

Reference: 24.265r01v02

6 December 2024

Centennial Property Group
c/- Fabrik Property
50 Holt Street
SURRY HILLS NSW 2010

Attention: James Graves

**Re: 114 Old Pittwater Road, Brookvale – Carpark Reconfiguration
Traffic Impact Statement**

Dear James,

TRAFFIX has been commissioned to assess the traffic impacts in support of a development application (DA) relating to the proposed reconfiguration of carpark areas within an existing commercial warehouse development at 114 Old Pittwater Road, Brookvale. The subject site is located within the Northern Beaches local government area and has been assessed under that Council's controls.

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The proposal is considered minor and does not require referral to Transport for NSW (TfNSW) under the provisions of State Environmental Planning Policy (Transport and Infrastructure) 2021.

➤ Site and Location

The subject site at 114 Old Pittwater Road, Brookvale is located approximately 8.3 kilometres northeast of Chatswood Railway Station and is legally identified as Lot 1 in DP868761. More specifically, it is situated on the west side of Old Pittwater Road, approximately 780 metres north of Condamine Street.

The site is irregular in configuration and has a total site area of approximately 2.0 hectares. It has an eastern frontage of 9 metres to Old Pittwater Road and western boundary of 165 metres to public recreation land zoning, while the remaining northern boundary of 315 metres and southern boundary of 215 metres are shared with neighbouring industrial/commercial developments.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.

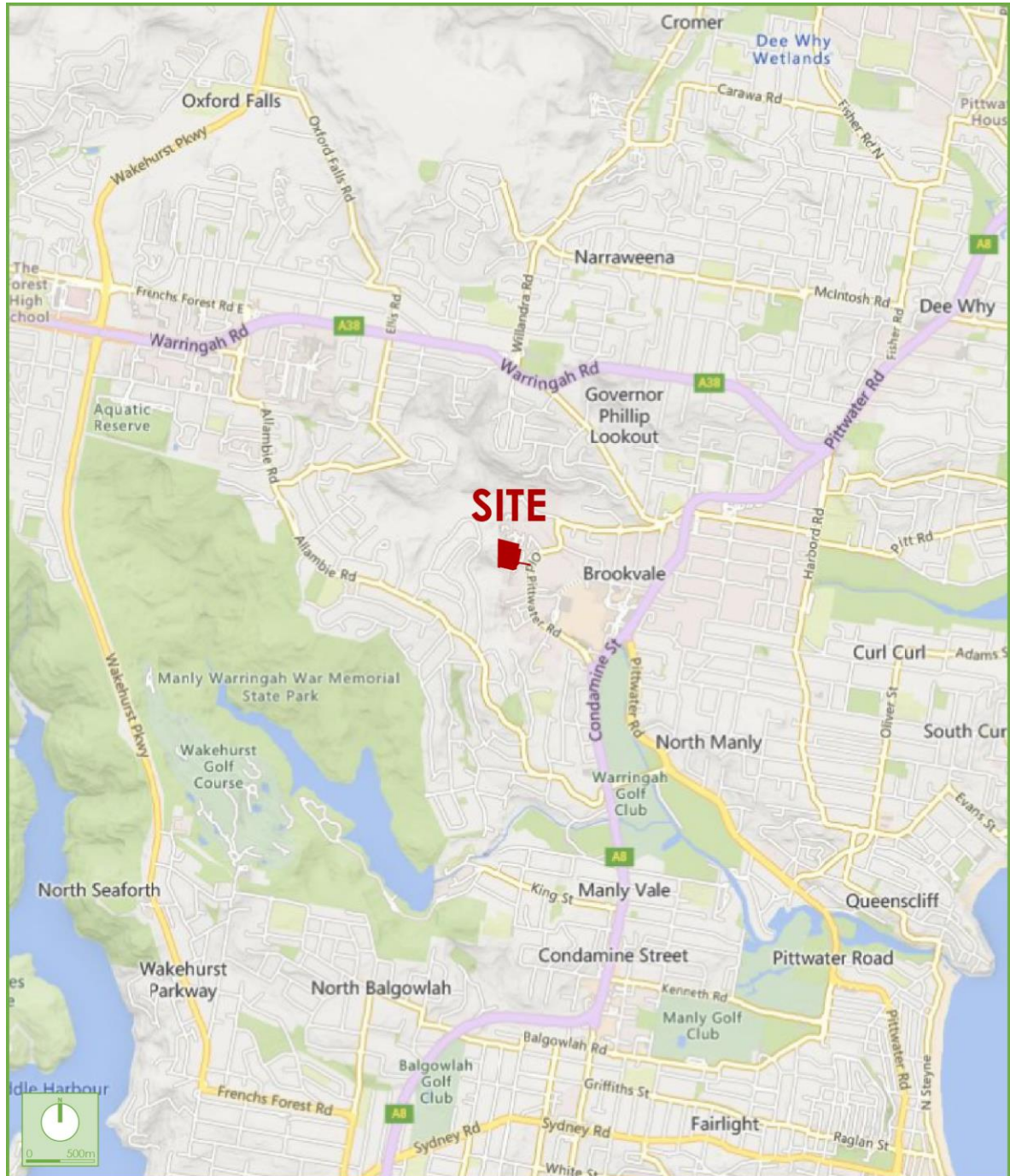


Figure 1: Location Plan



Figure 2: Site Plan

➤ Road Hierarchy

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Pittwater Road:

forms part of a TfNSW Main Road (MR159 and MR164) that traverses north-south between Mccarrs Creek Road in the north and Belgrave Street in the south. Within the vicinity of the site, it is subject to 60 km/h speed zoning and accommodates two (2) lanes of traffic and a single dedicated bus lane in each direction. Pittwater Road does not permit on-street parking on either side of the road.
- Condamine Street:

forms part of a TfNSW Main Road (MR164) that traverses north-south between Pittwater Road in the north and Ernest Street in the south. Within the vicinity of the site, it is subject to 60 km/h speed zoning and accommodates two (2) lanes of traffic and a single dedicated bus lane in each direction. Condamine Street does not permit on-street parking on either side of the road.
- Old Pittwater Road:

a local road that generally traverses north-south between Pittwater Road in the north and Condamine Street in the south. It is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Within the vicinity of the site, Old Pittwater Road permits unrestricted on-street parking along both sides of the road.

It can be seen from **Figure 3** that the site is ideally located with respect to the main collector and arterial roads serving the region, being Old Pittwater Road and Condamine Street. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.

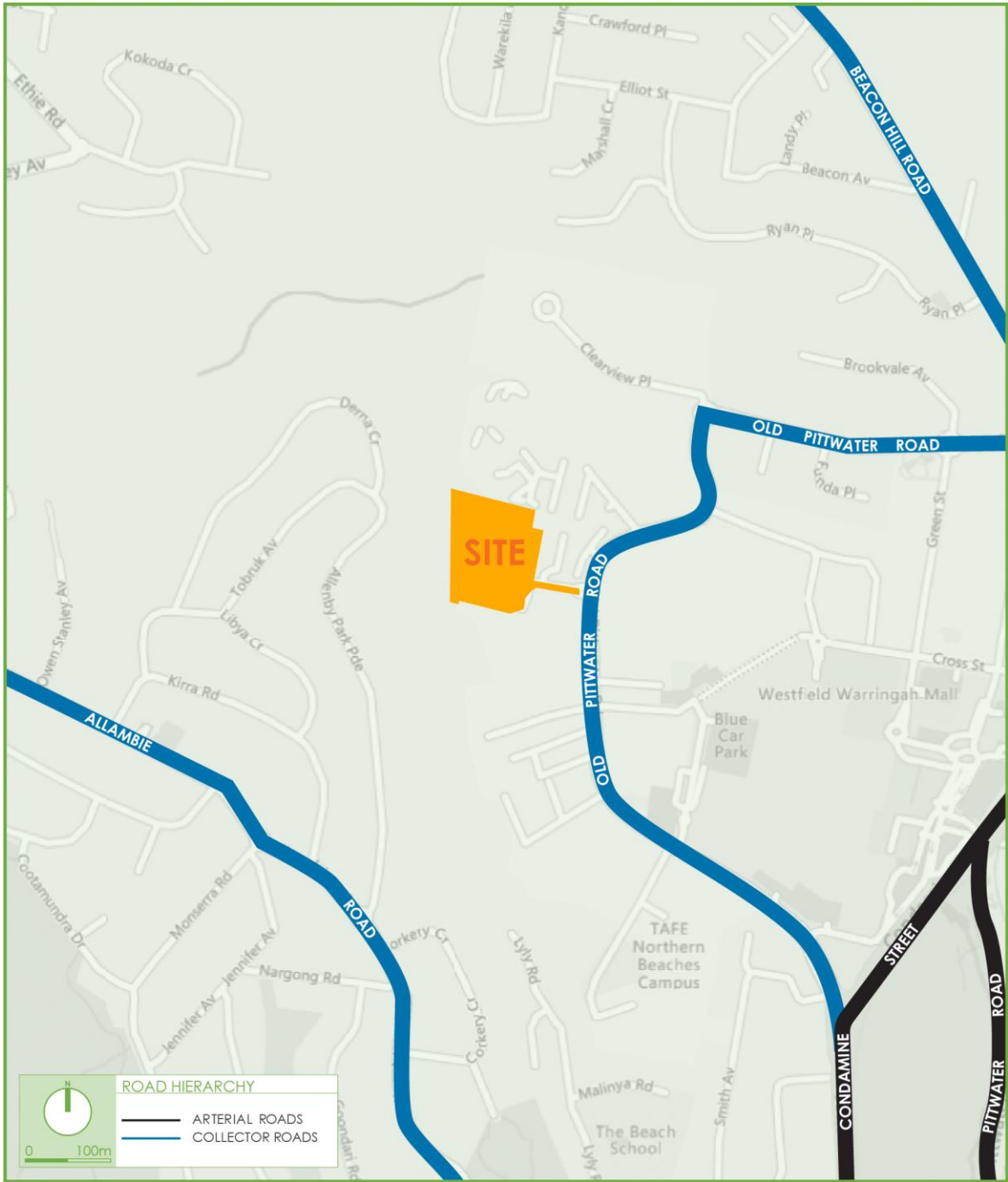


Figure 3: Road Hierarchy

➤ Description of Proposed Development

A full description of the proposed development can be found in the SEE, prepared separately. In summary, the development for which approval is now sought comprises the following components and associated gross floor areas (GFAs):

- Construction of a passenger lift situated at the northeast section of the building, adjacent the at-grade carpark;
- No changes to the existing tenancies that provide a total of 16,728.8m² GFA, comprising:
 - 7,997.7m² GFA warehouse; and
 - 8,731.1m² GFA office.
- Reconfiguration of the carpark areas:
 - From a total of 341 spaces (57 at-grade spaces, 63 level 2 spaces and 221 roof spaces);
 - To a total of 335 spaces (40 at-grade spaces, 63 level 2 spaces and 232 roof spaces).
- Retention of all existing loading and servicing arrangements; and
- Retention of the existing vehicular access onto Old Pittwater Road.

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 1**.

➤ Parking Requirements

Car Parking

The Warringah Development Control Plan (DCP) 2011 provides the following car parking rates for warehouse and office developments:

- Warehouse component:
 - 1.3 spaces per 100m² GFA and
 - Including up to 20% of floor area as office premises space component. Office premises component above 20% determined at office premises rate.
- Office component:
 - 1 space per 40m² GFA.

For the purposes of a conservative assessment, 100% of the office component has been assessed with the office premises rate, resulting in the car parking requirements as outlined in **Table 1** below.

Table 1: DCP Car Parking Rates and Provision

| Type | GFA | DCP Parking Rate | Parking Required | Parking Provided |
|---|-----------------------|--------------------------------------|------------------|------------------|
| Industry and Transport – Warehouse | | | | |
| Warehouse | 7,997.7m ² | 1.3 spaces per 100m ² GFA | 103.9 (104) | 335 |
| Office | 8,731.1m ² | 1 space per 40m ² GFA | 218.3 (218) | |
| TOTAL | | | 322 | 335 |

It can be seen from **Table 1** that the existing development generates a parking demand for 322 spaces. In response, the development proposes to reconfigure the car parking areas to provide a total of 335 parking spaces, comprising 40 at-grade spaces, 63 level 2 spaces and 232 roof spaces. This proposed car parking provision is sufficient to comply with the requirements of the DCP, hence considered acceptable and will ensure all standard car parking demands are contained within the development.

Other Parking

The proposal involves no changes to the existing tenancies or GFAs, hence no changes to the approved accessible, motorcycle and bicycle parking provisions.

Loading and Refuse Collection

The development proposes to retain all existing and approved loading and refuse collection arrangements. It should be noted that nine (9) at-grade parking spaces along the frontage of the existing James Bennet tenancy have been relocated to accommodate additional area to conduct loading activities. This reconfigured loading area is situated clear of the parking aisle and circulation areas, hence considered acceptable.

➤ **Traffic Generation**

The proposal involves no changes to the existing tenancies or GFAs. As such, there are no traffic impacts associated with the proposed carpark reconfiguration.

➤ **Access and Internal Design**

Vehicular Access

The development proposes no changes to the approved vehicular access, which currently accommodates light and heavy vehicle access and is anticipated to operate satisfactorily.

Internal Design

The reconfigured at-grade and roof carpark areas generally complies with the requirements of AS2890.1 (2004), with the following characteristics noteworthy:

- All standard spaces have been designed in accordance with AS2890.1 (2004) User Class 1A, being a minimum width of 2.4 metres and length of 5.4 metres. This is consistent with the existing and approved carparking spaces.
- All parallel spaces have been designed in accordance with AS2890.1 (2004) as parallel intermediate spaces, being a minimum width of 2.1 metres and length of 6.3 metres.
- No changes are proposed to the existing accessible parking spaces.
- All spaces adjacent to obstructions greater than 150mm in height are to be provided with an additional width of 300mm.
- A minimum clear head height of 2.2 metres is to be provided for all light vehicle trafficable areas.

In summary, the internal configuration of the reconfigured at-grade and roof carpark areas have been designed in accordance with AS2890.1 (2004). It is however envisaged that a condition of consent would be imposed requiring compliance with these standards. As such, any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

➤ **Conclusion**

On the basis of the above, the proposed reconfiguration of the carpark areas within the existing commercial warehouse development at 114 Old Pittwater Road, Brookvale in our view is considered supportable.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix



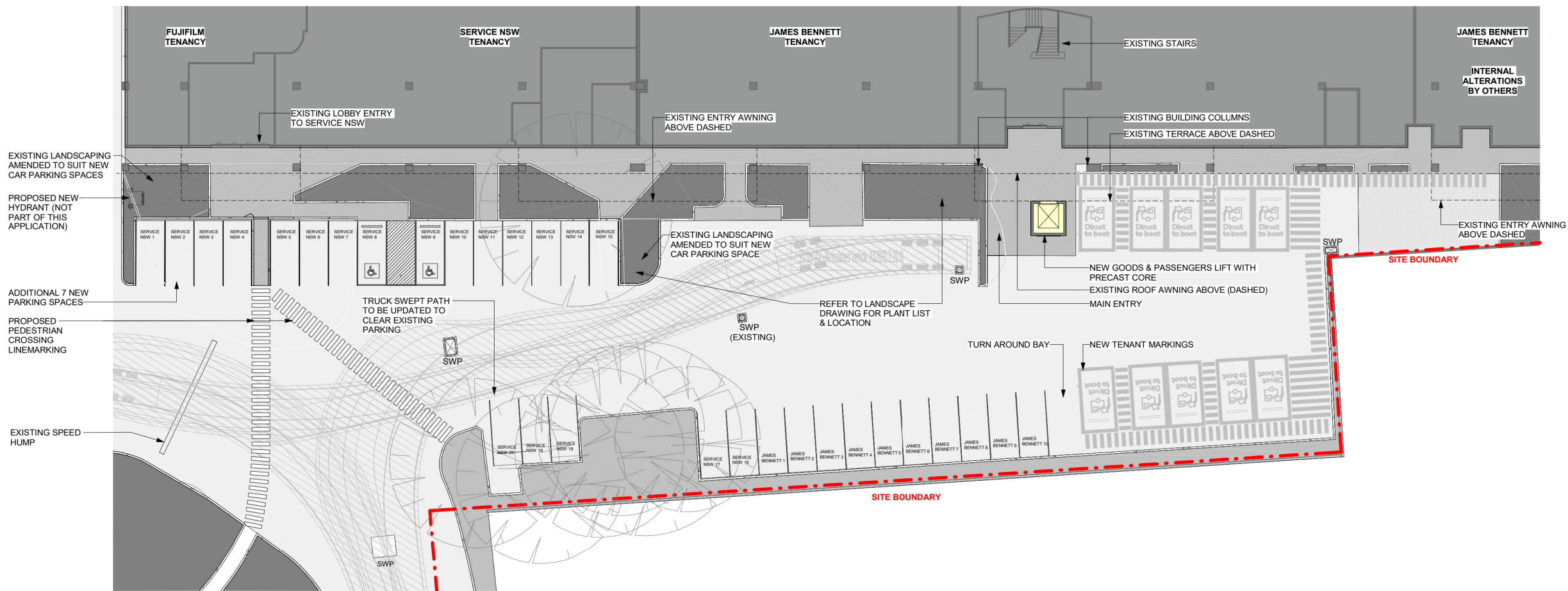
Neil Caga
Senior Engineer

Encl: Attachment 1 – Reduced Plans

ATTACHMENT 1

Reduced Plans

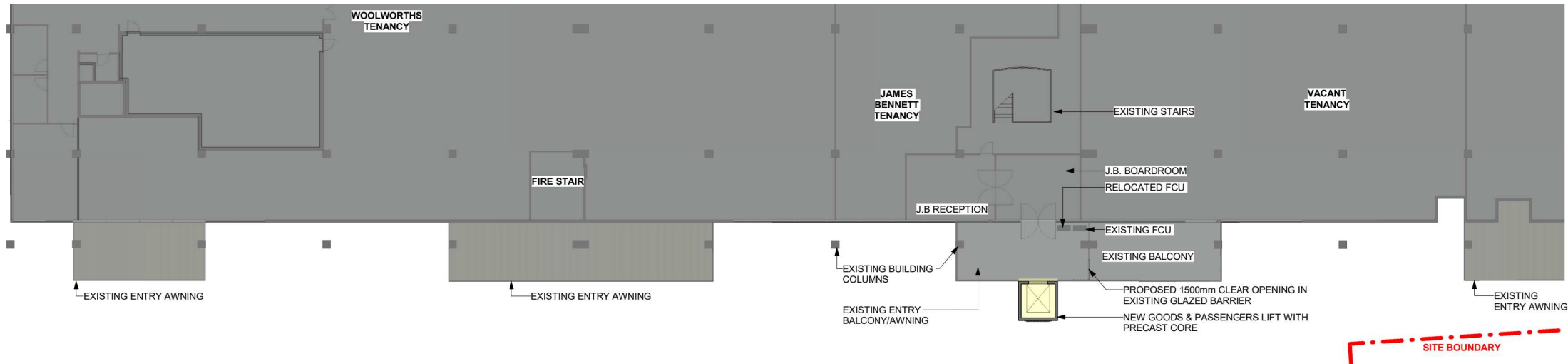
NO.114
4 STOREY
COMMERCIAL WAREHOUSE/BUILDING



1 GROUND FLOOR PLAN
1 : 200

* PROPOSED CARPARK RECONFIGURATION IS PART OF CDC APPLICATION
* REFER TO LANDSCAPE DRAWING FOR PLANT LIST & LOCATION

NO.114
4 STOREY
COMMERCIAL WAREHOUSE/BUILDING



2 LEVEL 1 PLAN
1 : 200

LEGEND:

- SITE BOUNDARY
- LANDSCAPE
- OUT OF SCOPE AREA (EXISTING)
- EXTENT OF PROPOSED DA WORK
- STORM WATER PIT (SWP)

SITE / GA NOTES:

- ALL CARPARK DIMENSIONS TO FACE OF KERB UNLESS NOTED OTHERWISE.
- REFER TO CIVIL ENG. DOCUMENTATION FOR ALL EXTERNAL LEVELS, FALLS, STORM WATER DRAINAGE AND PAVEMENT DESIGN.
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- REFER LANDSCAPE ARCHITECTS DOCUMENTATION FOR LANDSCAPE DETAILS.
- REFER FIRE ENG. DOCUMENTATION FOR DETAILS OF FIRE SERVICES.
- REFER SERVICES ENG. DOCUMENTATION FOR DETAILS OF SERVICES.
- REFER TO TRAFFIC ENG. DOCUMENTATION FOR ALL INTERNAL, SITE AND EXTERNAL ROAD WORKS AND TRAFFIC MANAGEMENT DETAILS.
- CONTRACTOR IS TO LOCATE, REDIRECT, CAP AND SEAL ETC ANY IN GROUND SERVICES PRIOR TO COMMENCEMENT OF ANY PART OF THE WORKS.
- CONTRACTOR IS TO SECURE AND/OR HOARD THE SITE TO THE SATISFACTION OF LOCAL AUTHORITY AND TO MAINTAIN PUBLIC SAFETY. CAR PARKING BAYS TO BE LINE MARKED WHITE AND DISABLED BAYS TO BE LINE MARKED BLUE INCLUDING INTERNATIONAL PICTOGRAM. PROVIDE STATUTORY SIGNAGE TO EACH DISABLED CARPARK TO AS2890.6.
- DISABLED CARPARKING BAYS ARE TO HAVE A GRADIENT OF NO GREATER THAN 1:33 WHERE THE SURFACE HAS A BITUMINOUS SEAL, AND NO GREATER THAN 1:40 WHERE THE SURFACE IS CONCRETE FINISH IN ACCORDANCE WITH AS2890.6.
- PROVIDE KERB RAMP AND TACTILE INDICATORS TO ALL PEDESTRIAN PATHWAYS / ROAD INTERSECTIONS IN ACCORDANCE WITH AS1428.1 AND AS/NZS1428.4.1.
- KERB RAMP ARE TO HAVE A GRADIENT OF NO GREATER THAN 1:8 AND TO BE FLUSH WITH THE PAVEMENT IN ACCORDANCE WITH IN ACCORDANCE WITH AS1428.1.
- LINE MARKING & DIRECTIONAL FLOW ARROWS TO TRAFFIC ENG. DETAILS AND SPECIFICATIONS. CONTRACTOR TO ALLOW TO MAKE GOOD EXISTING PATH, NATURE STRIP, KERBS, ETC. OUTSIDE PROPERTY BOUNDARY AFFECTED BY CONSTRUCTION WORKS.

GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS' DOCUMENTATION.
- PROVIDE ALL CONCRETE AND STRUCTURAL STEEL IN ACCORDANCE WITH STRUCTURAL ENG. DOCUMENTATION.
- PROVIDE ALL DRAINAGE IN ACCORDANCE WITH HYDRAULIC ENG. DOCUMENTATION.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE CONNECTIONS, LOCATIONS AND DETAILS BETWEEN STRUCTURAL STEEL, PRECAST PANELS AND INSITU CONCRETE. ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DOCUMENTATION FOR FINAL LEVELS. AUSTRALIAN HEIGHT DATUM LEVEL INDICATION. REFER TO CIVIL ENG. DOCUMENTATION.

0m 4m 8m 12m 16m 20m

SCALE BAR 1:200 @ A1 ; 1: 400 @ A3

| Notes | | | | |
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| -Report all discrepancies to project manager prior to construction. | | | | |
| -Figured dimensions to be taken in preference to scaled drawings. | | | | |
| -All work is to conform to relevant Australian Standards and other Codes as applicable, together with other Authorities' requirements and regulations. | | | | |
| Michael Morony NSWARB No. 8218, QLD Reg. No. 5852, ARBV No. VIC00002, APBSA No. s3931, WA00026 | | | | |

| Issue | Description | Date | By | QA |
|-------|-----------------------------------|------------|----|----|
| A | Issue for Development Application | 04/12/2024 | DJ | MM |
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STRATEGY | DESIGN | DELIVERY

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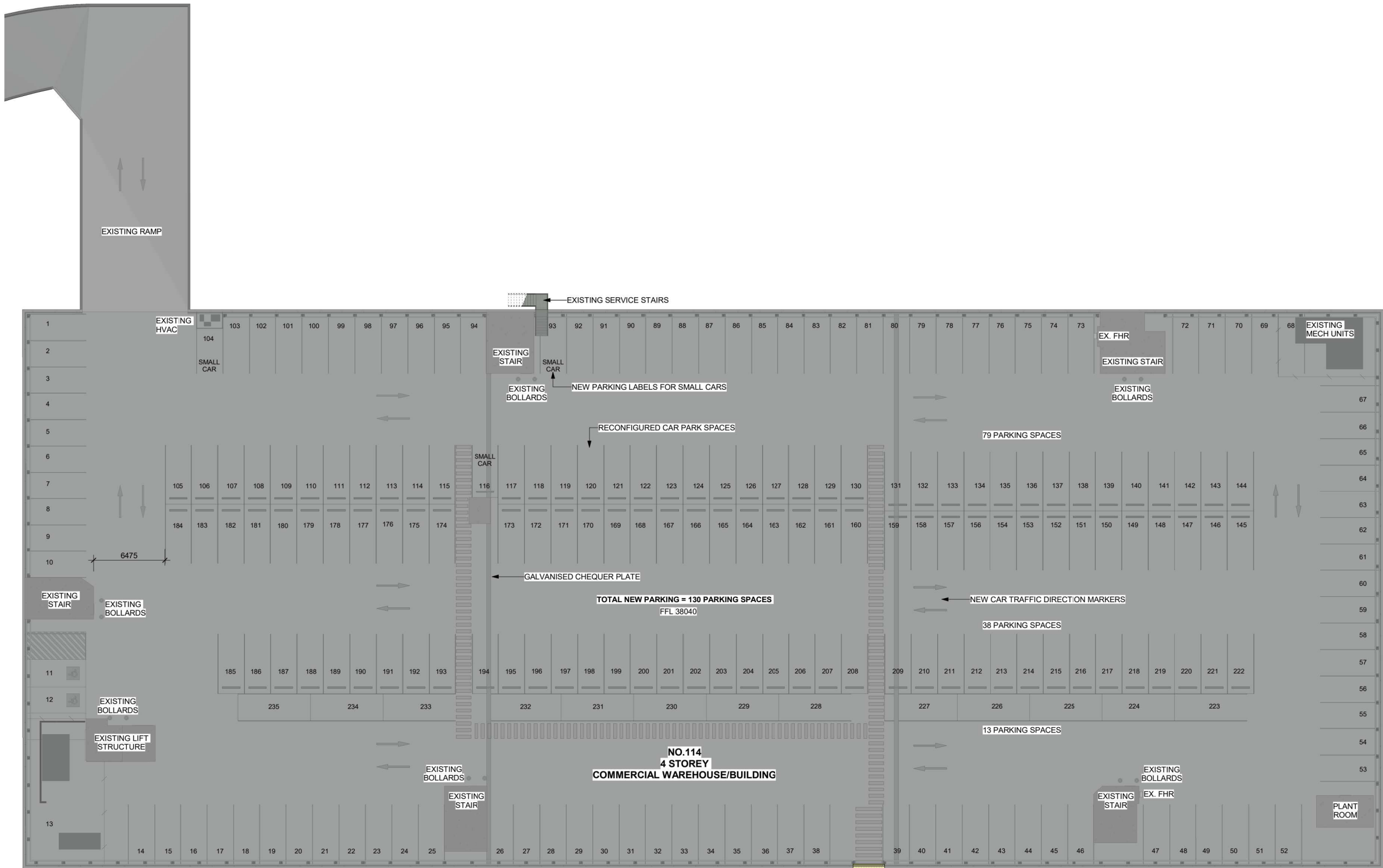
DEVELOPMENT
APPLICATION



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| PROJECT TENANCY LIFT AND CARPARKING 114 Old Pittwater Rd, Brookvale, NSW 2100 | | |
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|---|------------|
| Drawing Title FLOOR PLAN - GROUND & L1 | |
| SHEET NUMBER 1230047_B1001 | ISSUE A |



LEGEND:

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SCALE BAR 1:200 @ A1 ; 1: 400 @ A3

Drawing Title
FLOOR PLAN - ROOF TOP PARKING

SHEET NUMBER
1230047_B1002

ISSUE
A

| Notes | Issue | Description | Date | By | QA |
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| Michael Morony NSWARB No. 8218, QLD Reg. No. 5852, ARBV No. VIC00002, APBSA No. s3931, WA00026 | | | | | |

STRATEGY | DESIGN | DELIVERY

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DEVELOPMENT
APPLICATION



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