m<sup>2</sup>. The developer proposes to provide 10 which given the nature of the development which will tend to attract customers primarily in motor vehicles is considered adequate. The bicycle parking spaces must be designed in accordance with AS 2890.3:2015 and dimensions must be shown on plans. This can be conditioned.
- The architectural plans do not show the width of driveways, circulation aisles, dimensions of parking spaces etc. Such details are required to confirm compliance with AS2890. This can be conditioned.

- The architectural plans show some reduced levels internal to the site which suggest grades are relatively flat however no reduced levels have been shown on Boondah Road and no long sections have been provided from the road into the site or through the site along parking aisles to demonstrate that grades comply with AS2890.1. This can be conditioned.

### Truck Access, Loading & Deliveries

- The developers traffic report advises that the site access driveway has been designed to accommodate vehicles up to 8.8m medium rigid vehicles. It is also stated that waste collection will be completed by private contractor with the waste management plan suggesting that vehicles up to an 11.8m front loading vehicle may be used to collect waste. It is also noted that the site requires a fire trail and as such access by a fire appliance up to 12.5m in length around the fire trail and through the site may be required.
- It is noted that the traffic report provides reference to vehicle swept paths in Appendix A. However, the traffic report is missing appendix A. These vehicle swept paths must be provided for review to confirm that the largest vehicle accessing the site (anticipated to be a 12.5m HRV) can safely access the Loading Dock and Material Bunkers and then turn around within the dedicated loading area to exit the site in a forwards direction without encroaching on adjacent areas likely to be in high use by pedestrians. The swept path plots must also demonstrate that the fire appliance can enter and exit the site and navigate the fire trail in a forwards direction. In addition access to and from the waste storage area by the 11.8m front loading waste vehicle must be provided. These details must be provided for Council's traffic engineer to review prior to approval of the development application.
- It is noted that the traffic report contains an overview Construction Traffic Management Plan (CTMP). Given that this is just an initial phase of the Development Application, this CTMP can be viewed as indicative only and a more detail CTMP provided prior to construction addressing all the relevant issues covered by Council's standard CTMP DA condition. The use of Powderworks Road (as detailed in the traffic report) which has a 3T load limit, as a construction access route is inappropriate and must be addressed prior to any approval of a CTMP.
- It is noted that 3.6m wide turning bays are provided at the end of parking aisles to assist with vehicle turnaround. "NO PARKING" signage and hatching of the pavement must be provided in those bays to prevent them being used as parking bays. This can be conditioned.
- It is noted that there are gates opening inwards into the western end of the parking aisle. These gates must open outwards to ensure that access remains available to the turn bay and end parking bay at all times.
- **Warriewood Valley Roads Masterplan**
- Warriewood Valley Roads Masterplan 2018 applies to the subject site. According to the masterplan, Boondah Road is designated as a Collector Street. Hence, the developer will be required to make developer contributions in line with the Warriewood Valley Contributions Plan to allow for the upgrade of Boondah Road along the site's frontage and other works envisaged in the contributions plan. It is noted that Council is currently developing plans for this work and the site access arrangements will need to be consistent with the plans for Boondah Road including turning by the largest vehicles accessing the site and footpath/shared path arrangements along the site frontage.

### Traffic generation

- It is understood that traffic generation assessment has been undertaken based upon traffic generation rates from the TfNSW Traffic Generating Development Guide 2002. While that

guide has now been superseded by the TfNSW Guide to Transport impact assessment 2024, the latest guide does not propose new rates beyond those referenced in the 2002 guide which relied upon surveys undertaken in 1994. The new TfNSW guide does however state that since the surveys were undertaken in 1994, care and professional judgement should be exercised in applying older data as travel behaviour and the nature of land use may have changed significantly since the survey period. Therefore, consideration should be given to a traffic generation rate calculated from surveys undertaken at similar sites.

- It is noted that with the generation rate obtained from the TfNSW guide, the proposed development is anticipated to generate a peak hourly traffic generation of 127 vehicle trips (using developable land of 10,000 m<sup>2</sup>) during the midday peak period on Sunday. This will equate to a traffic generation of around 2 vehicles per minute. As Boondah Road carries high volumes of traffic on weekends, particularly on Saturdays during the winter sport season, and as nearby Jacksons Road carries high volumes of traffic associated with weekend shopping trips, the additional traffic generated by the proposed nursery requires a more detailed review. Intersection counts during the 11am to 1pm midday period on both a Saturday and Sunday are required at the Boondah Road and Jacksons Road intersection to confirm the estimated traffic generation assignment to/from Boondah Road with SIDRA intersection analysis undertaken at the Boondah Road/Jacksons Road and Jacksons Road/Pittwater Road intersection to demonstrate that the proposed development will not "have a material impact on Boondah Road or the operation of key intersections in the vicinity" as stated in the applicant's traffic report.

### **Conclusion**

Given the concerns outlined above, further information is required before the development can be supported on traffic grounds.

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.