

Traffic Engineer Referral Response

Application Number:	DA2023/1763
Proposed Development:	Construction of a warehouse and distribution centre with associated office, including tree removal
Date:	19/01/2024
Responsible Officer	
Land to be developed (Address):	Lot 502 DP 875858 , 4 Minna Close BELROSE NSW 2085

Officer comments

The proposed development involves the construction of an industrial development to accommodate a brewery; for the production, bottling, storing and distribution of beer. The proposed building has two floors and a basement parking area. The ground floor provides a reception/lobby area, a staff room, a warehouse storage area, a food packaging/bottling area and ancillary amenities. The second floor provides an office space. There appears to be some discrepancies between the information provided in the Traffic and Parking Impact Assessment (TPIA) dated May 2023 and the Statement of Environmental Effects (SoEE) dated 30th October 2023. The TPIA specifies that the site will accommodate 10 staff at any given time, with operation hours 7am to 6pm, seven days, with the majority of staff working 9am to 5pm weekdays. The SoEE specifies that the site will accommodate a total of 26 staff, with operation hours 8am to 5pm, Monday to Saturday. The Transport Network section has reviewed the submitted TPIA with respect to traffic generation impacts, access and parking.

Traffic Generation and Impact to Road Network

The projected traffic generation for the development is 12 peak hour vehicle trips; based on TfNSW's Guide to Traffic Generating Developments for warehouse and office land use. The TPIA projects that the development would generate 10 inbound movements during the morning peak hour associated with staff arriving and 10 outbound movements during the afternoon peak hour with staff leaving. The development will also be serviced by five heavy vehicles (10 movements) per day between 9am to 5pm. The intersection of Minna Close and Narabang Way was modelled using SIDRA to assess the existing conditions and operation of the nearby public road network. The analysis showed that all movements for the intersection provided a level of service 'A' during peak periods, representing good operation with spare capacity. The adjoining road network is considered capable of accommodating the additional projected traffic generated by the proposed development.

Access and Parking - Basement Car Park

A Traffic and Parking Impact Assessment (TPIA) has been prepared by Stanbury Traffic Planning for the development application at 4 Minna Close, Belrose. Access to the basement parking area is provided by a new 6m wide combined driveway off Minna Close. The number of parking spaces required for the industrial development under the Warringah Development Control Plan (WDGP) 2011 is calculated based on 1.3 spaces per 100m² GFA, (Including up to 20% of floor area as office

premises space component. Office premises component above 20% determined at office premises rate). On the basis of 1,551.52m² of proposed GFA of warehouse and 175.47m² of proposed mezzanine office space, a total of 23 spaces is required (1.3 x (1,727m² / 100m²). The development provides 26 passenger vehicle parking spaces (2.4m x 5.4m, including 2 accessible parking spaces with adjoining 2.4m wide shared area) in accordance with WDCP 2011. The new basement access driveway and heavy access will result in the loss of two on-street parking spaces, however the additional off-street parking spaces provided will offset the loss of parking in Minna Close. The swept path plans provided demonstrate access to the car parking spaces and entry and exit from the basement in a forward direction.

Bicycle and Motorcycle Parking

The WDCP 2011 specifies bicycle parking for light and general industry at a rate of 1 per 200m² GFA (High-Medium Security Level) and 1 per 600m² GFA (High-Low Security Level) for visitors. The development requires 9 spaces (1,727m² / 200m²) Class B and 3 visitor spaces (1,727m² / 600m²) Class C. The proposal provides end of trip facilities and a total of 14 bicycle spaces, comprising 10 x Class B spaces within a bicycle storage room on the ground floor, and 4 x Class C spaces near the basement lobby door; which complies with the minimum WDCP 2011 requirements. The development also provided 2 motorcycle parking spaces (1.2m x 2.5m within the basement parking area.

Heavy Vehicle Access and Loading Facilities – Ground Floor

The proposed development provides two internal heavy vehicle loading bays on the ground floor, accommodating vehicles up to and including 12.5m long HRVs. The loading bays are to be accessed via an internal roadway that connects to the ingress and egress driveways situated in the eastern and southern corner of the site. Entry for heavy vehicles is via an existing 7m wide shared driveway with 3 Minna Close. The SoEE notes that right-of-way consent/agreement will be sought to use neighbouring driveway. The driveway is to be widened to 8.2m to facilitate heavy vehicle entry. The proposal provides a 5.8m wide egress driveway (total width of 11m measured at the property boundary. The egress for heavy vehicles is situated approximately 4.5m west of the access driveway for the basement car park.

The swept path plans for MRV and HRV access have been provided on Drawing No. 22-003-04-V3 Sheets 3 and 4. There are concerns with access using the shared driveway with the adjacent property. The vehicle swept paths for both the MRV and HRV encroach across the driveway for vehicles exiting No.3 Minna Close, with the HRV occupying approximately 10m of the driveway beyond the property boundary. For safety reasons, heavy vehicle access and parking should be separated from staff and customer parking. Although the proposal provides separate access and parking facilities between passenger and heavy vehicles for the site; the proposed shared heavy vehicle access conflicts with access to the car park for No.3 Minna Close. This issue is a potential traffic hazard both during construction and after completion of the development. The heavy vehicle use would also have additional driveway maintenance requirements.

Parking and traffic generation for this development is based on usage as a brewery. There is a growing trend for breweries to diversify from solely production purposes, to a venue which provides tastings, serving of food and drinks, and events. The proposed car park facilities are adequate for the current proposal only and do not support expansions to cater for additional functions. There is existing demand for on-street parking and any future changes to the development will not be able to rely on the on-street parking. All proposed and future parking needs for the development therefore need to be provided on-site. It should be noted that Transport Network would not support future applications for

modifications which will create additional traffic generation and parking demands, The Applicant needs to review the design and modify and/or incorporate additional measures to improve access and safety for heavy vehicles. It is noted that the proposed heavy vehicle access is also reliant on a right-of-way agreement from the adjacent property due to the shared access driveway. It is unlikely that owner consent would be granted if the safety concerns are not adequately addressed.

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.