

Proposed Alterations and Additions  
to an existing Industrial Development

**75 Old Pittwater Road,  
Brookvale**

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**TRAFFIC AND PARKING ASSESSMENT REPORT**

11 December 2023

Ref 23431

**VARGA TRAFFIC PLANNING** Pty Ltd  
**Transport, Traffic and Parking Consultants** 

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## **1. INTRODUCTION**

This report has been prepared to accompany a development application to Northern Beaches Council for the addition of the proposed new laboratory with 6 staff to the existing industrial development which is located at 75 Old Pittwater Road, Brookvale (Figures 1 and 2).

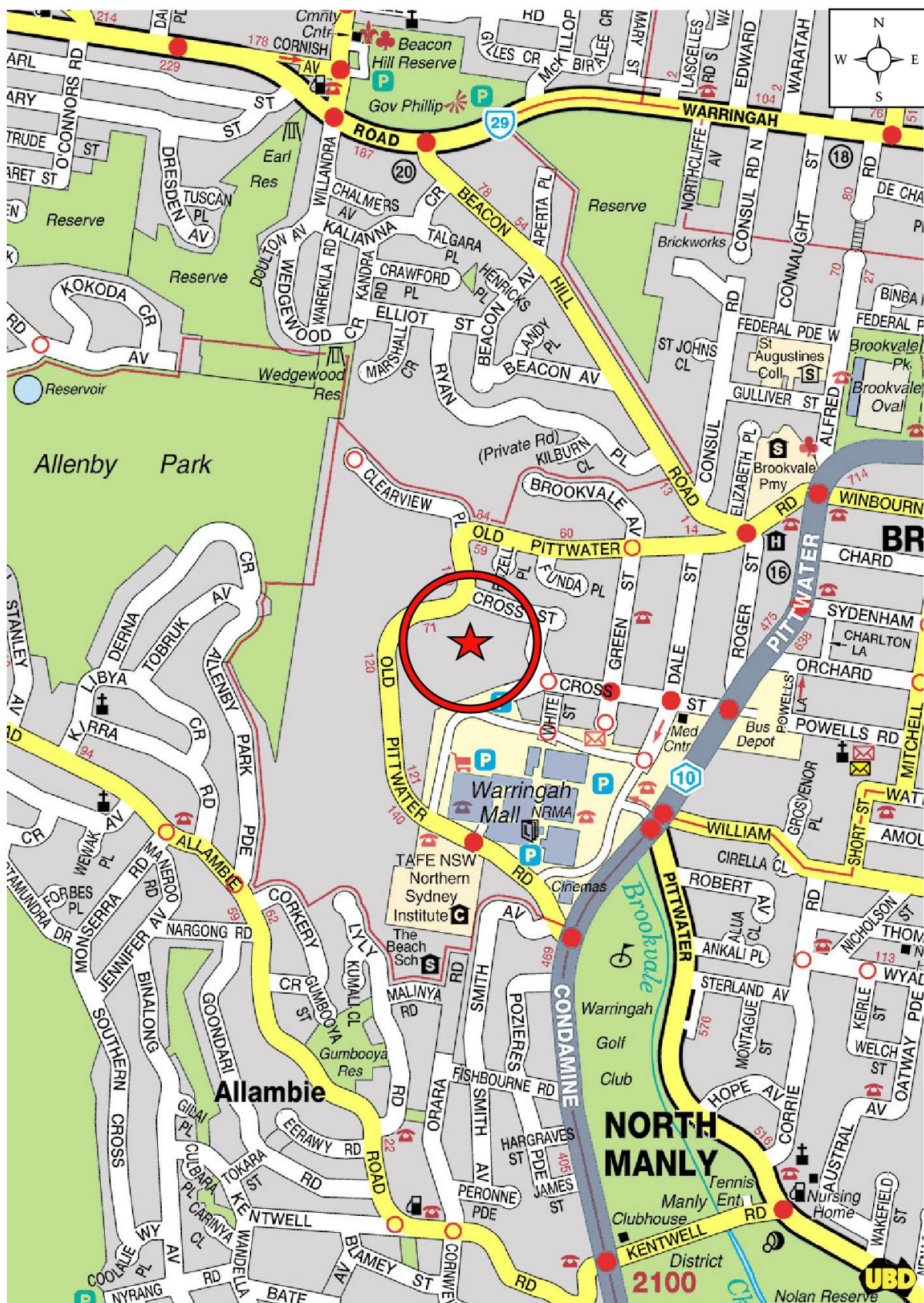
The proposed development involves the relocation of an existing demountable building on site, and the installation of a new demountable building for use as a new laboratory with 6 staff.

No change is proposed to the remainder of the site, comprising the existing industrial buildings, warehouse buildings, office buildings and the existing 91 parking spaces on the site.

No change is proposed to the existing vehicular access to the site which is provided via the entry/exit access driveway located towards the eastern end of the Old Pittwater Road site frontage.

The purpose of this report is to assess the traffic and parking implications of the proposal, and to that end this report:

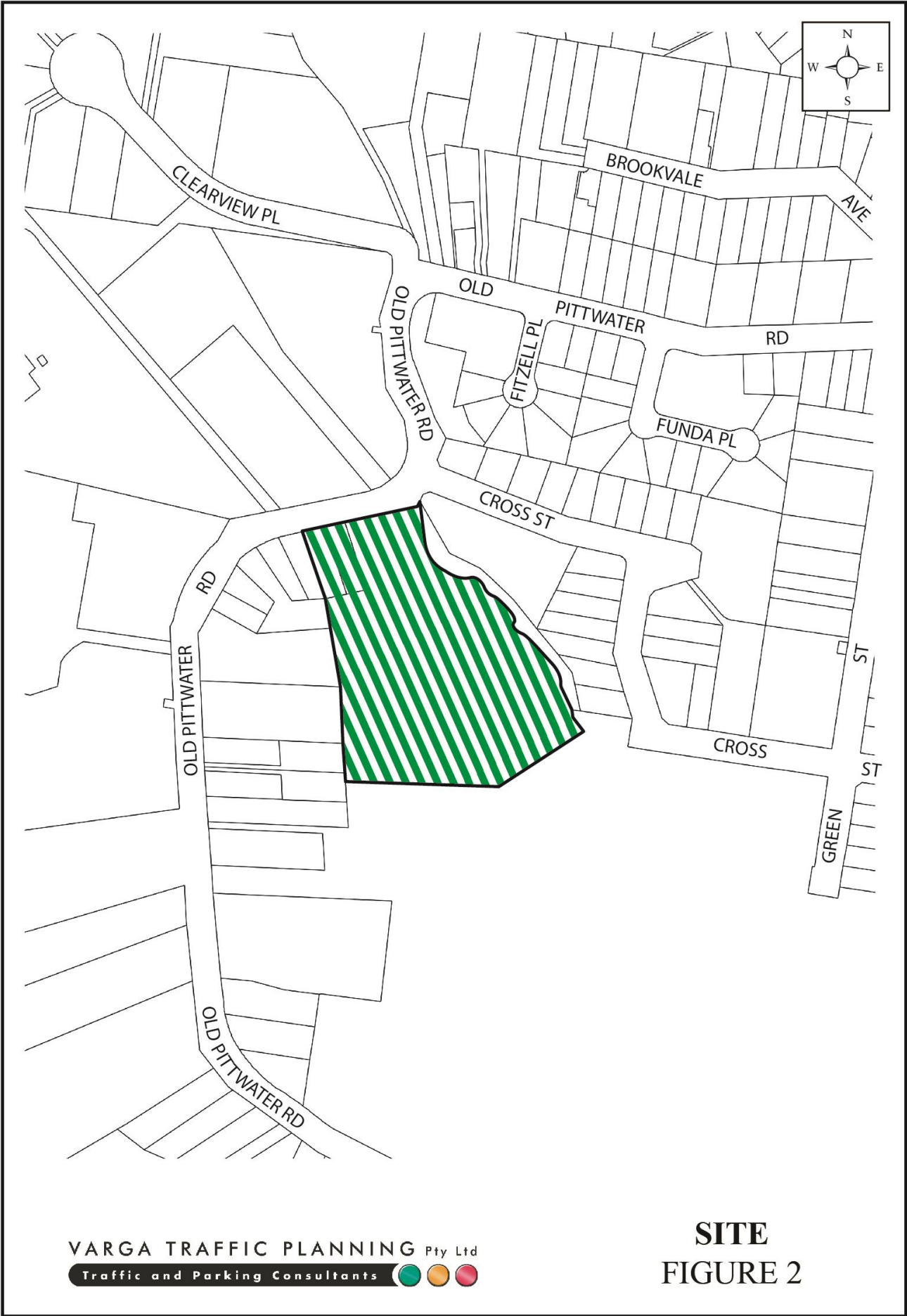
- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity
- assesses the adequacy and suitability of the quantum of off-street parking and loading provided on the site.



VARGA TRAFFIC PLANNING Pty Ltd  
Traffic and Parking Consultants



**LOCATION  
FIGURE 1**



## 2. PROPOSED DEVELOPMENT

### Site

The subject site is located on the southern side of Old Pittwater Road, approximately 20m to the west of the Old Pittwater Road and Cross Street intersection, immediately adjoining *Warringah Mall* to the northwest. The site is located on land zoned *E4 – General Industrial*.

The site has street a frontage of approximately 87m in length to Old Pittwater Road, and occupies an area of approximately 2.5ha.

A recent aerial image of the site and its surroundings is reproduced below.



Source: Metromap

The site is currently occupied by an existing industrial development operated by *Harrison Manufacturing Company*, comprising warehouse, factory, laboratory and office components accommodated in various buildings on site.

The cumulative floor area of the existing industrial development is 5251m<sup>2</sup>, as set out on the next page:

Warehouse:	1071m <sup>2</sup>
Factory:	2385m <sup>2</sup>
Office:	1503m <sup>2</sup>
Laboratory:	292m <sup>2</sup>
<b>TOTAL:</b>	<b>5251m<sup>2</sup></b>

Off-street car parking is currently provided for a total of 91 cars in outdoor, at-grade car parking areas throughout the site.

Loading/servicing for the existing facility is currently undertaken by a variety of commercial vehicles such as white vans, utilities and trucks.

Vehicular access to the site is currently provided via the existing entry/exit access driveway located towards eastern end of Old Pittwater Road site frontage.

### **Proposed Development**

The proposed development will involve the relocation of an existing demountable building on site, and the installation of a new laboratory building with 74.4m<sup>2</sup> of GFA for 6 staff and a new concrete hardstand area.

Off-street parking is currently provided on the site for a total of 91 car spaces. That existing car parking provision satisfies the *cumulative* parking requirements of both the existing uses on the site, as well as the proposed new laboratory in accordance with Council's *WDCP 2011* requirements, as detailed in Chapter 4 of this report.

Vehicular access to the site will continue to be provided via the existing entry/exit access driveway located towards eastern end of Old Pittwater Road site frontage, *as existing*.

No change is proposed to the remainder of the site, which includes the existing industrial, warehouse, and office buildings, the existing loading facilities, the existing off-street car parking areas, and the existing access driveway located towards eastern end of Old Pittwater Road site frontage, which will all remain *unchanged*.

Plans of the proposed development have been prepared by *Watch This SPACE Design* and are reproduced in the following pages.

AREA OF PROPOSED WORKS



FOR DEVELOPMENT APPLICATION SUBMISSION

ADDRESS: 75 OLD PITWATER ROAD, BROOKVALE  
NSW 2100

PREPARED FOR: SPARC HARRISON

PREPARED BY: WATCH THIS SPACE DESIGN PTY LTD  
LEVEL 3, SUITE 12, 35 BUCKINGHAM  
STREET, SURRY HILLS, NSW 2010

DATE: DECEMBER 2023

DRAWING LIST

SHEET NO.	SHEET NAME	ISSUE DATE	CURRENT REVISION
DA-01	COVER SHEET	01/12/2023	A
DA-02	SURVEY PLAN - OVERALL SITE	01/12/2023	A
DA-03	SURVEY PLAN - AREA OF PROPOSED WORKS	01/12/2023	A
DA-04	SITE ANALYSIS PLAN	01/12/2023	A
DA-05	SITE PLAN	01/12/2023	A
DA-06	FLOOR PLAN	01/12/2023	A
DA-07	SECTIONS (PAGE 1 OF 2)	01/12/2023	A
DA-08	SECTIONS (PAGE 2 OF 2)	01/12/2023	A
DA-09	PHOTOMONTAGE	01/12/2023	A
DA-10	PROPOSED LABORATORY DETAILS 1	01/12/2023	A
DA-11	PROPOSED LABORATORY DETAILS 2	01/12/2023	A
DA-12	PROPOSED LABORATORY DETAILS 3	01/12/2023	A
DA-13	RELOCATED DEMOUNTABLE DETAILS 1	01/12/2023	A
DA-14	RELOCATED DEMOUNTABLE DETAILS 2	01/12/2023	A



ARCHITECT  
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PRELIMINARY  
P1 A  
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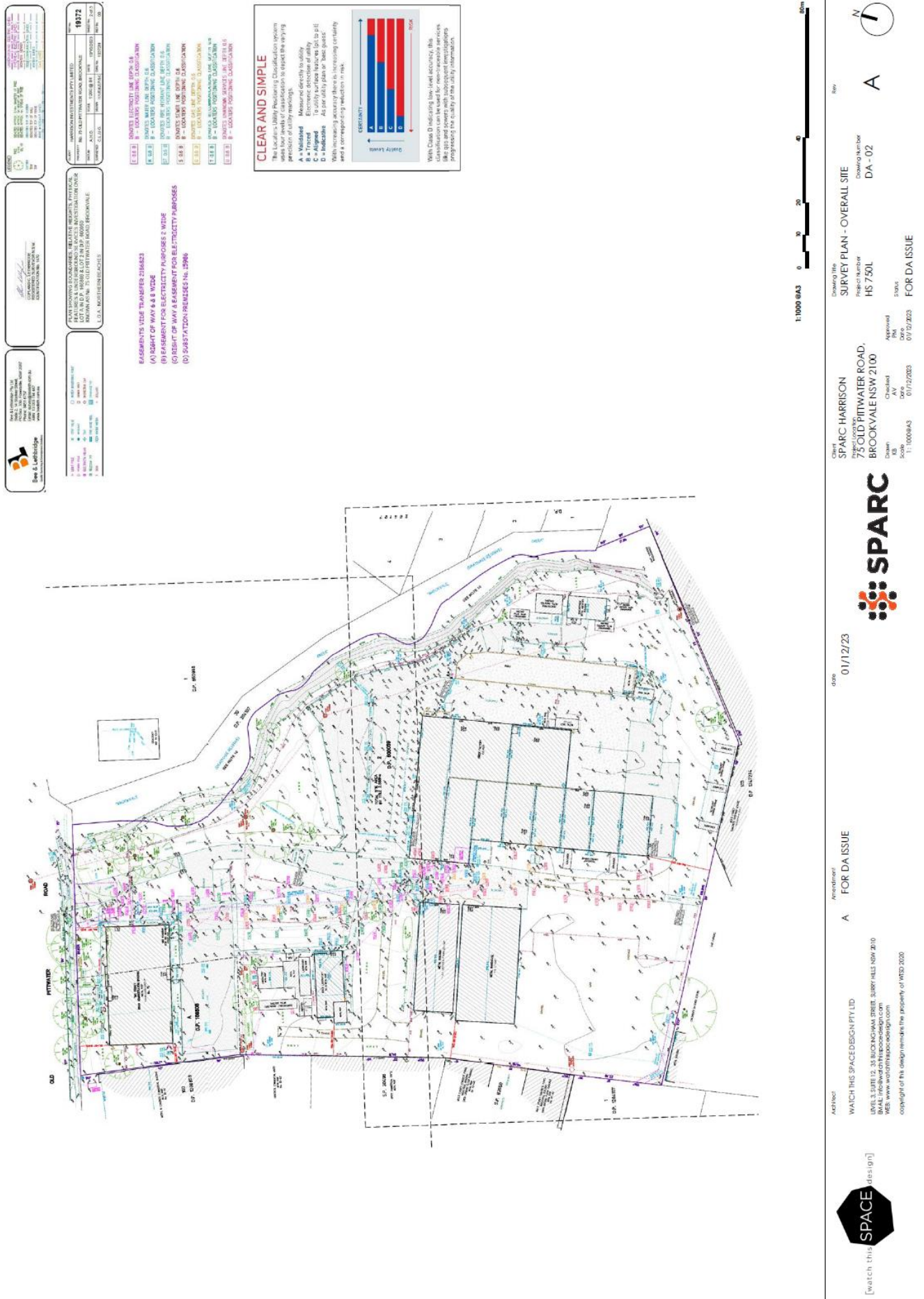
DATE  
01/08/23  
01/12/23



CLIENT  
SPARC HARRISON  
75 OLD PITWATER ROAD,  
BROOKVALE NSW 2100

DRAWING TITLE  
COVER SHEET  
PROJECT NUMBER  
HS 750L  
STATUS  
FOR DA ISSUE

DRAWING NUMBER  
DA-01  
REV  
A





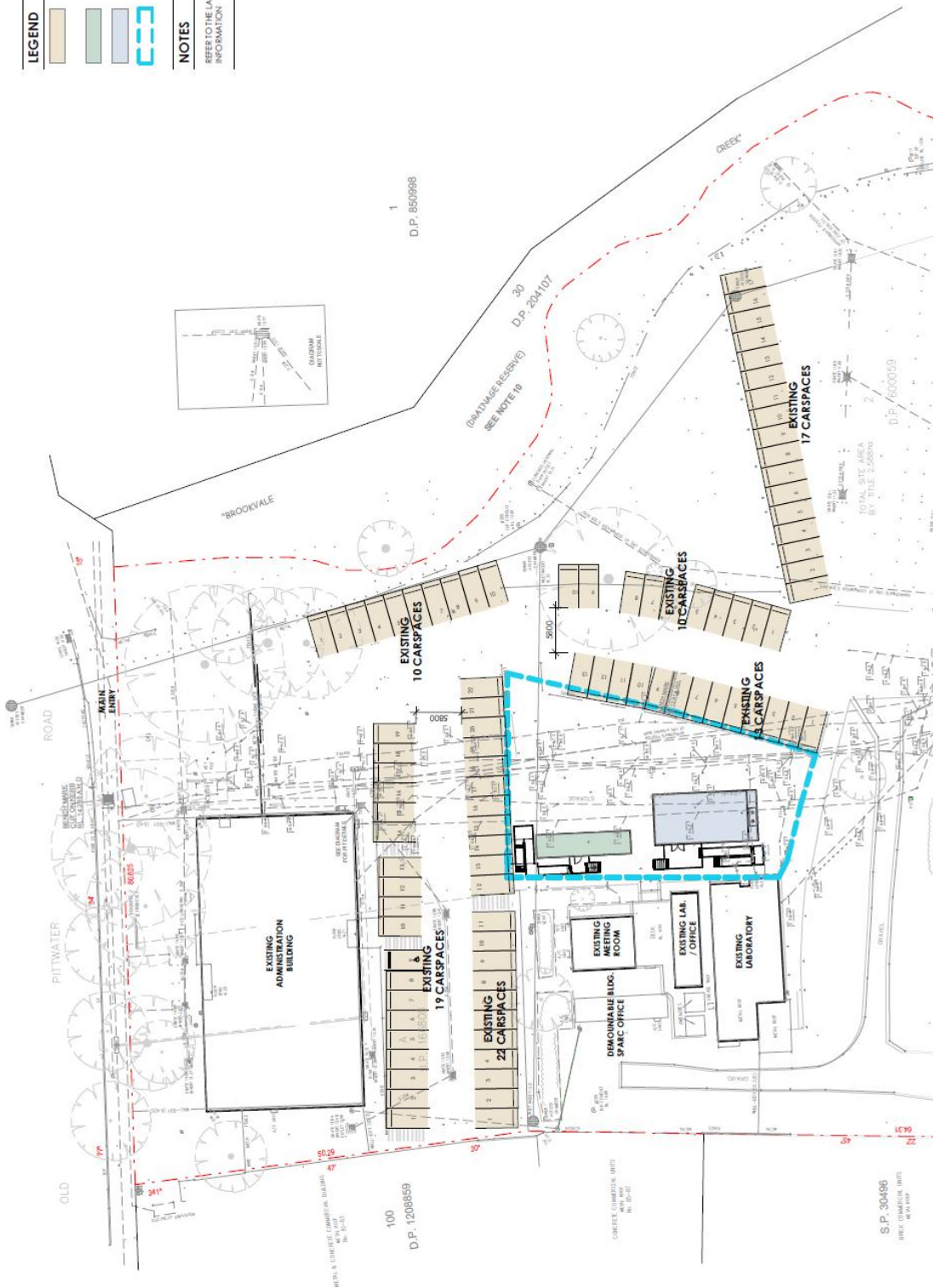
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Project Location: 75 OLD PITWATER ROAD, BROOKVALE NSW 2100  
Project Number: HS 7501  
Drawing Number: DA - 04  
Revision: A

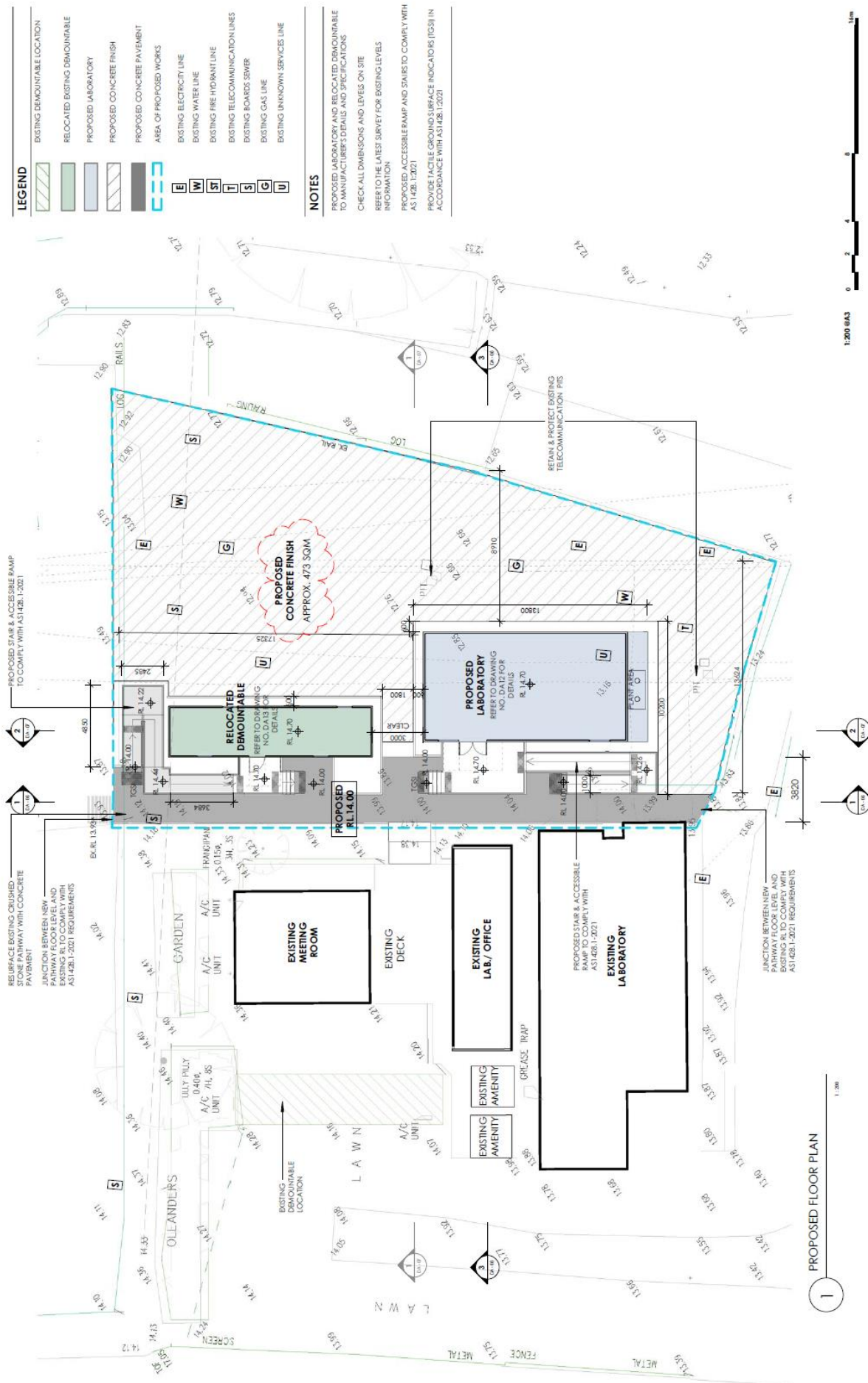
SPARC

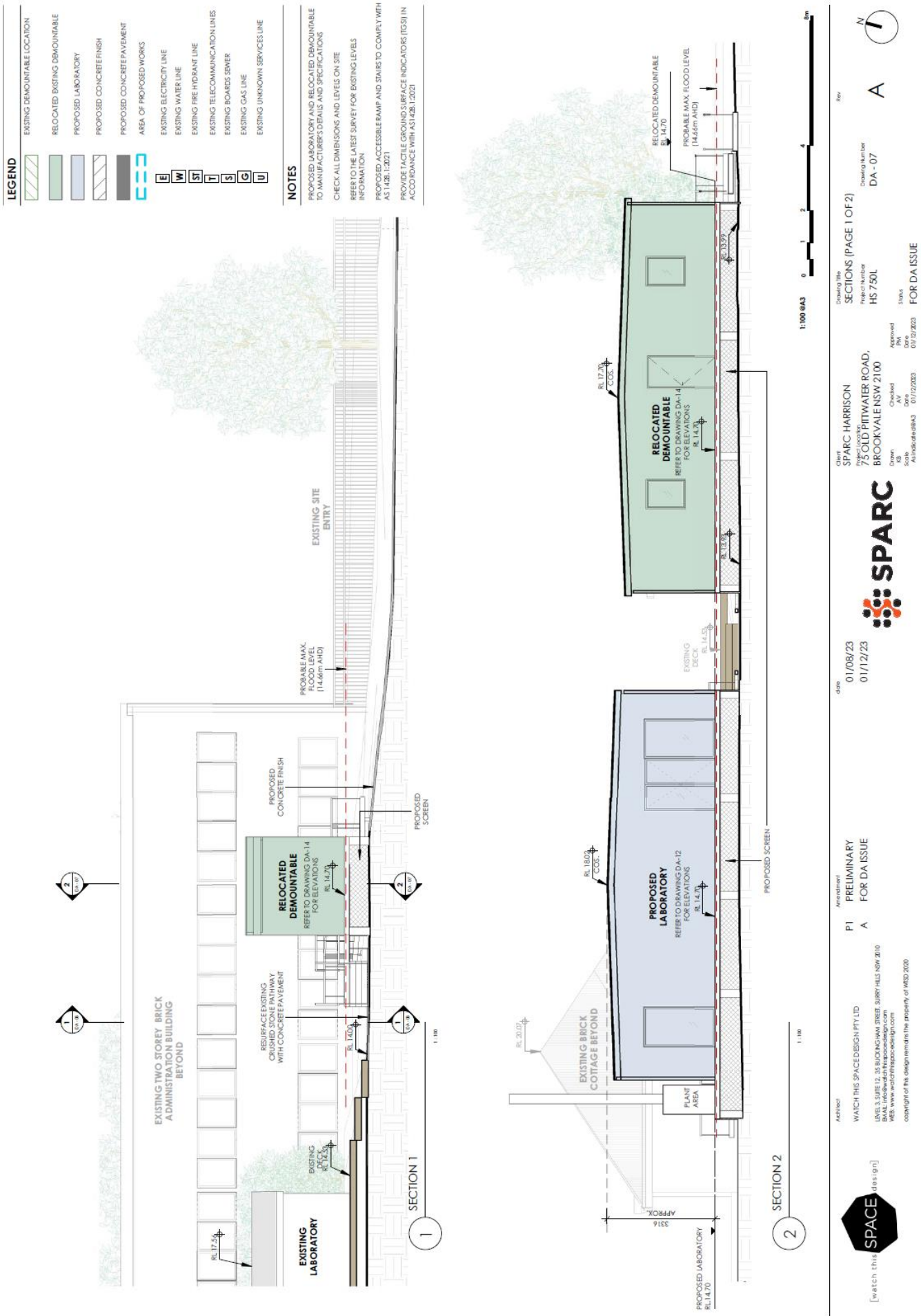
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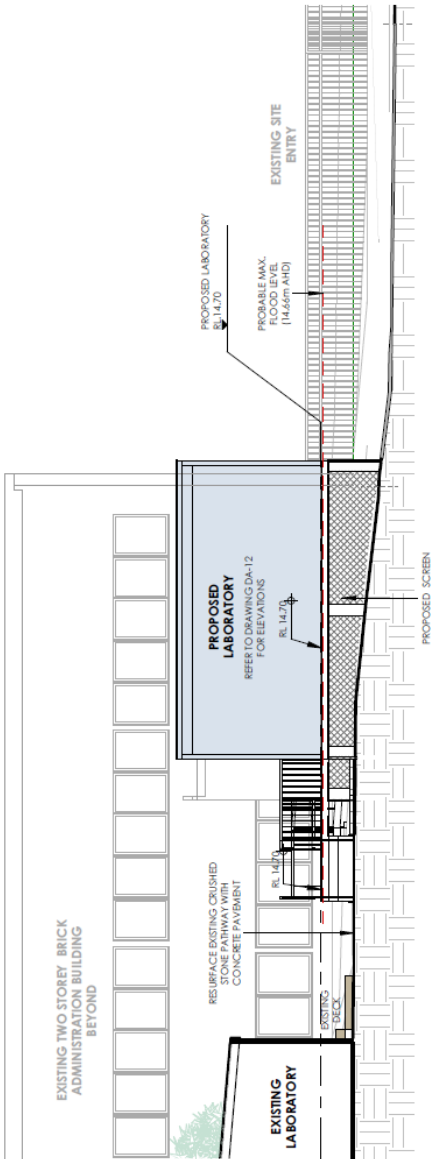


LEGEND	
	EXISTING DEMOUNTABLE LOCATION
	RELOCATED EXISTING DEMOUNTABLE
	PROPOSED LABORATORY
	PROPOSED CONCRETE FINISH
	PROPOSED CONCRETE PAVEMENT
	AREA OF PROPOSED WORKS
	EXISTING ELECTRICITY LINE
	EXISTING WATER LINE
	EXISTING FIRE HYDRANT LINE
	EXISTING TELECOMMUNICATION LINES
	EXISTING BOARDERS SEWER
	EXISTING GAS LINE
	EXISTING UNKNOWN SERVICES LINE

E	W	T	S	G	U
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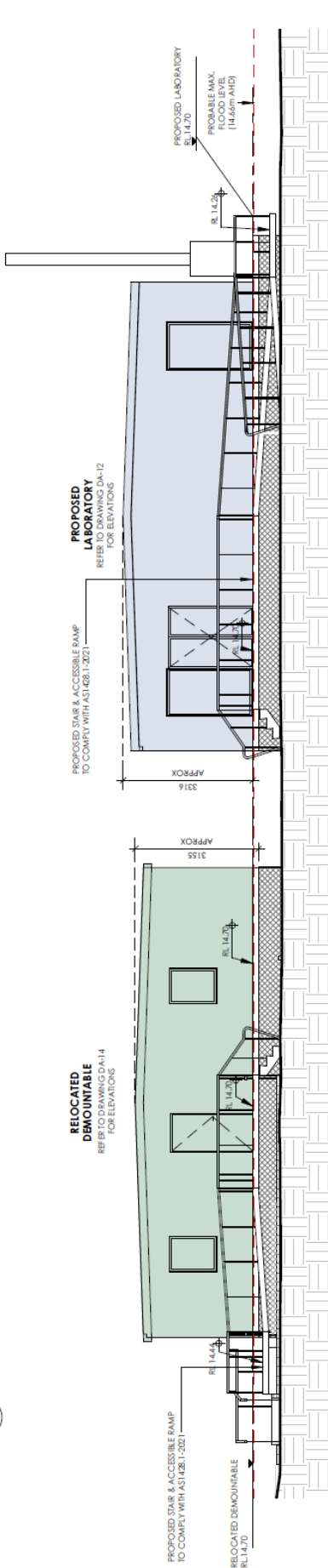
**NOTES**

PROPOSED LABORATORY AND RELOCATED DEMOUNTABLE TO MANUFACTURERS DETAILS AND SPECIFICATIONS  
CHECK ALL DIMENSIONS AND LEVELS ON SITE  
REFER TO THE LATEST SURVEY FOR EXISTING LEVELS  
PROPOSED ACCESSIBLE RAMP AND STAIRS TO COMPLY WITH AS 1428.1:2021  
PROVIDE TACTILE GROUND SURFACE INDICATORS (TGSi) IN ACCORDANCE WITH AS 1428.1:2021



SECTION 3

1:100



SECTION 4

1:100



[watch this] SPARC design

Architect  
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Architect  
P1  
PRELIMINARY  
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date  
01/09/23  
01/12/23

Client  
SPARC HARRISON  
75 OLD PITWATER ROAD,  
BROOKVALE NSW 2100

Project Number  
HS 750L

Drawing Number  
DA - 08

Rev  
A

FOR DA ISSUE



### **3. TRAFFIC ASSESSMENT**

#### **Road Hierarchy**

The road hierarchy allocated to the road network in the vicinity of the site Transport for New South Wales (TfNSW) is illustrated on Figure 3.

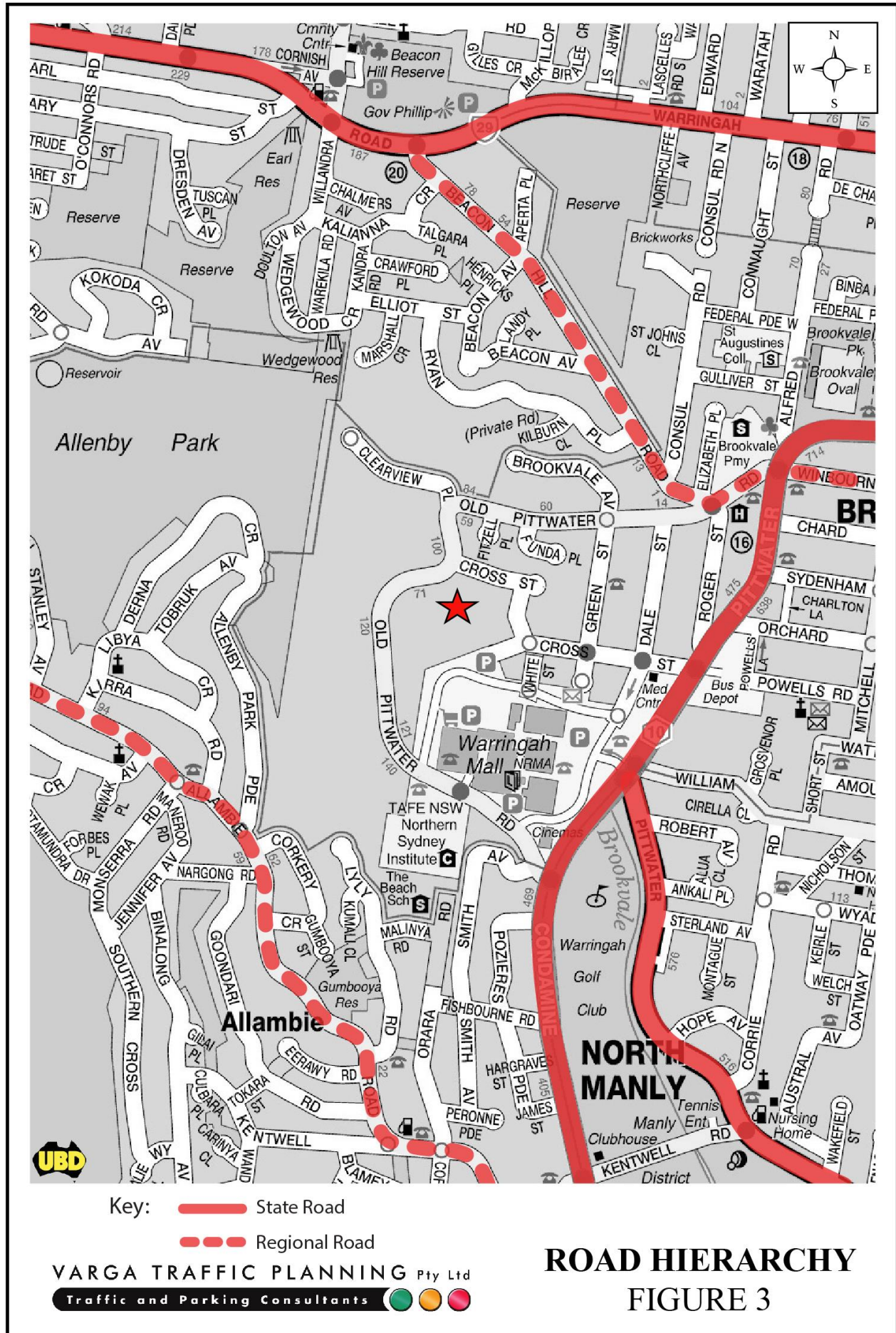
Pittwater Road is classified by TfNSW as a *State Road* and provides the key north-south road link in the area. It typically carries three traffic lanes in each direction including dedicated bus lanes in both direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Bus lane restrictions apply on both sides of the road.

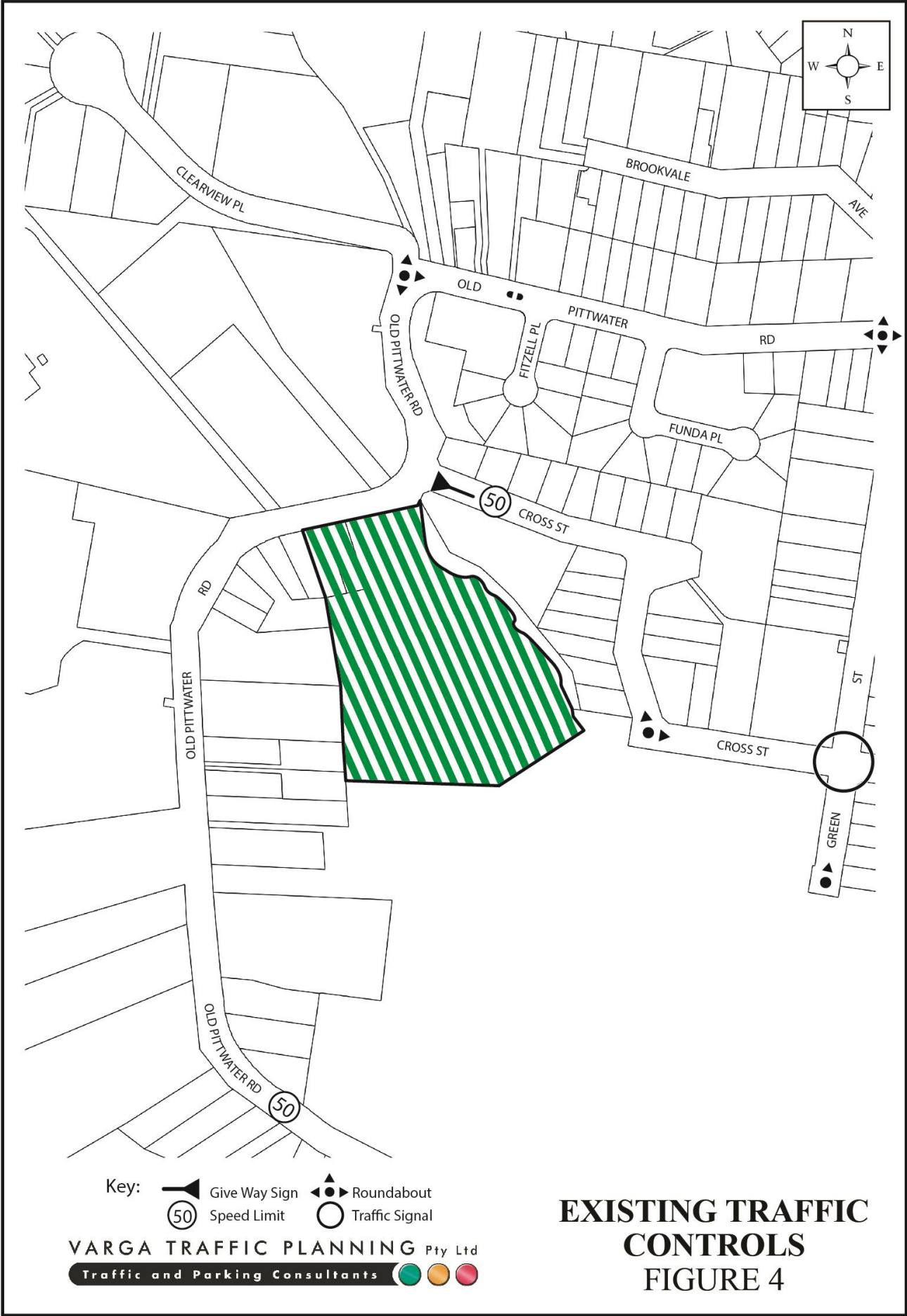
Old Pittwater Road and Cross Street are local, unclassified roads that are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the roads.

#### **Existing Traffic Controls**

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Condamine Street
- a 50 km/h SPEED LIMIT which applies to Old Pittwater Road, Cross Street and all other local roads in the surrounding area
- TRAFFIC SIGNALS in Condamine Street where it intersects with Old Pittwater Road, Pittwater Road, and Cross Street
- TRAFFIC SIGNALS in Cross Street where it intersects with Green Street and Dale Street
- TRAFFIC SIGNALS in Old Pittwater Road where it intersects with Beacon Hill Road / Roger Street





- ROUNDABOUTS in Old Pittwater Road where it intersects with Clearview Place and Brookvale Avenue.

### **Existing Public Transport Services**

The existing public transport services available in the vicinity of the subject site are illustrated on Figure 5.

There is a multitude of bus services that stops in front of Westfield Warringah Mall, these include:

- 145 – Warringah Mall to Seaforth
- 167 – Warringah Mall to Manly via South Curl Curl
- 178 – Cromer Heights to Warringah Mall
- 179 – Wheeler Heights to Warringah Mall
- 180 – Collaroy Plateau to Warringah Mall
- 193 – Warringah Mall to Austlink via Frenchs Forest
- 280 – Warringah Mall to Chatswood
- 172X – Warringah Mall to City Wynyard via North Balgowlah (Express Service)
- 173X – Warringah Mall to City Wynyard via Balgowlah Shops (Express Service)
- 177 – Dee Why to Warringah Mall
- B1 – B-Line Mona Vale to City Wynyard
- BN1 – B-Line Mona Vale to City QVB (Night Service)

On the above basis, it is clear that the site has excellent connectivity to existing public transport services and is ideally located to facilitate a positive shift towards sustainable travel habits.

### **Projected Traffic Generation**

The traffic implications of the development proposal primarily concern the effects of the *additional* traffic flows generated as a result of the development and its impact on the operational performance of the adjacent road network.

# Buses around the Northern Beaches



From City Wynyard



## Manly

- 1 Catch a B1 B-Line bus to Spit Junction. Change at Spit Junction for a 144 bus to Manly.
- 2 Catch an F1 ferry from Circular Quay to Manly Wharf.



## Palm Beach

- 1 Catch a B1 B-Line bus to Mona Vale. Change at Mona Vale for connecting bus services to Palm Beach.

\*Images from Destination NSW



An indication of the traffic generation potential of most development types is provided by reference to the Roads and Maritime Services' publication *Guide to Traffic Generating Developments, Section 3 – Land Use Traffic Generation (October 2002)* and the updated traffic generation rates in the RMS *Technical Direction* (TDT 2013/04a) document.

However, neither the RMS *Guidelines* nor the TDT 2013/04a specify a traffic generation rate for a laboratory.

As such, a “first principles” approach has been adopted for the purposes of this assessment.

In practical terms, the traffic generation potential of the proposed new laboratory building is expected to comprise the arrival of 6 staff during the *morning* peak period and the subsequent departure of 6 staff during the *afternoon* peak period.

For the purpose of this assessment, it has been assumed that *all* 6 staff will arrive and depart within 1 hour each morning and afternoon, thus the proposed laboratory development could be expected to generate up to 6 *additional* vehicle movements IN/OUT during the AM/PM commuter peak hours respectively.

That projected increase in traffic activity as a consequence of the development proposal is minimal, consistent with the land zoning objectives of the site, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

## 4. PARKING IMPLICATIONS

### Existing Kerbside Parking Restrictions

The off-street parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6. Key features of those parking restrictions are:

- NO STOPPING restrictions along some sections of Old Pittwater Road on both sides of the road
- NO PARKING restrictions along some sections of Old Pittwater Road, including on the southern side of the road along the site frontage
- generally UNRESTRICTED KERBSIDE PARKING elsewhere in local roads in the vicinity of the site.

### Off-Street Parking Requirements

The off-street parking requirements applicable to the development proposal are specified in the Northern Beaches Council's *Warringah Development Control Plan 2011, Part H – Appendices* document in the following terms:

#### Appendix 1 Car Parking Requirements

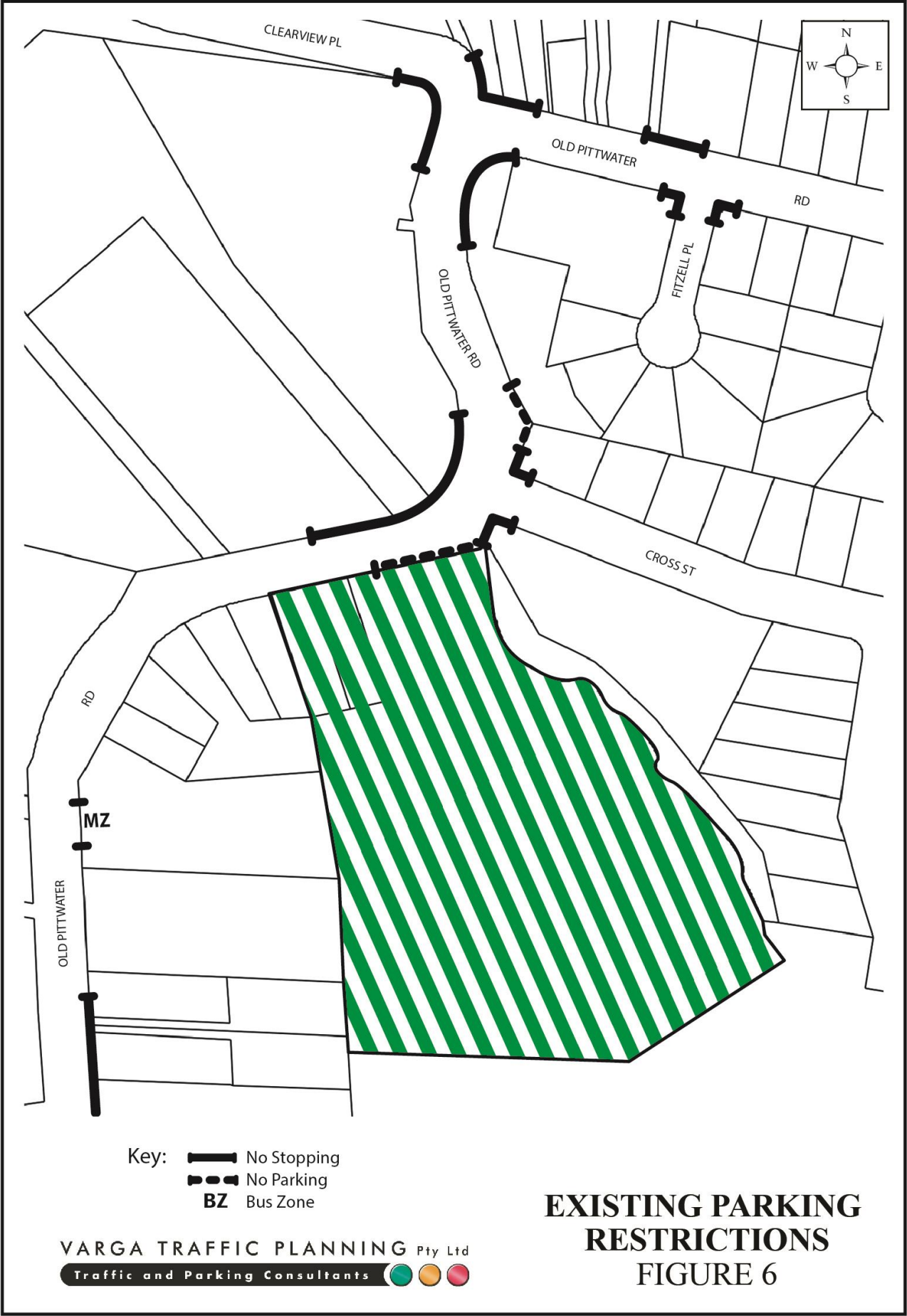
Industry, Warehouse or Distribution Centre\*: 1.3 spaces per 100m<sup>2</sup> GFA

\*Including up to 20% of floor area as office space component. Office space component above 20% determined at office rate.

Office premises: 1 space per 40m<sup>2</sup> GFA

Reference is also made to the operational characteristics of the proposed development, with the new laboratory building having a maximum capacity of 6 staff.

Application of the above parking requirements to the various existing and proposed new components of the development proposal yields a cumulative off-street car parking requirement of 80 car spaces, as set out below:



**Off-Street Parking Requirements**

Existing Warehouse (1071m <sup>2</sup> ):	13.9 spaces
Existing Factory (2385m <sup>2</sup> ):	31.0 spaces
Existing Office (1503m <sup>2</sup> ):	
Office > 20% floor area (511m <sup>2</sup> ):	12.8 spaces
Office ≤ 20% floor area (992m <sup>2</sup> ):	12.9 spaces
Existing Laboratory (292m <sup>2</sup> ):	7.3 spaces
Proposed New Laboratory (74.4m <sup>2</sup> , 6 staff):	1.9 spaces
<b>TOTAL:</b>	<b>79.8 spaces</b>

That requirement is satisfied by the existing parking of 91 parking spaces on the site.

Accordingly, the existing parking provision of 91 car parking spaces satisfies the DCP parking requirements of both the existing uses on the site as well as the proposed new laboratory, with a surplus of 11 parking spaces. That surplus of 11 spaces will be sufficient to accommodate the needs of all 6 new staff, should they chose to drive to work. In any event, the existing parking provision satisfies the Council's DCP parking requirements, and it is therefore reasonable to conclude that the proposed development will not have any unacceptable parking implications, and is recommended for approval.