



Proposed Change of Use - Use of Industrial Building for Storage of Materials and Supplies

57 Myoora Road, Terrey Hills

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Issue: E

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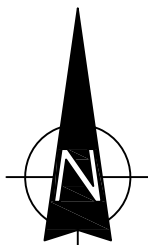
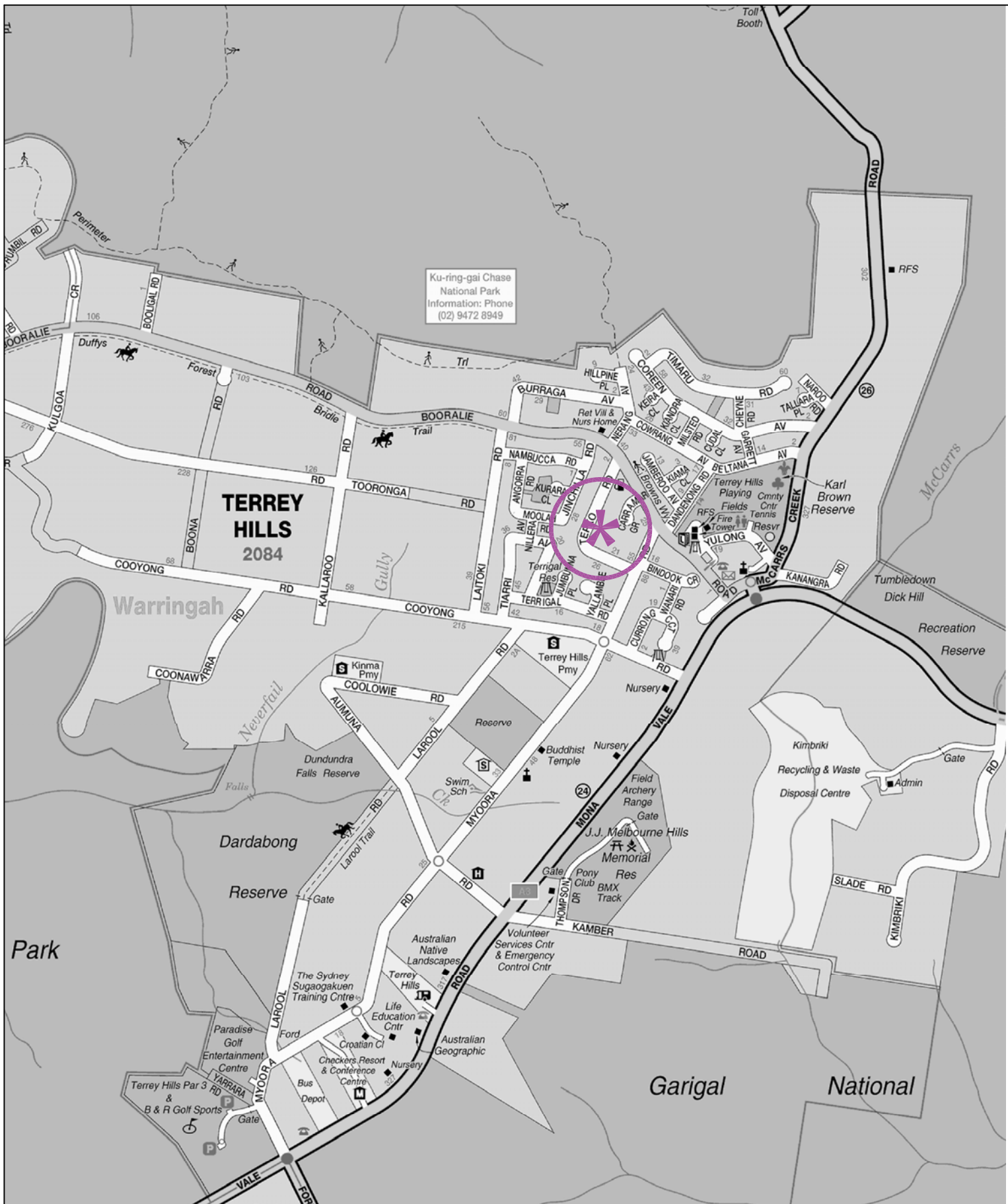
1.0 Introduction

This report has been prepared to accompany a Development Application (DA2020/0264) previously submitted to Northern Beaches Council for a proposed change of use of an industrial building to a premise for storage of building (sheet) materials and builders and plumbers supplies (Figure 1).

The site is appropriately proportioned, configured and located to accommodate the proposed change of use and all of its key functions. The proposed development is a permissible land use and supports Council's objectives for the accommodation and generation of jobs and services within the Northern Beaches region.

The purpose of this report is to:

- ❖ describe the site, the existing context and the proposed development scheme
- ❖ describe the road network serving the site and the prevailing traffic conditions
- ❖ describe the available public transport services
- ❖ assess the potential traffic implications
- ❖ assess the suitability of the envisaged vehicle access, internal circulation and servicing arrangements



LOCATION

FIG 1

2.0 Proposed Development

2.1 Site, Context and Existing Circumstances

The site (Figure 2) being Lot 2 within DP 530175 occupies a generally rectangular-shaped area of some 2,782m², having a 36m frontage to the western side of Myoora Road. Vehicle access is currently provided on the north-eastern side of the site, providing connections to an on-grade carpark and building entrance adjoining the front of the existing industrial building.

The site is centrally located within the Terrey Hills Light Industrial zone, with various other industrial uses surrounding the site. It is surrounded by similar nature light industrial/commercial uses to the south and west with residential pockets comprising largely single residences to the north and east.

The site is currently occupied by a single-storey industrial building located towards the rear of the site and was tenanted by Nature's Care Australia.

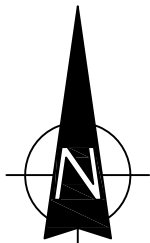
Prior to the above tenancy, the site was occupied by

- Mastercraft Marine: boat & yacht builders/repairers
- Buizen Yachts: boat builders

2.2 Proposed Development

The proposal includes the change of use and minor fitout works at 57 Myoora Road, Terrey Hills to support the use of an existing industrial building for the purpose of providing a premise for storage of building (sheet) materials and builders and plumbers supplies, that will enable these products to be distributed from the site for Hardware & General Supplies Limited.

The relevant GFA breakdown for the proposed development is shown in the following:



SITE

FIG 2

- Office area 36.6m²
- Warehouse area 987.3m²

A separate application (DA2020/0263) has been submitted for the adjoining site (59 Myoora Road), to cater to the sales of both building supplies/steel concrete materials and sheet materials.

The existing vehicle access off Myoora Road will be widened to accommodate truck access as part of the development.

The development proposes to have 4 staff at any one time comprising:

- site manager
- 3 general workers

The hours of operation are proposed to be:

- Monday to Friday: 7.00 am and 5.00 pm
- Saturday: 8.00 am to 4.00 pm
- Sundays and Public Holidays: Closed

The development proposes to convert the existing mesh boundary fencing to a more substantial security style fencing (a maximum height of 2.4m) with entrance gates to the property along the eastern site boundary where the main entrance gates are to be located across the driveway.

The site currently has an on-grade carpark which can accommodate 17 cars (including 1 disabled space).

Details of the development are provided on the plans prepared by Hardware & General, which accompany the Application and are reproduced in part in Appendix A.

2.3 Hardware & General's Unique Business Model

It should be noted that Hardware & General's business model is unlike the other major players i.e. Bunnings, Mitre 10, Home Timber & Hardware etc. These major players typically accommodate 70% Do It Yourself (DIY) customers and 30% tradespeople which involves a high number of customers driving to their stores and collecting their own goods. As such, these businesses require a significantly higher number of parking provision and fewer deliveries as compared to Hardware & General store.

Hardware & General's business model comprises 80% account sales to trades with the remaining 20% being non-account. It is also noted that 20% non-account sales include tradespeople.

With a unique business model, most of the Hardware & General's orders come in via phone, fax, emails, online order forms or by Company sales representatives. With the provision of free delivery service, they call out and see the tradespeople on their site, minimising their need to come to the store. The no delivery fee allows tradespeople to save a lot of time and money as well as have higher on-site productivity time instead of calling in to the store to collect their supplies.

2.4 Anticipated Traffic Movements

Based on the proposed hours of operation, the following traffic movements associated with the development are expected:

- 6 am - 7 am (Monday – Friday):
 - H&G staff access only
 - Loading of H&G trucks on-site
- 7 am - 5 pm (Monday – Friday):
 - Customer's vehicle arrival and departure
 - Supplier deliveries
 - H&G deliveries

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- 5 pm - 6 pm (Monday – Friday):
 - Closed to customers
 - H&G staff access only
 - Periodically loading of H&G trucks on-site
- 7 am - 8 am (Saturday): H&G staff access only
- 8 am - 4 pm (Saturday):
 - Customer's vehicle arrival and departure
 - H&G deliveries

3.0 Road Network and Traffic Conditions

3.1 Road Network

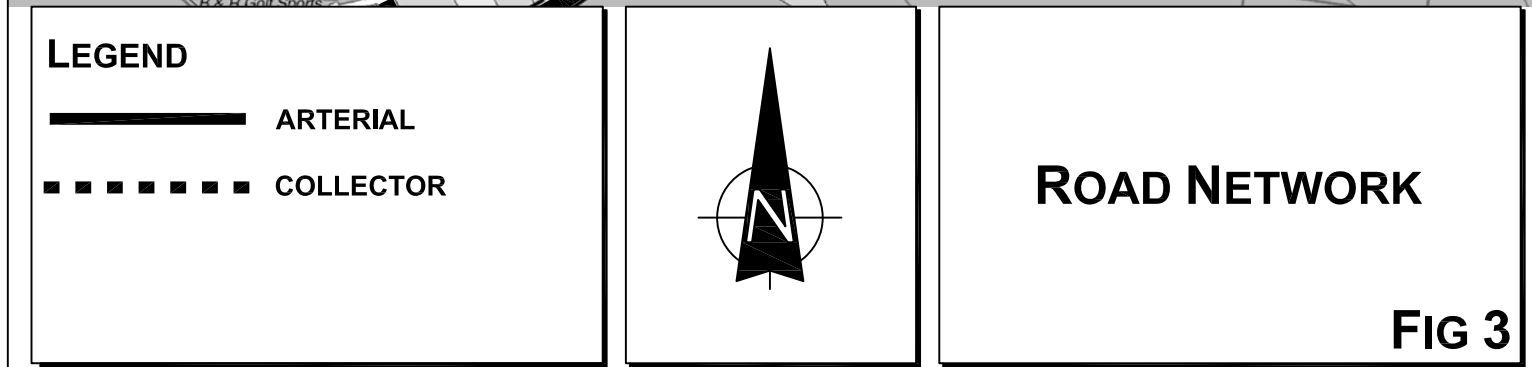
The existing road network serving the site (Figure 3) comprises:

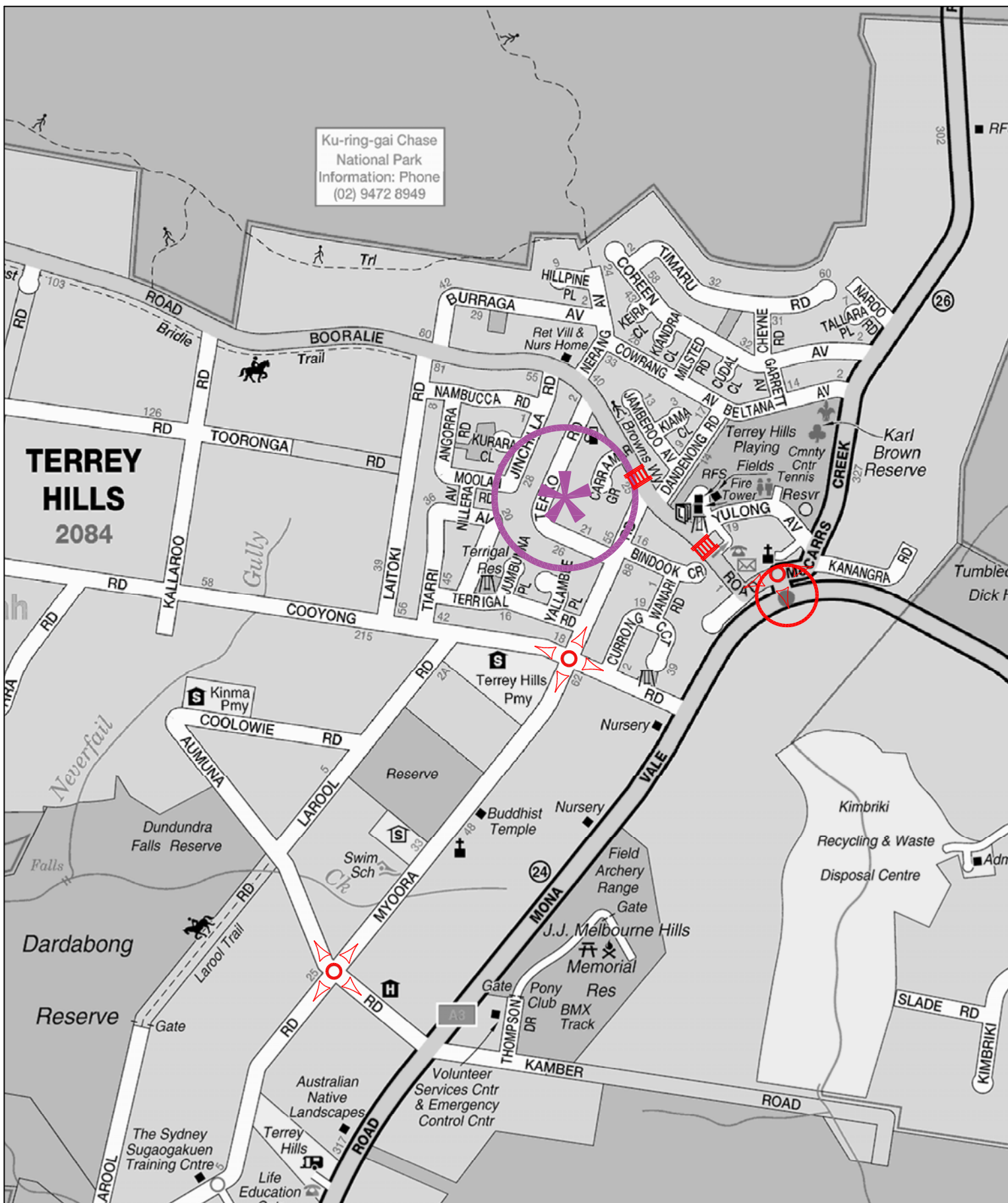
- ❖ *Mona Vale Road* – a State Road and arterial route connecting between Pacific Highway at Gordon and Pittwater Road at Mona Vale
- ❖ *Forest Way* – a State Road and arterial route connecting between Mona Vale Road and Warringah Road
- ❖ *McCarrs Creek Road* – a State Road and major collector route linking between Terrey Hills and Church Point
- ❖ *Booralie Road* – a collector road providing access to Terrey Hills and Duffys Forest
- ❖ *Myoora Road* – a collector road connecting between Mona Vale Road at Forest Way and Booralie Road
- ❖ *Cooyong Road* – a minor collector road which runs to the west of Mona Vale Road
- ❖ *Tepko Road* – a local access road connecting between Booralie Road and Myora Road

Myoora Road has a carriageway width of some 11m and carries one traffic lane and one parking lane in each direction in the vicinity of the site.

3.2 Traffic Controls

The existing traffic controls which have been applied to the roads in the vicinity of the site (Figure 4) include:





- ❖ traffic signals at the Mona Vale Road, Forest Way and Myoora Road intersection which incorporate the prohibition of the right-turn movement from Mona Vale Road to Myoora Road
- ❖ the traffic signals at the Mona Vale Road and McCarrs Creek Road intersection
- ❖ the roundabout at the Booralie Road and McCarrs Creek Road intersection
- ❖ the roundabout at the Myoora Road and Cooyong Road intersection
- ❖ the bus stops on both sides of Myoora Road to the north and south of Cooyong Road
- ❖ the marked pedestrian crossings on Cooyong Road and Myoora Road near the intersections of those roads
- ❖ the 50kmph speed restriction on Myoora Road, Cooyong Road and Tepko Road with 40 kph school speed zone near the Primary School frontage

3.3 Traffic Conditions

An indication of the existing traffic conditions in the vicinity of the site is provided by data published by the RMS and site observation undertaken as part of this assessment. The data published by the RMS is expressed in terms of Annual Average Daily Traffic (AADT) and the most recently available data is summarised in the following:

Location	AADT
Mona Vale Road west of Forest Way	32,812

Traffic movements on Tepko Road were observed to be relatively minor during the AM and PM peak periods and because there were ample gaps in the traffic flows, vehicle access to/from driveways could occur with no undue difficulty.

3.4 Transport Services

There is a total of 7 bus routes servicing the vicinity of the site as follows:

Service	Destinations	Frequency
Route 196	Mona Vale to Gordon	20 min & 60 min
Route 197	Mona Vale to Macquarie University	30 min & 60 min
Route 260	Terrey Hills to North Sydney	20 min AM & PM
Route 270	Terrey Hills to City	30 min
Route L70	Terrey Hills to City	20 min AM
Route 271	Terrey Hills to City	30 min early & late
Route 284	Duffy Forest to Chatswood	2 AM & PM

The nearest bus stops are located 80m north-east of the site on Myoora Road.

Details of the bus services are provided in Appendix B.

4.0 Traffic

The unique elements of the proposed development involve:

- its primary function is to support and accommodate the patronage demands associated with an existing store at 85 Winbourne Road, Brookvale
- serve an existing customer base of nearby suburbs - Duffy Forest, Ingleside, Mona Vale, Warriewood, Elanora Heights, North Narrabeen, Bayview, Newport, Bigola Beach, etc.
- provide free deliveries of materials to the customer's site
- opens early outside of the morning peak period at 7.00 am on weekdays to accommodate the typical tradespersons' work hours.

Based on the above, the projected traffic generation outcomes for patrons are estimated based on the daily customer and staff visitation data at the Brookvale store as follows:

- Supplier trucks – up to 1 vehicle per day
- Hardware & General vehicles – up to 6 trucks vehicles per day
- Call in Customers: up to 5 vehicles per day
- Potential new customers: up to 10 vehicles per day
- Staff: up to 4 vehicles per day

The traffic generated by the development during the morning and afternoon peak periods will be predominantly related to patron arrivals and departures.

To provide a conservative assessment, it is assumed the following traffic movements will arrive and depart during the peak periods:

- 30% of patron
- 25% of truck

Based on the above, the following weekday peak hour traffic generation is projected:

- 5 customer vehicles: 10 vehicle trips per hour
- 2 trucks: 4 vehicle trips per hour
- Total: 14 vehicle trips per hour**

Traffic movements of this magnitude will be minor and equivalent to 1 vehicle trip every 4-5 minutes every minute during the peak hours. It is therefore apparent that the proposal will not result in any unacceptable traffic capacity, safety, or related environmental consequences in the context of the surrounding traffic operations.

Moreover, the use of Myoora Road by vehicles (including trucks) accessing the industrial uses, which abut them is entirely appropriate and consistent with their functional role in the road network. In addition, the site has traditionally operated with visitation by up to 11m truck. See the following figure.



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Overall, the proposed development presents an improved and safer design via the widening of the driveway and removal of some informal car parking spaces to accommodate the truck turning for forward in and out movements.

5.0 Access, Internal Circulation and Servicing

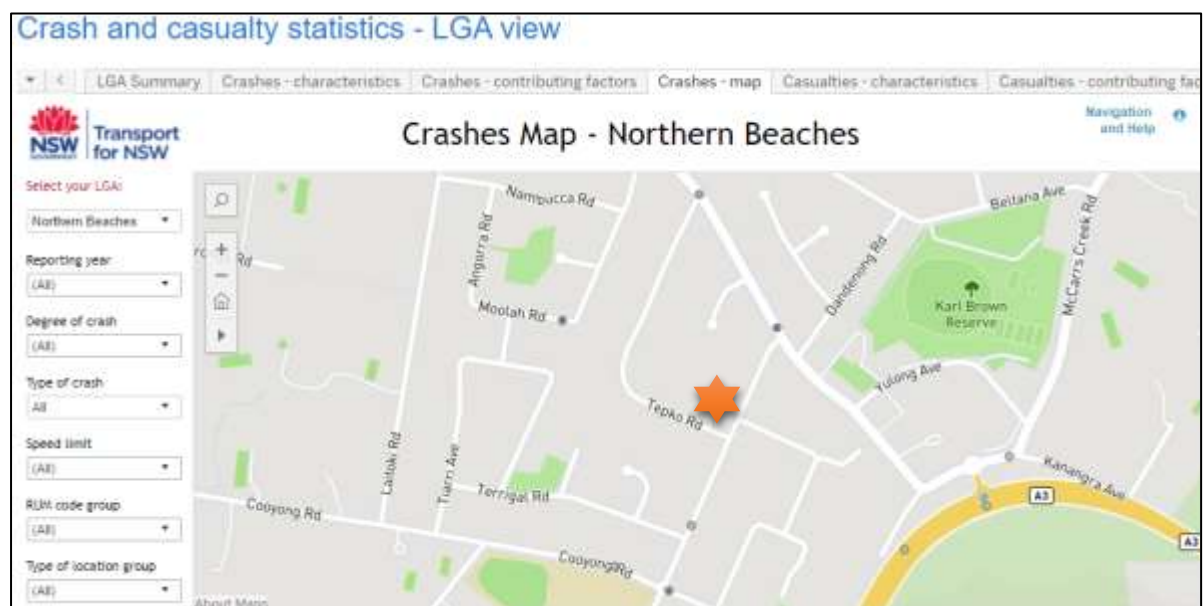
5.1 Access

Vehicles that will access the site include B99 cars, utes, vans and 10.7m rigid flat tray delivery trucks.

The existing 4m-wide driveway will be widened to 7m to accommodate the turning path of an existing 10.7m truck as well as to provide passing opportunities between entering and exiting vehicles.

The turning path assessment provided in Appendix C confirms that satisfactory provision will be available for access and manoeuvring for the truck to enter and exit the site in a forward direction.

Crash data for roads around the site has been obtained from TfNSW Centre for Road Safety – Crash and Casualty statistics LGA view. The data relates to the five-year period to December 2018. During this period, no crashes were recorded in the vicinity of the site. The data indicates that there are no vehicle and pedestrian hazards/risks at the surrounding local roads of Tepko Road and Myoora Road in the vicinity of the site including the existing driveway.



The access gate will remain open during the operation hours to ensure that vehicles will not queue across the footpath and onto Myoora Road while waiting to enter the site.

The open style fencing and gate designs allow a relatively unobstructed view for exiting drivers to pedestrians on the footpath along the western side of Myoora Road and entering vehicles.

5.2 Internal Circulation

The existing at-grade car parking and truck parking footprint will be retained as part of the proposed development. The following modifications will be made to the existing carpark to accommodate truck turning paths and compliance with AS2890.1 and 6:

- Remove car spaces V1 and V17 to accommodate truck ingress
- Remove car space V18 to accommodate truck standing and egress
- Provide disabled space pavement marker on V12
- Convert car space V13 to a shared turning space/shared area for disabled space

The proposed parking arrangement which can accommodate up to 15 parking spaces (including 1 disabled space and 1 truck) is shown on figure overleaf. The truck will reverse into the truck parking space via the at-grade car parking aisle and depart from the site in a forward direction.

5.3 Servicing

Deliveries and refuse removal (by private waste contractor) will occur on-site outside of the peak periods. Other servicing of the proposed development related to courier activity, maintenance, etc. which only involve small vehicles such as van, utes, etc. can rely on the available visitor spaces. A loading management plan will be in place to appropriately manage the truck space so that a vehicle arriving is not presented with a scenario where the service space is occupied.

6.0 Parking

Council's (Warringah) DCP specifies the following parking criteria in relation to the proposed development elements:

Warehouse	1.3 spaces per 100 m ² GFA
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Application of these criteria to the proposed development would indicate the following:

Warehouse (including office area)	1,023.9m ²	13.3 (13) spaces
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It is proposed to provide a total of 15 parking spaces in compliance with the Council's DCP criteria. Given the nature of the business, 1 of these spaces can accommodate one 10.7m rigid vehicle. 1 space will be designated for the proposed development will be suitable for disabled driver in accordance with BCA requirements. With trucks arriving typically outside the peak periods, the 10.7m rigid vehicle space can accommodate up to 2 cars as required.

The provision of 2 additional parking spaces are to accommodate:

- the special events where higher patronage is expected
- the infrequent parking needs of service personnel
- the additional car parking demand associated with the staff of the adjacent site
 - 59 Myoora Road

It is assessed that the proposed parking provision and arrangement will be suitable and appropriate to the needs of the business operation.

7.0 Conclusion

The proposed 'Hardware & General' store at 57 Myoora Road, Terrey Hills, will continue to support the local employment needs and serve an existing hardware, building and plumbing supplies market that has been established since 1960.

The traffic, transport and parking assessment provided in this report indicate that the development will:

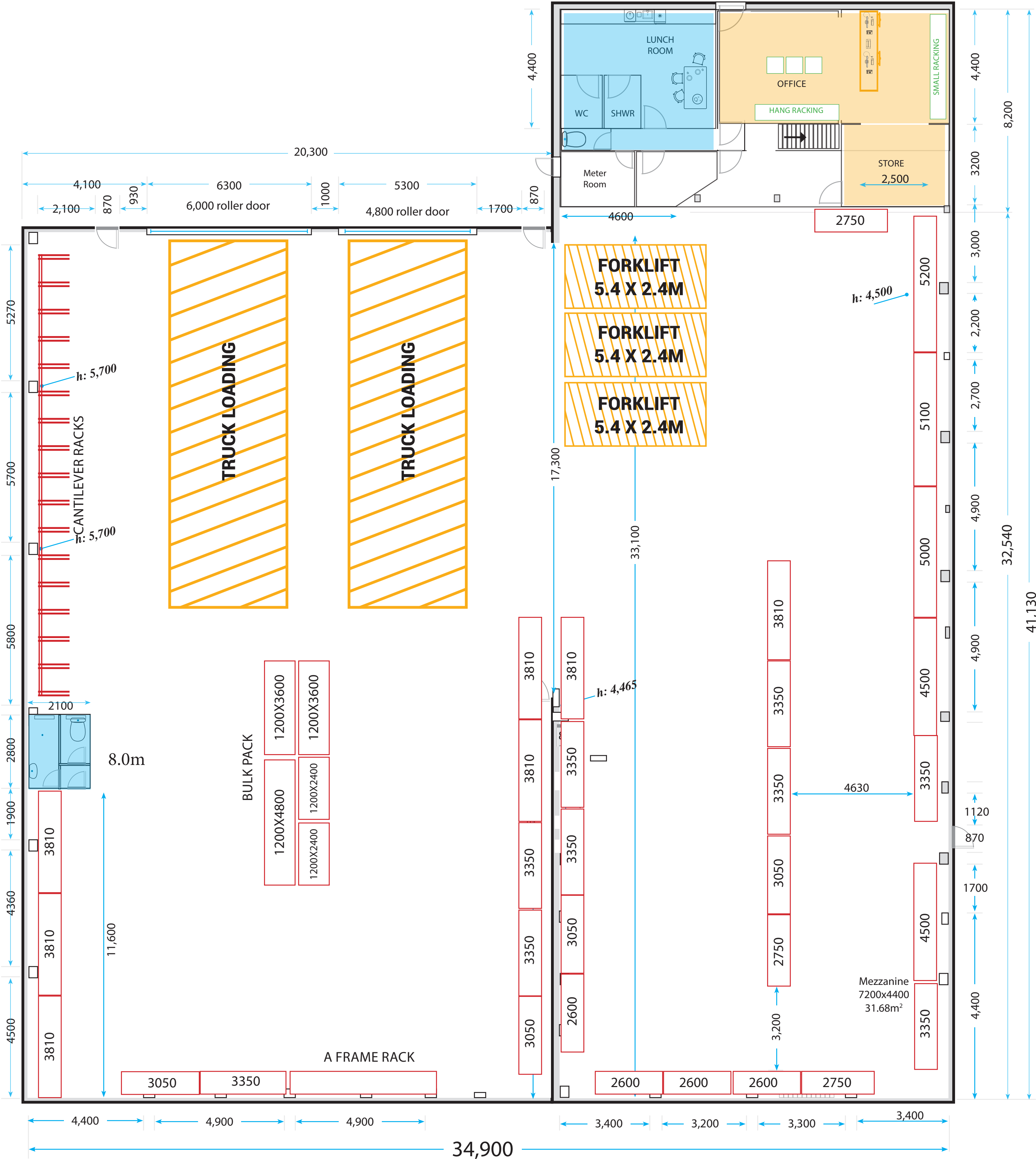
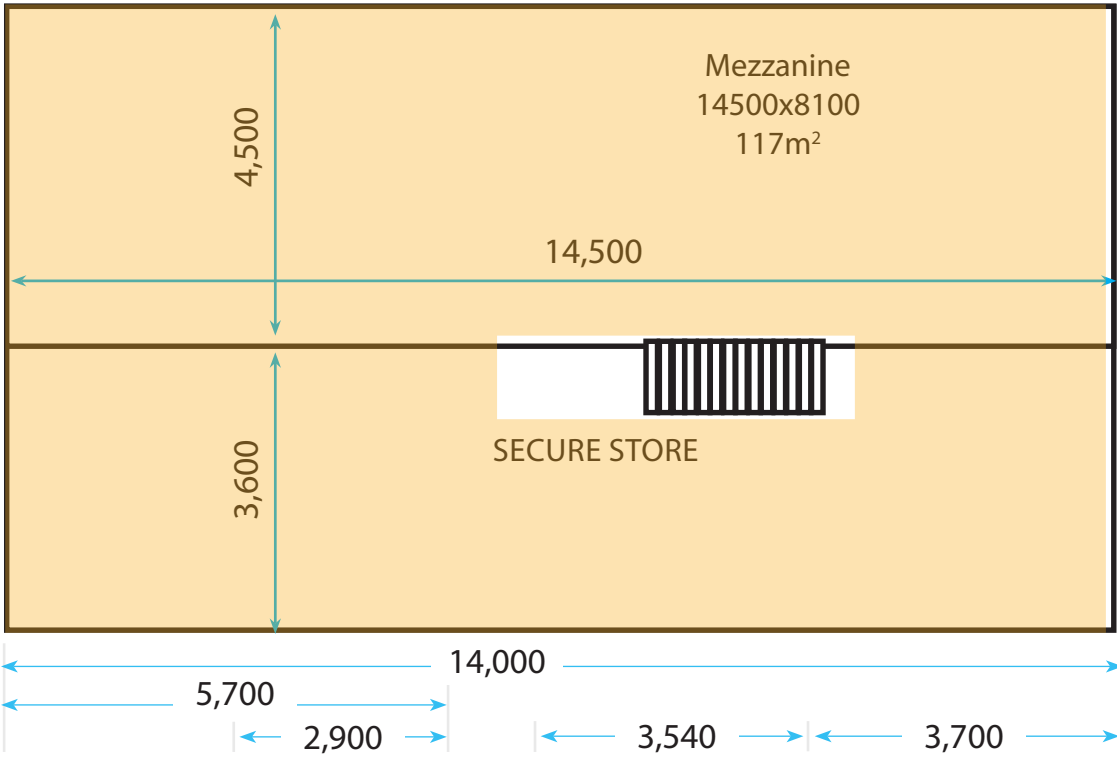
- * not present any unsatisfactory traffic capacity, safety or related environmental implications
- * incorporate a suitable and appropriate parking provision
- * incorporate suitable vehicle access, internal circulation and servicing arrangements
- * make appropriate provision for pedestrians and disabled driver

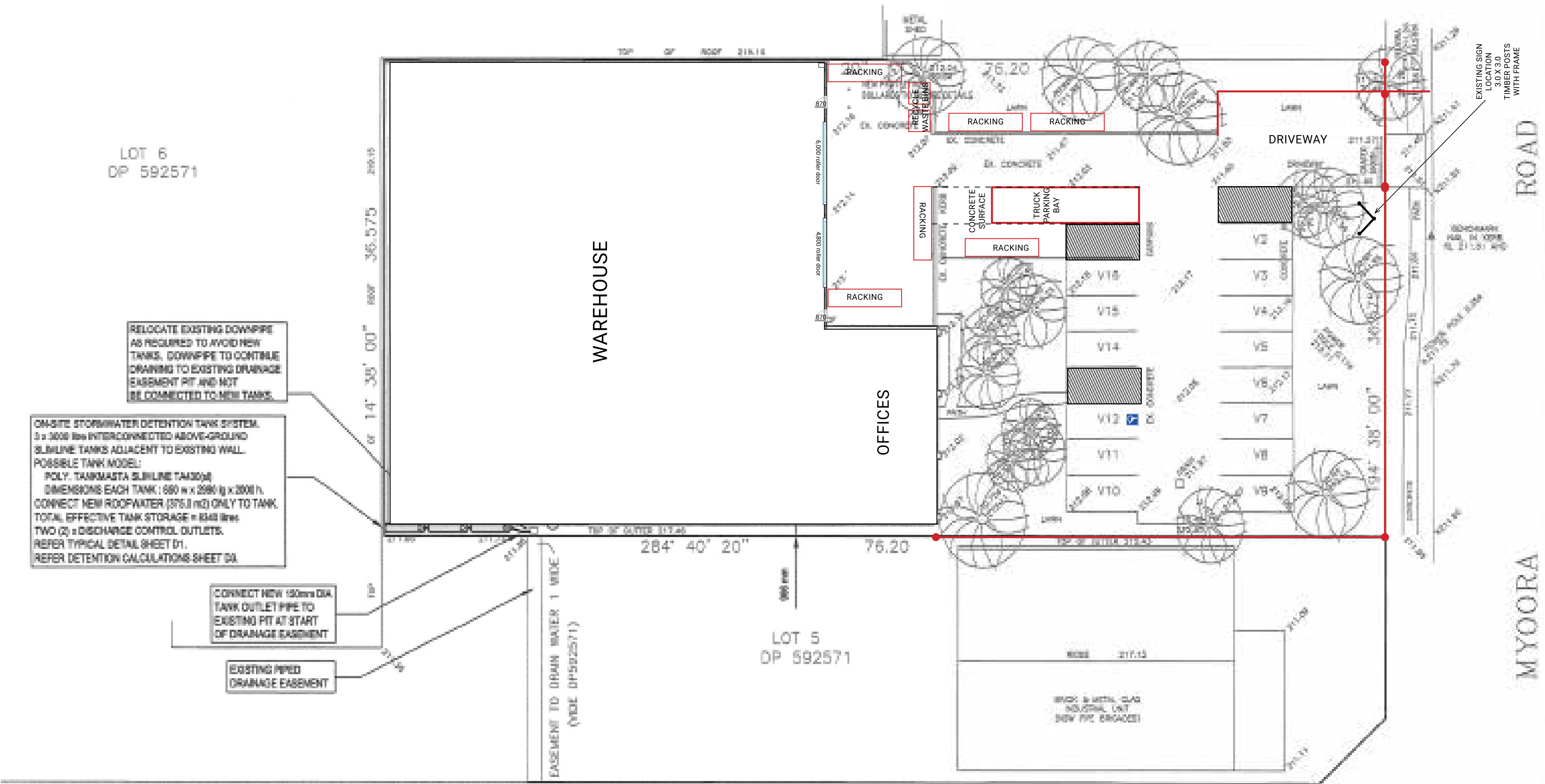
Appendix A

Architectural Plans

FLOOR PLAN

Office Area	36.6m ²
Staff / Amenities	36.7m ²
Store	122.2m ²
Warehouse	987.3m ²
Truck / Forklift Area	141.8m ²





NOTE
THIS DRAWING IS TO BE READ
IN CONJUNCTION WITH
ARCHITECTURAL DRAWINGS :
ROB CRUMP DESIGN
REFERENCE : 1879

NOTE
THIS DRAWING IS FOR
DEVELOPMENT APPLICATION ONLY
AND IS NOT FOR CONSTRUCTION

ISS	DATE	AMENDMENT
A	4.05.2009	DA ISSUE

ARCHITECT	ROB CRUMP DESIGN
CLIENT	BAUZEN YACHTS

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DWG TITLE
CONCEPT STORMWATER MANAGEMENT PLAN

PROJECT TITLE
**PROPOSED ALTERATIONS AND ADDITIONS DEVELOPMENT
No 57 MYOORA ROAD, TERREY HILLS**

ISSUED BY: *Mark Taylor*

Mark Taylor DC MIE Aust CP Eng NPER 117323

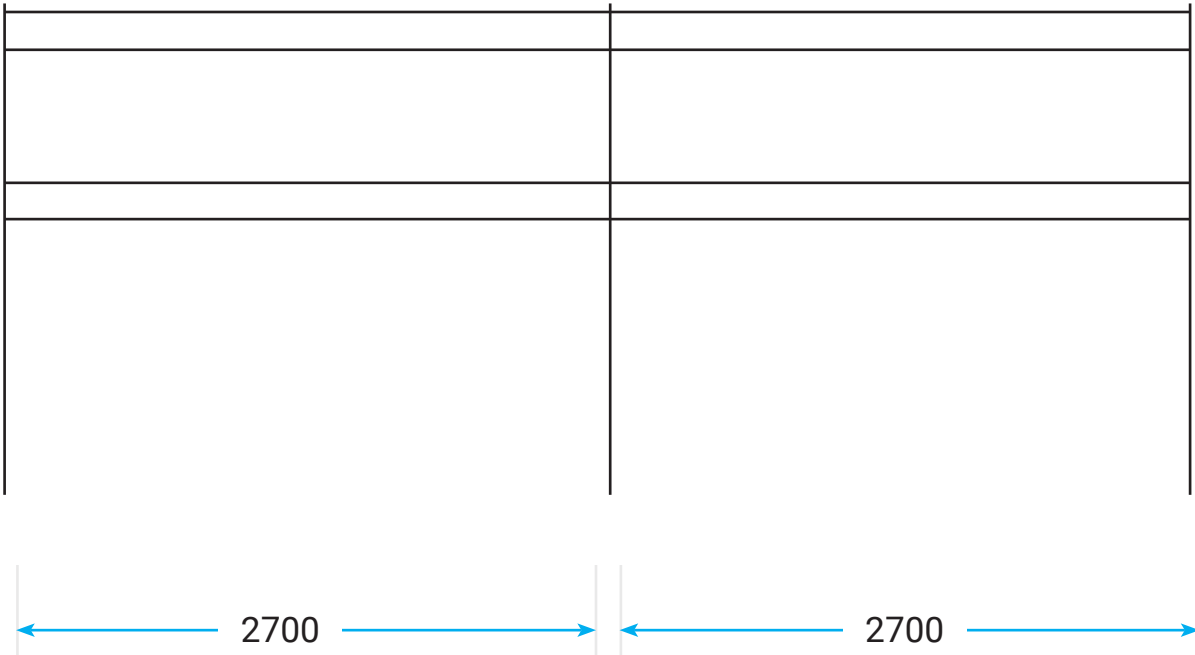
JOB No	DWG No	No IN SET	ISSUE
104993	02	2	A



Existing Sign Frame - new sign artwork 2 sides

Street Sign approx 2.4x0.9mtrs

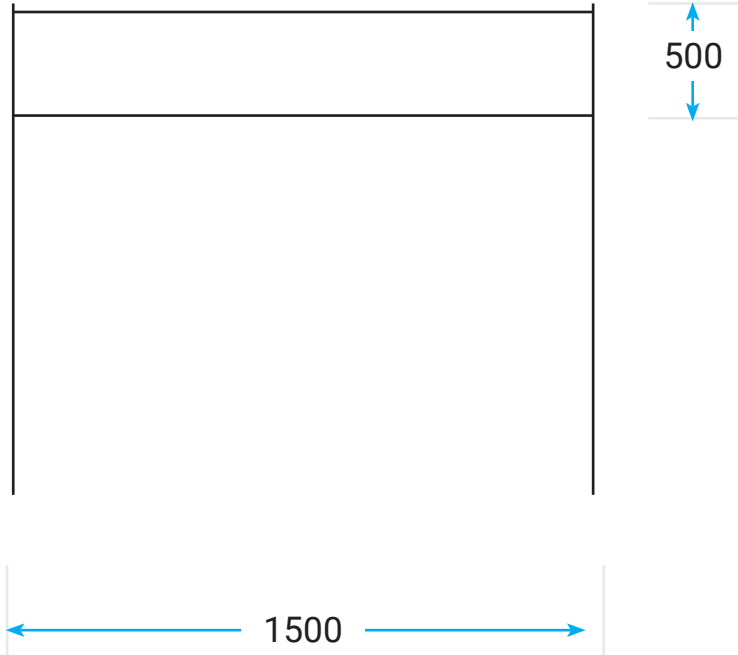
ELEVATION



New Garden Frame work with new building signage

Direction Sign approx 1.4x0.5mtrs

ELEVATION

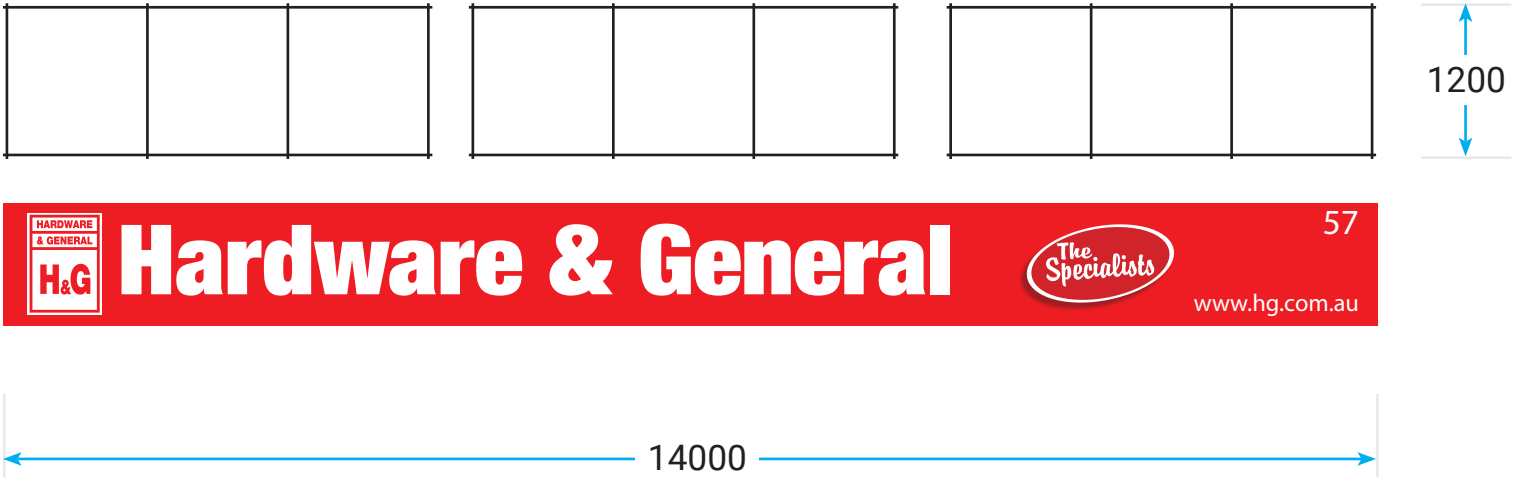


Building Sign approx 14x1.2mtrs

Colours

Building Colour: Dulux Teahouse Grey
Signs: Hardware & General Red on Alupanel, white lettering

Lightweight framework between columns



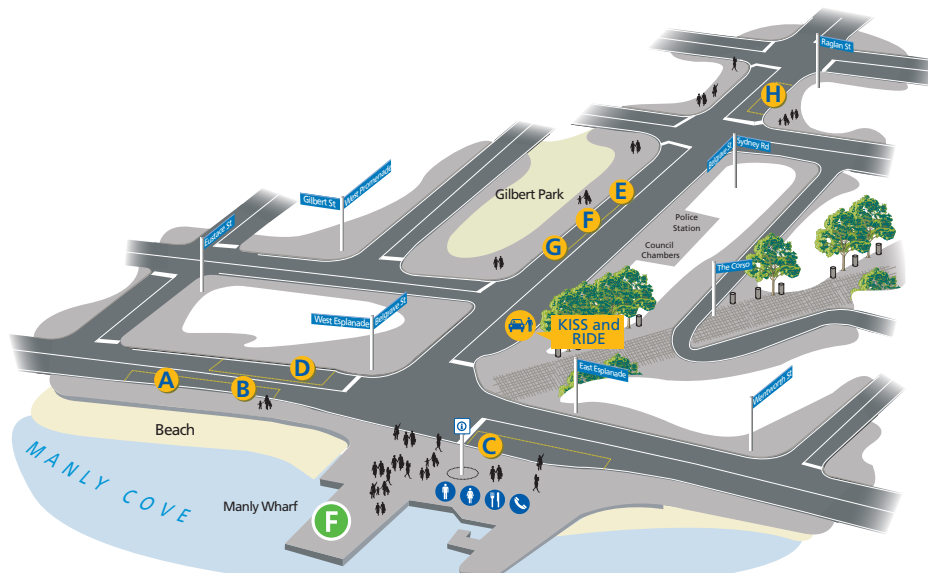
Appendix B

Bus Services



Manly Wharf Service Information

► Departure Guide



Stand	A	B	C	D	E	F	G	H
	132 171x	143 144	136 139 135	135 to North Head.	170x	142 150x	146 158 159 169 199	151 to City. 151 to Mona Vale.

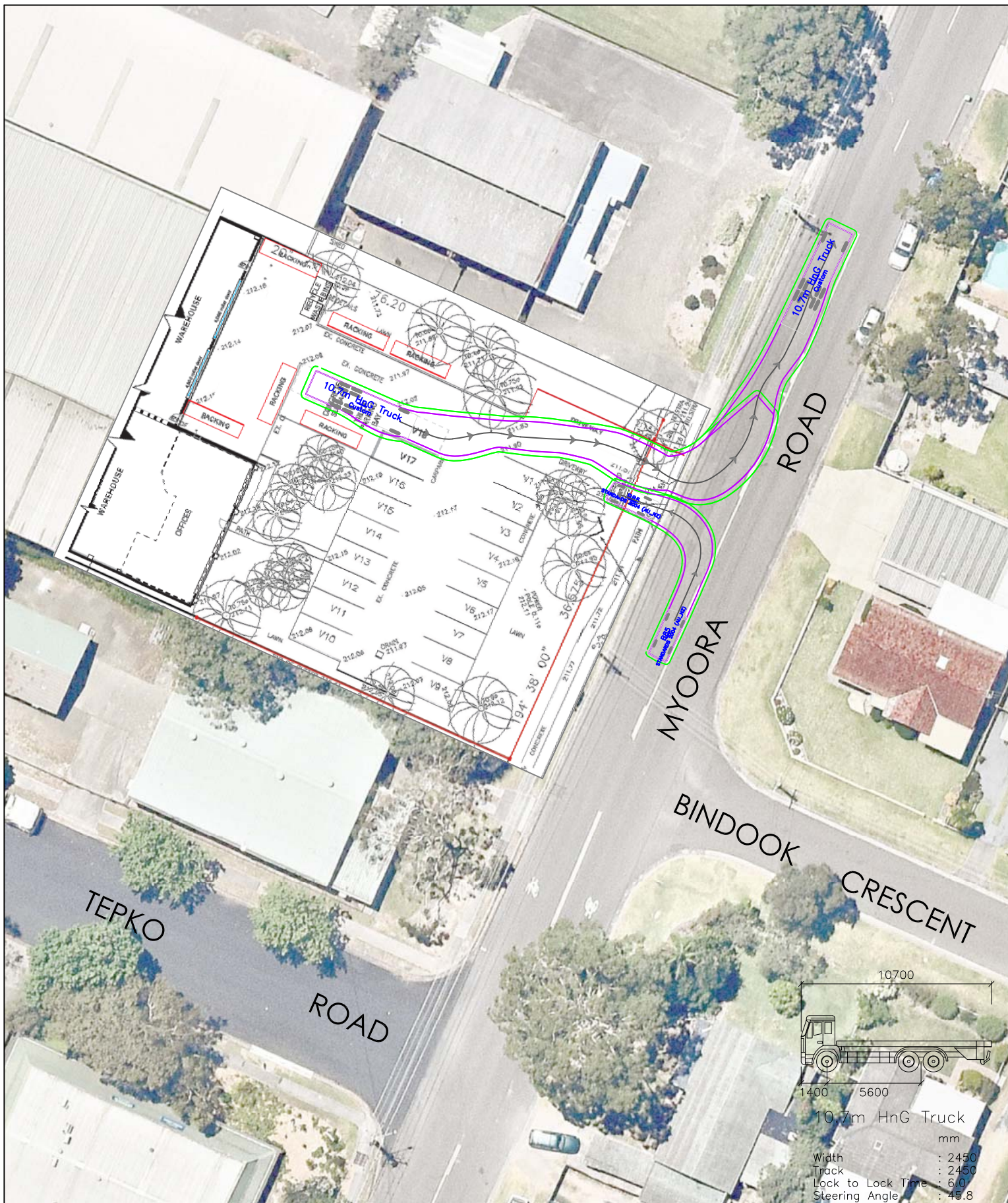


State Transit Northern Beaches & Lower North Shore



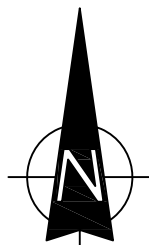
Appendix C

Turning Path Assessment



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTURN PRO10 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF A 10.7M TRUCK EXITING THE SITE