Traffic Engineer Referral Response

Application Number:	DA2024/0172
Proposed Development:	Use of Premises as general industry and associated alterations and additions
Date:	27/06/2024
Responsible Officer	
Land to be developed (Address):	Lot 2 DP 600059 , 75 Old Pittwater Road BROOKVALE NSW 2100

Officer comments

Referral comments 27/6/24

The Applicant has provided updated plans and additional information in response to the previous issues raised regarding parking for the development.

The main concerns relate to development of the area for the new laboratory, currently used for parking of up to 56 vehicles, and the resultant impacts to overall parking for the site. The Applicant has provided a letter advising that the proposed development site previously leased to a local car dealer for temporary storage of vehicles has now ceased and is not required for staff car parking.

The Site Plan Drawing Number DA-05 Rev.E, has been updated to show the provision of 14 double sided bike racks located between the western property boundary and the existing administration building, and 5 double sided bike racks located in front of the existing A.S.H distribution centre. The proposed 19 bike racks provides a total of 38 bicycle parking spaces which satisfies the requirements under the WDCP.

The Traffic and Parking Advice prepared by Varga Traffic Planning Pty Ltd, states that the site provides a total of 91 existing parking spaces, comprising 81 paved and line-marked parking spaces plus 10 gravel, all-weather car parking spaces, which are surplus to Council's DCP parking requirements. Only the parking spaces within the administration building car park appear to be fully paved and line-marked, however some originally line-marked spaces may have faded over time. Council would require that all of the specified 81 parking spaces be provided on a sealed surface and clearly line-marked in accordance with the relevant parking standards. These requirements can be conditioned as part of the Consent. The 10 gravel spaces appear to be located on the eastern side of the access driveway off Old Pittwater Road. The Applicant does not propose to upgrade the parking surface or mark the spaces, which are considered surplus to the requirements.

The proposal can be supported subject to the recommended Conditions.

Referral comments 16/5/24

This development application is for alterations and additions to the existing industrial development located at 75 Old Pittwater Road, Brookvale. The proposed works include 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.

Traffic Generation

The Traffic and Parking Assessment (TPA) undertaken by Varga Traffic Planning Pty Ltd, reports that the development will generate approximately 6 vehicle trips during the AM and PM peak hour, as a result of the additional 6 staff. The projected future traffic generation and impact on the road network capacity is considered to be minor.

Access

Vehicular access to the site is via the existing access driveway located towards the eastern end of the Old Pittwater Road frontage. The TPA states that loading/servicing for the existing facility is currently undertaken by a variety of commercial vehicles such as white vans, utilities and trucks. The new laboratory locations will be set further back from the existing internal access roads, so clarification is required that any deliveries to/from the laboratory do not involve heavy goods and are accessible to vehicles by a connecting path to parking or loading areas.

Parking

Development Consent for the site was previously granted for the construction of a single storey warehouse with ancillary carparking and on-site stormwater detention system under DA2004/1324. At the time of the application, the assessment report identified existing parking provisions of 38 parking spaces in the administration building hardstand area and 162 unpaved spaces in the grass area used for overspill parking. The Conditions of Consent required the provision of 26 off-street car park spaces, paved, line marked and signposted in accordance with the Australian Standards. The additional spaces were provided in constructed hardstand areas adjacent to the internal access road, opposite the factory and as an extension to area for the administration building. The development therefore should provide 64 constructed off-street parking spaces as well as the 162 unpaved spaces in the grass area, resulting in a total overall parking capacity of 226 spaces.

The TPA states the existing proposal provides for a total of 91 parking spaces for the site (not including the informal 162 overspill parking). The 91 parking spaces are shown on the Site Plan Drawing Number DA-05 Rev.A. The previous approval provided 64 constructed off-street parking spaces and it appears that the majority of the additional 27 car park spaces of the 91 parking spaces are situated along the eastern side (unpaved) of the internal access road leading to the factory, with some spaces located as part of extensions to the areas provided under the previous approval. Some of these spaces are not marked (or faded) or used for storage, in particular the parking spaces located in the area opposite the factory. All spaces included as part of the provided 91 car park spaces must therefore be paved, clearly marked and unobstructed to be considered.

The TPA states that the proposed development will not have any unacceptable parking implications, as the proposal provides 91 off-street parking spaces and the WDCP only require 80 car spaces based on the GFA use. The existing parking demand for the site however is substantially higher based on historical and existing parking usage, which can be shown in aerial images of the site over

the past 15 years. The area marked for the proposed works provides up to 56 spaces, with the most recent images this year showing 34 vehicles parked in this area. It is therefore unreasonable to expect that the removal of the area currently used for parking would not have any significant impact and therefore additional measures to address the loss of available parking should be considered. These parking concerns and impacts were previously raised in the pre-lodgement notes. There is opportunity to provide an additional 6 angled parking spaces in the area vacated due to the relocation of the demountable building. The parking spaces should be 90-degree angle parking and constructed to the same standard as the existing approved parking spaces (2.5m x 5.4m).

The Warringah Development Control Plan (WDCP) 2011 specifies requirements for the provision of bicycle parking to encourage alternative transport modes and reduce reliance on private motor vehicles. Three bicycle spaces (2 staff and 1 visitor) are required based on the total area of the laboratory, however the existing site does not seem to provide any bicycle parking facilities. The minimum bicycle parking requirements for light and general industry land use under the WDCP would require 36 bicycle parking spaces (26 staff and 10 visitor) for the site area. Provision of the required bicycle rack numbers distributed proportionally near each of the buildings would help offset the loss of parking spaces for this development site.

The proposal is not acceptable in its current form, and it is requested that the above comments be considered to offset the significant loss of existing parking spaces as a result of the proposed works area. Additional information and amended plans to address the above issues should be provided prior to further review.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Traffic Management
Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by the Principal Certifier.

Reason: To ensure pedestrian safety and continued efficient network operation.

Staff and Contractor Parking
The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the on-site parking.

Reason: To ensure minimum impact of construction activity on local parking amenity.

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Vehicle Access & Parking
All internal driveways, vehicle turning areas, garages and vehicle parking space/loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).
The development is to provide the following number of parking spaces:

- 81 parking spaces (paved and line-marked)
- 10 parking spaces for overflow parking
- 38 bicycle parking spaces (19 double sided bike racks)

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicle.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Ongoing Management
The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

Signage and Linemarking – Implementation
The proposed 81 parking spaces are to be paved and line-marked in accordance with AS 2890 (Off-street Parking standards). These works are to be completed prior to the issue of an Occupation Certificate.

Reason: To ensure compliance with the Australian Standards.