

Traffic Engineer Referral Response

Application Number:	DA2024/1362
Proposed Development:	Demolition works and construction of mixed use hospitality venue with supporting car parking, servicing and landscaping works
Date:	07/01/2025
Responsible Officer	
Land to be developed (Address):	Lot 180 DP 752017 , 40 Myoora Road TERREY HILLS NSW 2084

Officer comments

The development application is for a restaurant and beer garden with a GFA of 2698m², parking for 297 vehicles (comprised of 223 car spaces in a carpark plus overflow parking on grass for 74 vehicles), 1 x loading bay, 1 x minibus drop off/pick bay, patronage for 794 persons and operating 10am to 12 midnight Mon-Sun

Parking

The Warringah DCP parking requirements for a restaurant are the greater of 15 spaces per 100m² GFA (405 spaces) OR 1 space per 3 seats (265 spaces). The premises therefore requires a minimum of 405 parking spaces for compliance with the DCP. While the DCP advises that there is potential to allow a reduced parking supply if there is suitable available parking in the vicinity, on Myoora Road, as parking is in high demand near the proposed premises, a reduction in the parking requirements on the basis of spare capacity elsewhere is not appropriate. The developer's traffic consultant advises that a parking assessment has also been undertaken noting TfNSW guidelines. The latest TfNSW guidelines are the 2024 Guide to Transport Impact Assessment which became active from 4 November 2024. These guidelines also suggest that parking rates for restaurants should be determined from the greater of 15 spaces per 100m² of GFA or 1 space per 3 seats. The TfNSW and Warringah DCP parking requirements are identical and should be met. While the use of a shuttle bus and a green travel plan are welcomed and may assist in resulting in small reductions in trips to/from the facility, given the relatively isolated location of the development and the scattered nature of residential development in the surrounding area it is considered likely that patrons will remain heavily car dependent for travel to and from the facility. The proposed parking provision of 297 spaces is well below DCP requirements and unacceptable.

It is also noted that the referral from Council's Landscape Officer has raised concerns about the reliance on a part of the landscaped area on the site for overflow carparking with its ongoing use as carparking limiting is landscaping benefit. Given that it is proposed to mark the overflow carpark with paving "dots" which would presumably need to be affixed into a hardpaved surface, the impact of the above coupled with the wear and tear created by parking activity would limit the potential for any meaningful landscaping.

It is noted that the drop off/pick up bay on the "at grade" parking level is capable of accommodating the developer's mini bus. This drop off/pick up bay is also likely to be well used by clients dropping off elderly/less mobile passengers and to ensure this activity is able to occur a dedicated parking bay of appropriate dimensions should be identified to accommodate the mini-bus when not in use. This bay should be identified on the plans with access to/from that bay demonstrated by turning movement

plots for the mini-bus

The developer proposes to provide 5 accessible parking spaces all located in the basement carpark. The Building Code of Australia requires accessible parking at a rate of 1 space per 50 spaces or part thereof and it is therefore required that at least 9 accessible parking spaces designed in compliance with AS2890.6 be provided. Some of these spaces should be located in the at grade carpark near the entrance to the restaurant with suitably graded access to the premises. The 5 spaces proposed is insufficient.

Although the Warringah DCP does not specifically require motorcycle parking, it is noted and supported that 5 motorcycle parking spaces have been provided to cater for this alternate transport mode.

Bicycle Parking

The Warringah DCP requires high-medium security bicycle parking (in a secure room/enclosure) at a rate of 1 space per 200m² GFA for business and retail premises with a further 1 space per 600m² of low security spaces (bike racks/rail). This equates to a requirement for 14 secure spaces and 5 lower security spaces. The developer has proposed only 10 low security spaces which is considered inadequate to support a development of this size.

The developer's traffic consultant has incorrectly advised that Mona Vale Road does not provide cycle lanes. On the contrary, Mona Vale Road has cycle lanes in both directions and is well used by cyclists. Terrey Hills, as an area is also conducive to cycling being quite flat and there is potential for cycling to and from the development site. Bicycle parking consistent with DCP requirements should be provided.

Traffic Generation

It is noted that TfNSW has raised concerns about the traffic generated by the development impacting on the operation of the Aumuna Road/Mona Vale Road intersection in particular the increase in delays for vehicles exiting Aumuna Road via a right turn. TfNSW has also raised concerns about the absence of any measures to mitigate such impacts. TfNSW has also raised a number of concerns about the SIDRA modelling undertaken to support the project. Until such time as the above issues have been addressed to TfNSW satisfaction, Council's traffic engineers are unsupportive of the development application.

As noted by TfNSW, traffic data collected by the traffic consultants has not been provided for review. This data, collected at the intersections of Aumuna Road/Mona Vale Road & Aumuna Road/Myoora Road on Friday 5 April and Saturday 6 April between 4pm and 6pm and 10am to 2pm should be provided and supplemented by additional data collected at the other key intersection in the vicinity i.e Myoora Road/Mona Vale Road/Forest Way. Council agrees with TfNSW that the majority of traffic movements to/from the development will or should be using Aumuna Road/Mona Vale Road however given that the developer is suggesting that 25% of traffic will use Myoora Rd south of Aumuna Road at the very least traffic data should be provided to provide background information for that intersection.

Servicing

The developer's traffic consultant has advised that the largest vehicle servicing the site will be a Medium Rigid Vehicle and the loading bay and turning area has been designed to accommodate that size vehicle. It is however anticipated that deliveries of beer and other produce for the 3 restaurants on the site and also for waste collection are likely to exceed the 8.8m length of a MRV and the loading bay and turning area should therefore be designed to accommodate HRVs up to 12.5m in length.

Revised turning bay dimensions and swept path plots for vehicles of this size should be provided.

Access

It is noted and supported that the development will be accessed solely from Myoora Road. As outlined above, the developer should provide adequate access for the largest anticipated vehicle likely to service the site. It is considered that this is more likely to be a HVR rather than the MRV that has been anticipated by the developer's traffic consultant. The vehicle crossing and driveway should be designed to cater for a left turn in and out of the driveway by a HRV without encroachment on the opposing travel lane on Myoora Road. This may require widening of the driveway to accommodate this.

To cater for pedestrian access to/from the development the existing footpath which currently terminates at the western Myoora Road boundary of the site shall be extended across the full frontage of the property to allow for eventual extension of the path to the bus stop east of the site. This should be indicated on the DA plans

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.