Reference: N318/2024/RTC/01

06 February 2024

Northern Beaches Council
725 Pittwater Road
Dee Why NSW 2099

Attention: Council Development Assessment Officer

RE: Unit 1 & 2 - 77 Bassett Street, Mona Vale (DA2023/1841)
Development application for a proposed change of use to hand and power tools store - Response to Council on traffic and parking matters

Dear Council Officer,

It is understood that a development application (DA2023/1841) for a proposed hand and power tools store was submitted to Northern Beaches Council (Council). A Transport Impact Assessment (TIA) prepared by Traffic and Transport Planning Solutions (Issue A, Dated: 12 December 2023) accompanied this development application. Upon its preliminary assessment, Council's Traffic Engineering team has provided comments outlined in 'Traffic Engineering Referral Response' dated 03 January 2024.

This letter provides a detailed response to the comments and concerns raised by Council's Traffic Engineering team. The letter also endorses the updated architectural plans which include revised parking arrangements (see Attachment A). The following section of this letter outlines comments from Council and our response accordingly.

Parking requirement and design

- *The Pittwater DCP applies to the subject site. The DCP does not provide a parking rate for this type of land use, requiring developers to provide parking based upon RMS guidelines or by comparison with developments of a similar nature*
- *The traffic report suggests the car parking is provided that exceeds rates calculated from parking surveys of similar sites conducted for TfNSW an as referenced in their technical direction TDT 2013/04a. A closer review of this data suggest that the quantum of parking available to this development will be inadequate. The development proposes only 11 customer spaces. Sites surveys by TfNSW included a number of sites of a similar size to his one and averaging the data from those sites would seem the most appropriate means of selecting an appropriate level of parking.*
- *Mitre 10 Windsor with GFA of 1800m2 has 44 customer spaces & no staff spaces, Mitre 10 Picton has a GFA of 1600m2 and has 75 customer and no staff spaces, Mitre 10 Orange has a GFA of 1800m2 and 28 staff spaces, 2 disabled and 10 staff spaces. Mitre 10 Morisset has a GFA of 2000m2, 29 customer spaces, 1 disabled and no staff spaces. Averaging these parking rates yields a parking requirement of 1 space per 38m2 of GFA i.e 33 spaces for this site.*
- *If we look at the peak parking demands of the 4 sites, parking demands range from 0.78/100m2 for the Mitre 10 at Windsor on weekdays up to 2.81/100m2 for the Mitre 10 at Picton weekends. As this type of use attracts highest usage levels on weekends, parking rates derived from weekend data are the most relevant. An average of the weekend peak parking demands at all 4 sites reveals a peak parking demand of 1.86spaces/100m2 or 23 spaces for this site. Based upon this analysis the development should be*

providing parking for no less than 23 cars. The bulk of this parking should be allocated for customer parking with it noted that clause c5.5 of the Pittwater DCP requires that carparking be provided for people with disabilities so at least one parking spaces should be designed and located appropriately for disabled use. The developer must review their proposal and seek additional parking for customers, to support their development. The additional parking should be buried in a tandem arrangement.

- *It is noted that the traffic report shows 2 car parking spaces along the western boundary of the bigger site (figure 4.1 on page 9). These spaces are not shown on the architectural plans. The two documents should be consistent with the location and dimensions of all parking spaces shown on the plans.*
- *The traffic report mentions that a maximum of 5 staff will be present at any given time however 7 staff parking spaces are proposed. This is both unnecessary and reduces the level of parking available for customers. It is suspected that the reason that 7 spaces have been allocated for staff use is there are seven spaces buried in tandem parking arrangements. Such spaces would therefore be inappropriate for use by customers however simply reallocating those spaces for unecessary staff parking is not acceptable. If anything, the quantum of staff parking could be reduced below 5 which would encourage staff to use public transport, walk or cycle or motorcycle to work and increase the level of customer parking .*
- *No motorcycle of bicycle parking has been provided. The Pittwater DCP requires at least one motorcycle space and 4 bicycle parking spaces. These could be sited at the front end of parking spaces 77 & 78 which are of extended length without impacting on the ability of vehicles to park in or access these spaces. The provision of such spaces would encourage travel by alternate means, particularly by staff.*

- We acknowledge Council's assessment that the Pittwater Development Control Plan (DCP) does not provide a parking rate for this type of land use. The DCP requires developers to determine minimum parking requirements using the appropriate guidelines for parking generation and servicing facilities based on development type comparison based on the Roads and Maritime Services Guide to Traffic Generating Development or analysis drawn from surveyed data for similar development uses.
- It is important to understand that the TIA report adhered to the DCP requirements and assessed the parking requirements for the subject development through analysis drawn from surveyed data for similar development use, which in this case was Total Tools Store located in Brookvale.
- The TIA report also assessed the parking requirements for the subject development with parking rates outlined in Roads and Maritime Services (now Transport for NSW) Guide to Traffic Generating Development-TDT 2012/04a. The report acknowledges the fact that the proposed development is a trade tool store (a specialised power and hand tools facility same as Total Tools Store) and the Guide does not provide parking rates specifically for the subject development. The Guide provided parking generation rates for Bulky Goods/Hardware Stores like Bunnings and Mitre 10 whose customer base consists of the general public and tradespeople in an equal proportion. In contrast, a trade tool store's customer base includes approximately 90% trade personnel and 10% general public.
- We note that Council's Traffic Engineering team's comments solely focused on parking requirements drawn from Roads and Maritime Services Guide to Traffic Generating Development-TDT 2012/04a. However, no consideration was given to the parking assessment based on the first principal basis drawn out from the survey at Total Tool Store located in Brookvale.
- The comments from Council also include the following statement, '*The traffic report suggests the car parking is provided that exceeds rates calculated from parking surveys of similar sites conducted for TfNSW an as referenced in their technical direction TDT 2013/04a'.* On contrary the section 4.4 of the TIA report specifically draws a comparison of the proposed parking provision with parking requirements determined through first principles (i.e., via survey at Total Tool Store – Brookvale). Please refer to the below snip from TIA in support of the above commentary.

TTPS

4.4 Adequacy of Car Parking Provision

The proposed development provides a total of 18 parking spaces, including 11 visitor and 7 staff parking spaces, which is more than 12 required parking spaces determined through parking assessment based on first principles. The proposed parking provision is deemed suitable and is anticipated to fulfil the peak parking demand relevant to the proposed facility.

The proposed parking provision is in the form of 7 tandem parking spaces (7 visitor and 7 staff spaces) and 4 individual visitor parking spaces, as shown in the figure below.

- It is important to note that parking requirements based on TfNSW requirements outlined in the TIA report were determined to only provide a conservative assessment given the fact that the proposed development functions differently than a typical bulky goods/hardware store such as Bunnings and Mitre 10.
- Council's assessment is that this type of use attracts the highest usage levels on weekends, which is true for typical bulky goods/hardware stores. However, based on the survey at Total Tool Store – Brookvale, it is noted that the peak person accumulation at the surveyed site on a weekday is more than on weekend. The surveyed site sees a peak person accumulation of 11 customers on Wednesday and only 7 people on Saturday. This difference between weekday and weekend customer accumulation indicates that a trade tool store operates differently than a bulky goods/hardware store which attracts more visitors on weekends.
- Based on the above, it is our assessment that the parking demand based on the first principles is more relevant to the proposed use.
- Nevertheless, in response to Council's comments, a revised development scheme with additional parking provision is provided in Attachment A of this letter.
- The revised scheme includes the following parking provision:

Parking Type	Visitor	Staff
Car	11	6
Disabled Parking	1	0
Motorcycle	1	0
Bicycle	0	4

- Based on the above the revised scheme provides a total of 18 car parking spaces including 1 disabled parking space in compliance with clause c5.5 of the Pittwater DCP.
- The revised development also satisfies the motorcycle and bicycle parking requirements relevant to the proposed development.
- The revised scheme includes 6 staff parking spaces, whilst the staff parking along the western boundary of the bigger site has been converted for pallet parking or storage purposes. It is noted that the proposed facility will be managed by 5 staff members at any given time. The TIA report assumes that each staff member will drive to the site and therefore 5 parking spaces should be allocated for staff usage only. As such, the proposed development scheme provides only 1 additional staff parking.
- It is noted that in further correspondence with Council, Vaughan Milligan Development Consulting (VMDC) on 16 January 2024 received an email in which the Council's traffic engineer mentioned regarding complaints from the surrounding residents about the heavy use of on-street parking by staff of the industrial tenancies. Given consideration to the above, it is our assessment that only 1 additional parking would allow the business to employ one more staff subject to future growth in the business and would also help in easing pressure on the street parking in the surrounding area.

TTPS

Loading/Servicing

- *The traffic report mentions that some customer spaces will be closed off while MRVs ingress/egress the loading bay. The traffic report advises that swept paths showing this are attached in Appendix E. The traffic report is missing Appendix E containing the swept path, these should be provided. Furthermore, a Loading Dock Management Plan will be required to ensure that deliveries are appropriately scheduled and timed so as not to result in congestion either within the loading dock or in the carparking area. Ideally physical separation of loading/unloading activity from customer areas should be achieved but if that is not feasible time of day separation will be considered to ensure that loading activities occur outside hours when customers will be accessing the site*

- A swept path assessment of loading vehicles entering and exiting the loading area is provided in Attachment B of this letter. Based on the swept path assessment an 8.8 Medium Rigid Vehicle (MRV) will encroach into the proposed disabled parking space on its way out of the loading area. Therefore, in consultation with the client, it is determined that all loading/unloading activities involving an 8.8m long MRV truck would occur outside of operational hours.
- It is noted that Units 1 and 2 are currently approved to carry out deliveries, waste, and recycling collection between 7:00am and 8:00pm. Therefore, all loading activities involving an 8.8m long MRV will occur after the close of operations (i.e. between 5:30pm and 8:00pm). As such, this loading dock management arrangement can form part of the consent conditions.

Traffic Generation Impact

- *The traffic generation section of the traffic report should show a comparison of existing and proposed traffic generation in order to support the proposed change of use in terms of traffic generation and its impact in the surrounding road network and confirm that it will not have unacceptable implications in terms of road network performance.*

- The TIA report assesses that the proposed development is likely to generate 8 and 12 trips in the AM and PM peak hours.
- Based on our discussion with the client, it is our understanding that Unit 1 has most recently been operated as an office for an Arboriculture Company and Unit 2 has been used as a warehouse for furniture and other general goods. The table below outlines the existing traffic generation of Units 1 and 2.

Units	Land use	Gross Floor Area (m^2)	Traffic Generation Rate		Trip Generation
1	Office	368	AM Peak	1.6 per 100 m^2 of GFA	6
			PM Peak	1.2 per 100 m^2 of GFA	5
2	Warehouse	487	AM Peak	0.52 per 100 m^2 of GFA	3
			PM Peak	0.56 per 100 m^2 of GFA	3
Total Trips in AM Peak					**9**
Total Trips in PM Peak					**8**

- Based on the above, the proposed development will result in a reduction of 1 trip in the AM peak and an addition of 4 trips in the PM peak.
- These movements are equivalent to 1 additional trip every 15 minutes. As such, the trip generation of this level is not anticipated to perceptibly impact the existing road operations.

I trust the above clarifies the parking provision and traffic matters relevant to the proposed development. Should you have any questions or require further information, please do not hesitate to contact me on 02 8005 8042.

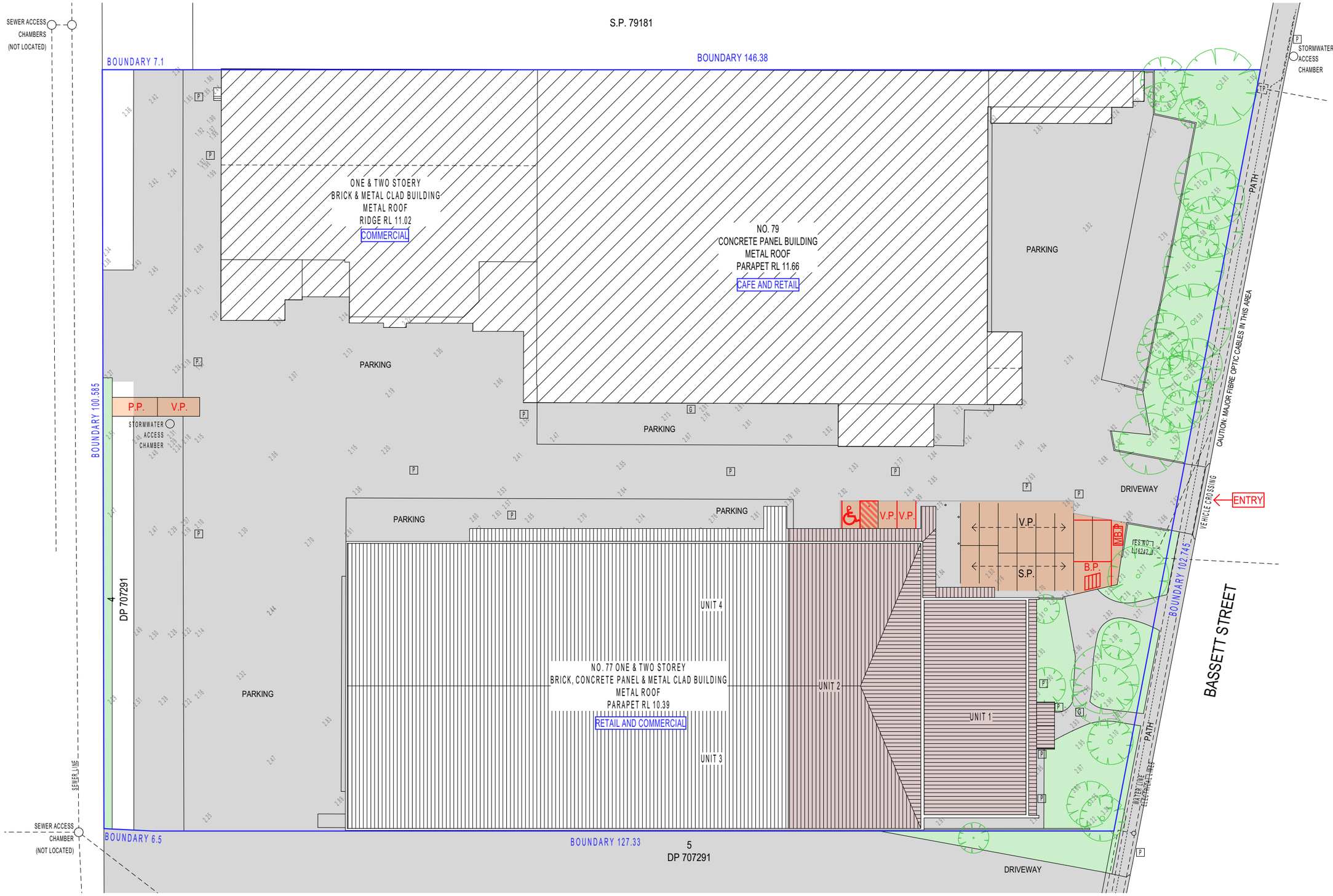
Yours faithfully

Sid Ali
Technical Director
Traffic and Transport Planning Solutions Pty Ltd

TTPS

ATTACHMENT A

Updated Architectural Plans



KEY:

V.P. EXIST. VISITOR PARKING
V.P. PROP. VISISTOR PARKING
S.P. EXIST. STAFF PARKING
MB.P. PROP. MOTORBIKE PARKING
B.P. PROP. BICYCLE PARKING
P.P. PROP. PALLET PARKING
PROP. DISABLED PARKING (WITH SHARED SPACE)

PARKING SITE PLAN

TRUE NORTH:

NOTES (E & OE)
- All structures including stormwater & drainage to engineer's details.
- Do not obtain dimensions by scaling drawings.
- All dimensions are to be checked on site prior to starting work.
- These drawings are to be read in conjunction with all other consultant's drawings and specifications.
- All workmanship & materials shall be in accordance with the requirements of current editions including amendments of the National Construction Code, relevant Australian Standards & local council requirements.
- New materials are to be used throughout unless otherwise noted.
- Concrete footings, slab, structural beams or any other structural members are to be designed by a practicing engineer.

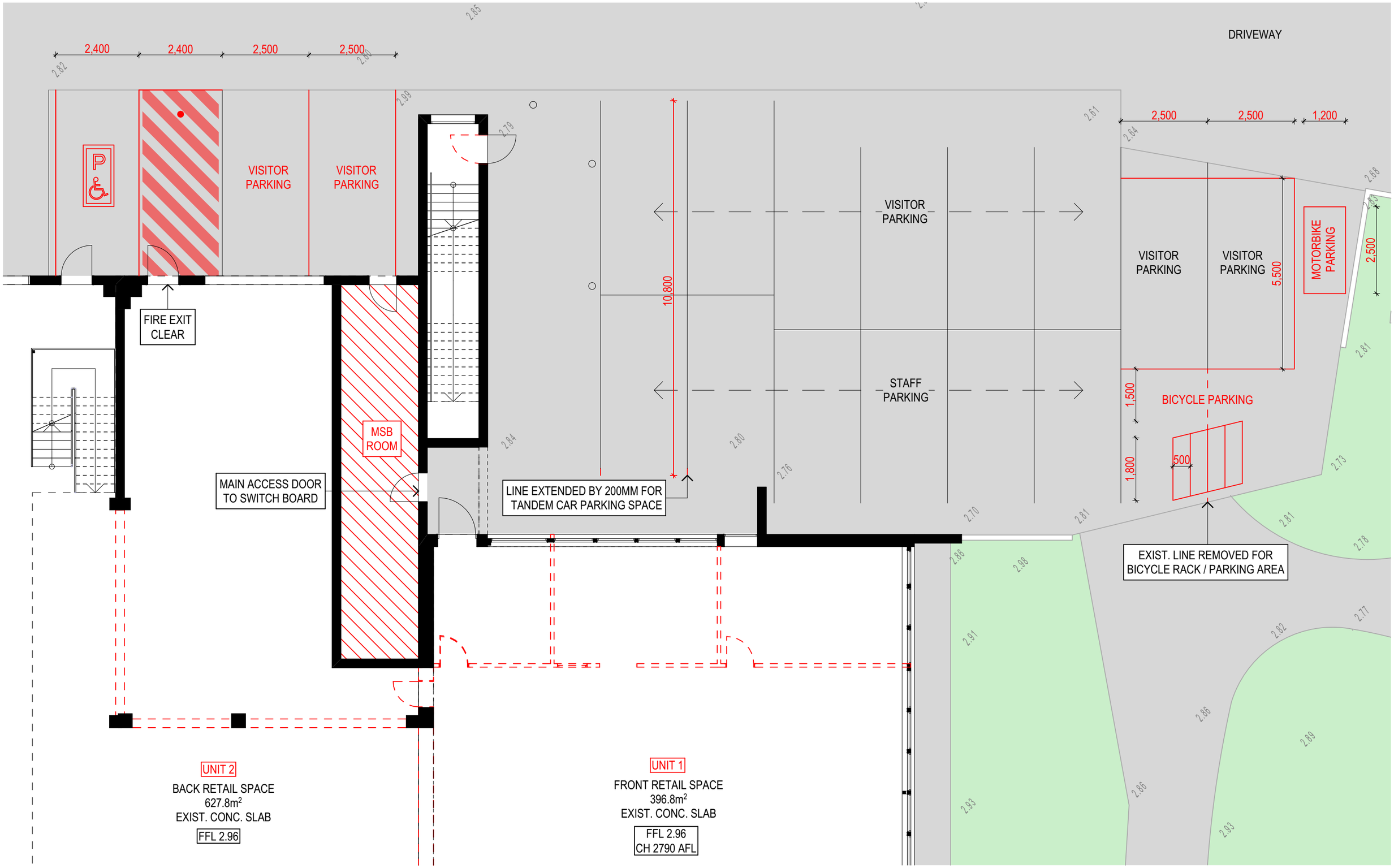
JJ Drafting Australia P/L.
26/90 Mona Vale Road, Mona Vale, NSW, 2103
PO Box 687, Dee Why, NSW, 2099
Mob. 0414 717 541 | ACN 651 693 346
Email. enquiries@jjdrafting.com.au
www.jjdrafting.com.au

REV:	DATE:	DESCRIPTION:
A	17/08/2023	DA DRAWINGS
B	4/09/2023	DA DRAWINGS REVISE
C	16/10/2023	DA DRAWINGS REVISE - BCA
D	26/10/2023	DA ADDITIONAL DRAWINGS
E	31/10/2023	DA DESIGN REVISE
F	24/01/2024	DA CONDITIONS - PARKING REVISE

ALTERATIONS & ADDITIONS FOR PROPOSED CHANGE OF USE
77 BASSETT STREET, MONA VALE
CLIENT:
ROBERT JOHNSON

DRAWING TITLE:
PARKING SITE PLAN

DATE:	DRAWN BY:	SCALE:
AUG/23	AD	1:500 @ A3
JOB No:	CHECKED BY:	DRAWING No:
1182/23	JJ	**DA.23**



PARKING PLAN

TRUE NORTH:

NOTES (E & OE)
- All structures including stormwater & drainage to engineer's details.
- Do not obtain dimensions by scaling drawings.
- All dimensions are to be checked on site prior to starting work.
- These drawings are to be read in conjunction with all other consultant's drawings and specifications.
- All workmanship & materials shall be in accordance with the requirements of current editions including amendments of the National Construction Code, relevant Australian Standards & local council requirements.
- New materials are to be used throughout unless otherwise noted.
- Concrete footings, slab, structural beams or any other structural members are to be designed by a practicing engineer.

JJ Drafting Australia P/L.
26/90 Mona Vale Road, Mona Vale, NSW, 2103
PO Box 687, Dee Why, NSW, 2099
Mob. 0414 717 541 | ACN 651 693 346
Email. enquiries@jjdrafting.com.au
www.jjdrafting.com.au

REV:	DATE:	DESCRIPTION:
A	17/08/2023	DA DRAWINGS
B	4/09/2023	DA DRAWINGS REVISE
C	16/10/2023	DA DRAWINGS REVISE - BCA
D	26/10/2023	DA ADDITIONAL DRAWINGS
E	31/10/2023	DA DESIGN REVISE
F	24/01/2024	DA CONDITIONS - PARKING REVISE

ALTERATIONS & ADDITIONS FOR PROPOSED CHANGE OF USE
77 BASSETT STREET, MONA VALE
CLIENT:
ROBERT JOHNSON

DRAWING TITLE:
PARKING PLAN

DATE:	DRAWN BY:	SCALE:
AUG/23	AD	1:100 @ A3
JOB No:	CHECKED BY:	DRAWING No:
1182/23	JJ	**DA.22**

TTPS

ATTACHMENT B

Swept Path Assessment

VEHICLE ENTERING

VEHICLE EXITING

SRV
STANDARDS 2018 (AU)

VISITOR PARKING

FIRE EXIT CLEAR

MAIN ACCESS DOOR TO SWITCH BOARD

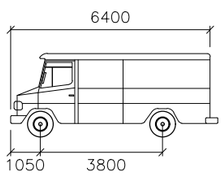
LINE EXTENDED BY 200MM FOR TANDEM CAR PARKING SPACE

UNIT 2
BACK RETAIL SPACE
627.8m²
EXIST. CONC. SLAB
RL 2.50

EXIST. ROLLER DOOR
MAIN ACCESS TO LOADING

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



SRV

	mm
Width	: 2300
Track	: 2300
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	06/02/2024

UNIT 1 & 2 , 77-79 BASSETT STREET, MONA VALE
SWEPT PATH ASSESSMENT
6.4m LONG SRV ACCESSING THE LOADING AREA
DRAWING REF NO. N318-SP01

DESIGNED BY S.ALI
REVIEWED BY S.ALI
SCALE A3
1:200

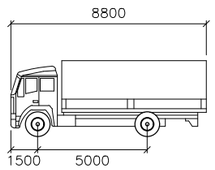
TTPS TRANSPORT MATTERS
Traffic and Transport Planning Solutions
Email: info@myttps.com
Phone: 02 8005 8042

VEHICLE ENTERING

VEHICLE EXITING

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



MRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	06/02/2024

UNIT 1 & 2 , 77-79 BASSETT STREET, MONA VALE
SWEPT PATH ASSESSMENT
8.8m LONG MRV ACCESSING THE LOADING AREA
DRAWING REF NO. N318-SP02

DESIGNED BY S.ALI
REVIEWED BY S.ALI
SCALE A3
1:200

TTPS TRANSPORT MATTERS
Traffic and Transport Planning Solutions
Email: info@myttps.com
Phone: 02 8005 8042

C:\Users\sjwed\Transport Strategies Dropbox\TTPS Main\N318 - 77-79 Bassett St, Mona Vale\DRAWING\N318-01-V2.dwg

Plotted by Sid Ali