
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/12239/sk

Transport Planning
Traffic Studies
Parking Studies

20 April, 2022

Hannas
Suite 26.02 Governor Phillip Tower
1 Farrer Place
SYDNEY NSW 2000

Attention: Joseph Quarello
Email: josephq@hannas.com.au

Sam Doyle
samd@hannas.com.au

Dear Sirs,

RE: S4.55 MODIFICATIONS TO INDUSTRIAL DEVELOPMENT
101-105 OLD PITTWATER ROAD, BROOKVALE

1. As requested, we are writing regarding the traffic and parking aspects of the S4.55 modifications to the approved industrial development at 101-105 Old Pittwater Road, Brookvale. Our assessment is set down through the following sections:

- ☐ approved development;
- ☐ proposed S4.55 modifications;
- ☐ parking provision;
- ☐ access, internal circulation and servicing;
- ☐ traffic effects; and
- ☐ summary.

Approved Development

2. Development approval was granted for the industrial development at 101-105 Old Pittwater Road, Brookvale by Northern Beaches Council on 10 February 2023. The approved development includes some 2,780m² GFA of light industrial/warehouse units, some 1,008m² of mezzanine office space and some 1,916m² of self-storage units.

Proposed S4.55 Modifications

3. The S4.55 modifications are shown on plans prepared by Rothelowman Architects. The S4.55 modifications include the following:

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbrk@cbrk.com.au

Colston Budd Rogers & Kafes Pty Ltd

- ❑ no change to the gross floor area of industrial/warehouse units;
 - ❑ minor increase in mezzanine office area of some 62m² GFA;
 - ❑ minor reduction in self-storage units of some 116m² GFA;
 - ❑ modification to car parking arrangements and internal circulation;
 - ❑ modification to the basement access ramp to the self-storage units; and
 - ❑ provision of 65 parking spaces.
4. The access arrangements onto Old Pittwater Road will be the same as the approved development.

Parking Provision

5. Northern Beaches Council's 'Warringah DCP 2011' includes the following parking requirements for industrial/warehouse developments:
- ❑ Industrial/Warehouse
 - 1.3 spaces per 100m² GFA (including up to 20% of floor area as office space component. Office space component above 20% determined at office rate); and
 - ❑ Office premises
 - 1 space per 40m² GFA.
6. Application of the above rates results in a parking requirement of 54 parking spaces, comprising 45 spaces for the industrial units (including 20% of the unit floor area for office space, some 3,470m² GFA) and some 9 spaces for the residual office component of the development (some 376m² GFA).
7. With regards to the self-storage component of the development, Council's DCP does not provide a specific parking rate. The DCP suggests that, for development uses not included in the DCP, the parking requirement should be based on surveys of other similar facilities. Surveys undertaken on behalf of the Self-Storage Association of Australia Pty Ltd (SSAA) found the peak parking demand for self-storage facilities up to 3,000m² was some 6 parking spaces. The proposed self-storage facility of some 1,800m² would therefore require some 4 parking spaces.
8. Thus, the total parking requirement for the amended development is some 58 parking spaces. The proposed development will provide 65 parking spaces, satisfying this requirement.

Access, Internal Circulation and Servicing

9. The access arrangements onto Old Pittwater Road will be the same as the approved development.

10. Modified car parking spaces and service vehicle areas will be designed to comply with the Australian Standards AS2890.1-2004 and AS2890.2-2018, with regards to parking bay dimensions, aisle widths, loading areas and height clearances.
11. Parking bays will be a minimum of 2.4 metres wide by 5.4 metres long for standard spaces and 2.3 metres wide by 5 metres long for small car parking spaces. Aisle widths will be a minimum of 6.1 metres wide, plus clearances. Parking spaces located adjacent to structure will be an additional 300mm wider to provide an appropriate door opening clearance. Spaces at the end of dead end aisles will have one metre extensions or a widened circulation aisle for appropriate accessibility. Columns and structure will be set back 750mm from the front edge of the spaces.
12. Disabled parking spaces will be provided on ground floor and Level 1 of the development. Disabled parking spaces will be provided in accordance with the Australian Standard AS2890.6-2022 and will be 2.4 metres wide, with an adjacent 2.4 metre wide shared zone for wheelchair access. Height clearance above parking spaces will be 2.2 metres generally, with 2.5 metres above disabled spaces. These dimensions are considered appropriate, being in accordance with the Australian Standards AS2890.1-2004 and AS2890.6-2022.
13. Internal circulation aisles and vehicular ramps within the development will be provided in accordance the Australian Standards AS2890.1-2004 and AS2890.2-2018. Vehicular ramps will include appropriate transitions at the top and bottom of the ramps to prevent vehicles scraping.
14. In accordance with the approved development, service vehicle access to the site will be designed to cater for service vehicles ranging from small commercial vehicles to medium rigid trucks up to 8.8 metres in length. A 3.5 metre height clearance strike bar will be located at the top of the basement ramp, restricting vehicles accessing the basement level to cars and small rigid trucks. Internal circulation aisles, manoeuvring areas and loading areas, will be provided in accordance with the Australian Standards AS2890.2-2018. Vehicle swept paths are shown in Figures 1 to 10.
15. Following approval of the S4.55 modifications, access arrangements, parking layouts, servicing and vehicle swept paths should be reviewed and confirmed for compliance certification.

Traffic Effects

16. With no change to the approved industrial/warehouse units, only minor change to the office and self-storage components of the development, and similar

Colston Budd Rogers & Kafes Pty Ltd

parking provision, the traffic generation of the amended development will be the same as the approved development, with the same traffic effects.

Summary

17. In summary, the main points relating to the traffic and parking implications of the S4.55 modifications are as follows:
- i) the S4.55 modifications include the following:
 - no change to the gross floor area of industrial/warehouse units;
 - minor increase in mezzanine office area of some 62m² GFA;
 - minor reduction in self-storage units of some 116m² GFA;
 - modification to car parking arrangements and internal circulation;
 - modification to the basement access ramp to the self-storage units; and
 - provision of 65 parking spaces;
 - ii) parking provision is appropriate;
 - iii) access, internal circulation, servicing and parking layouts are appropriate;
 - iv) the proposed amended development would have the same traffic generation to the approved development, with the same traffic effects.
18. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

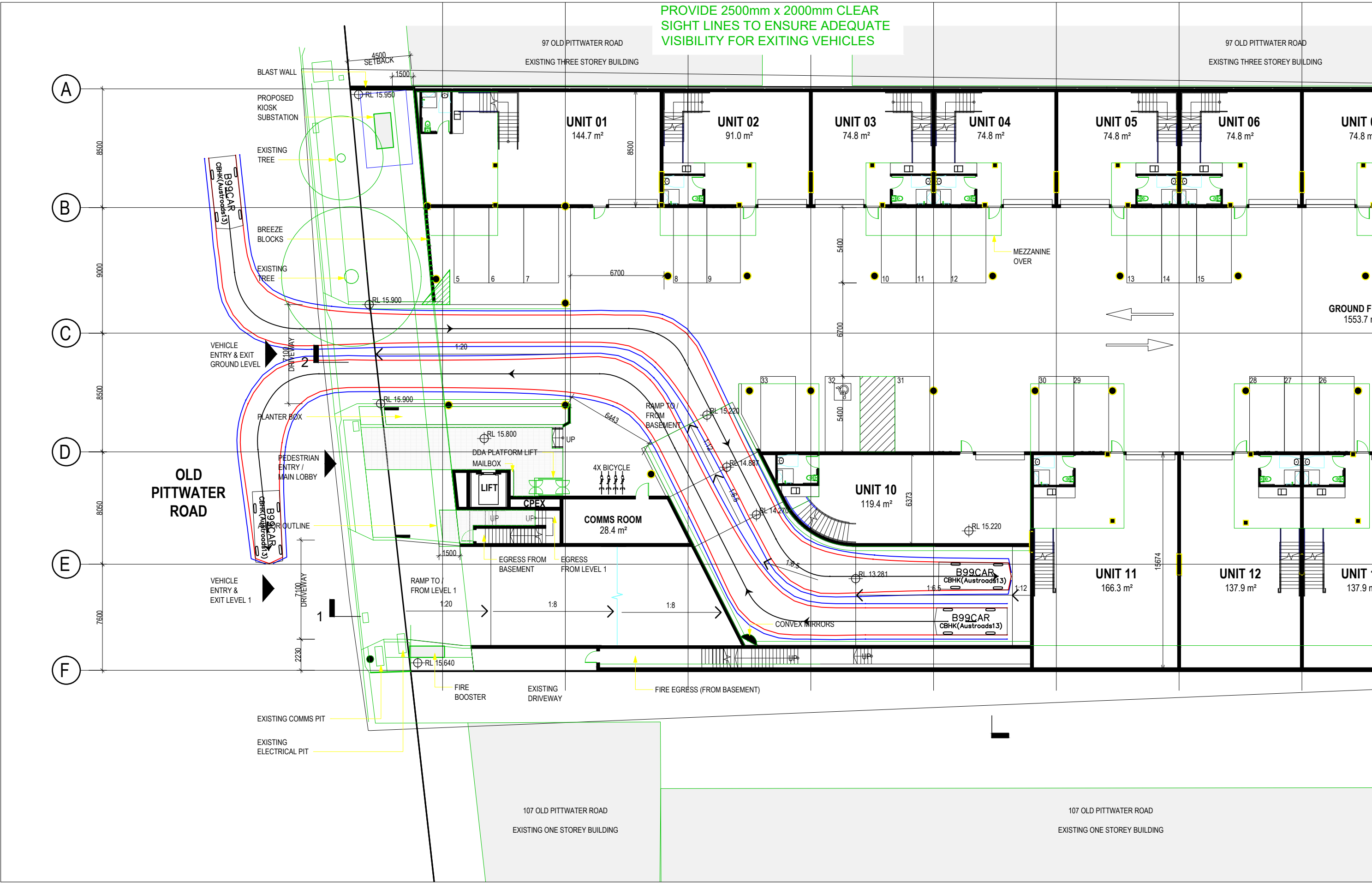
Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD



Stan Kafes

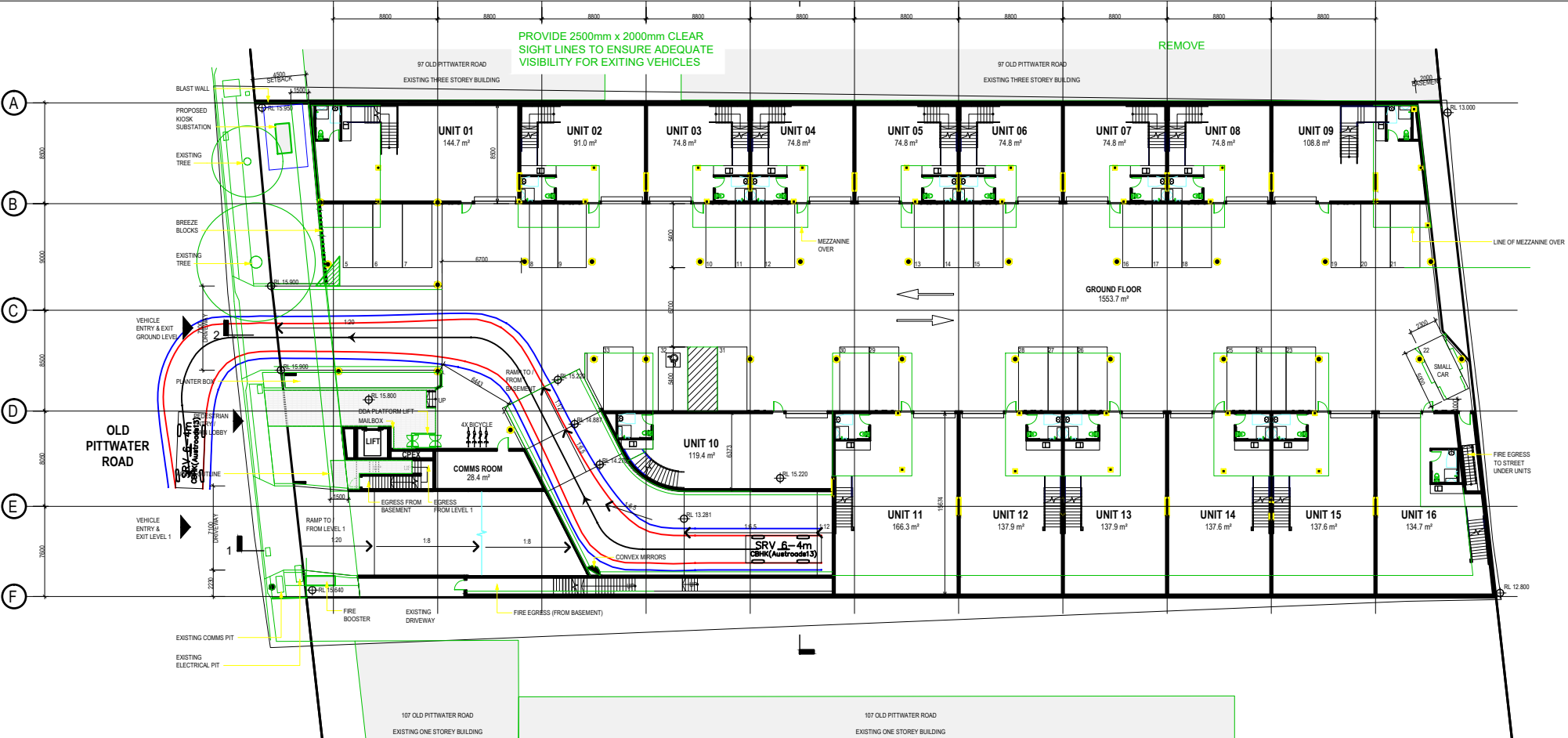
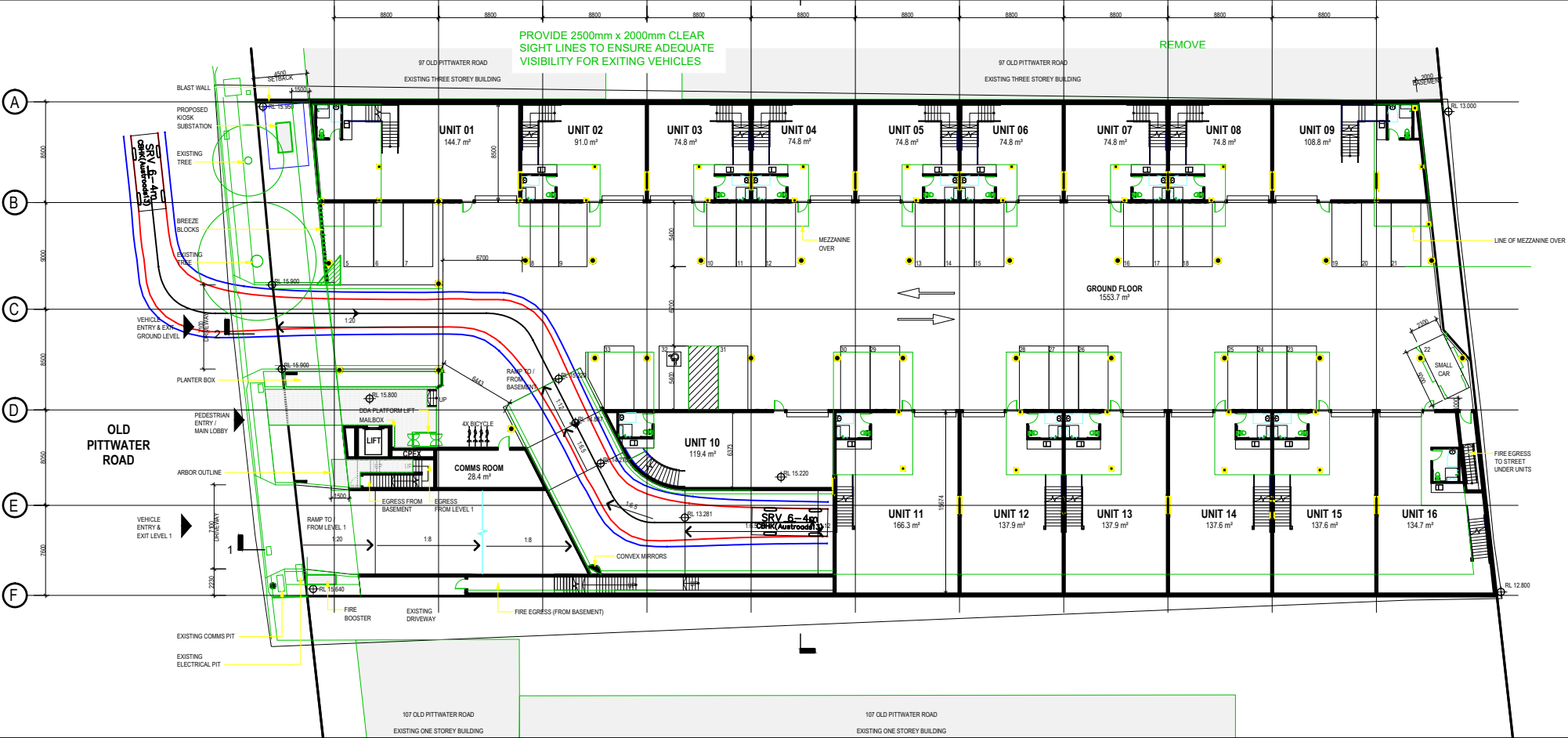
Director



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

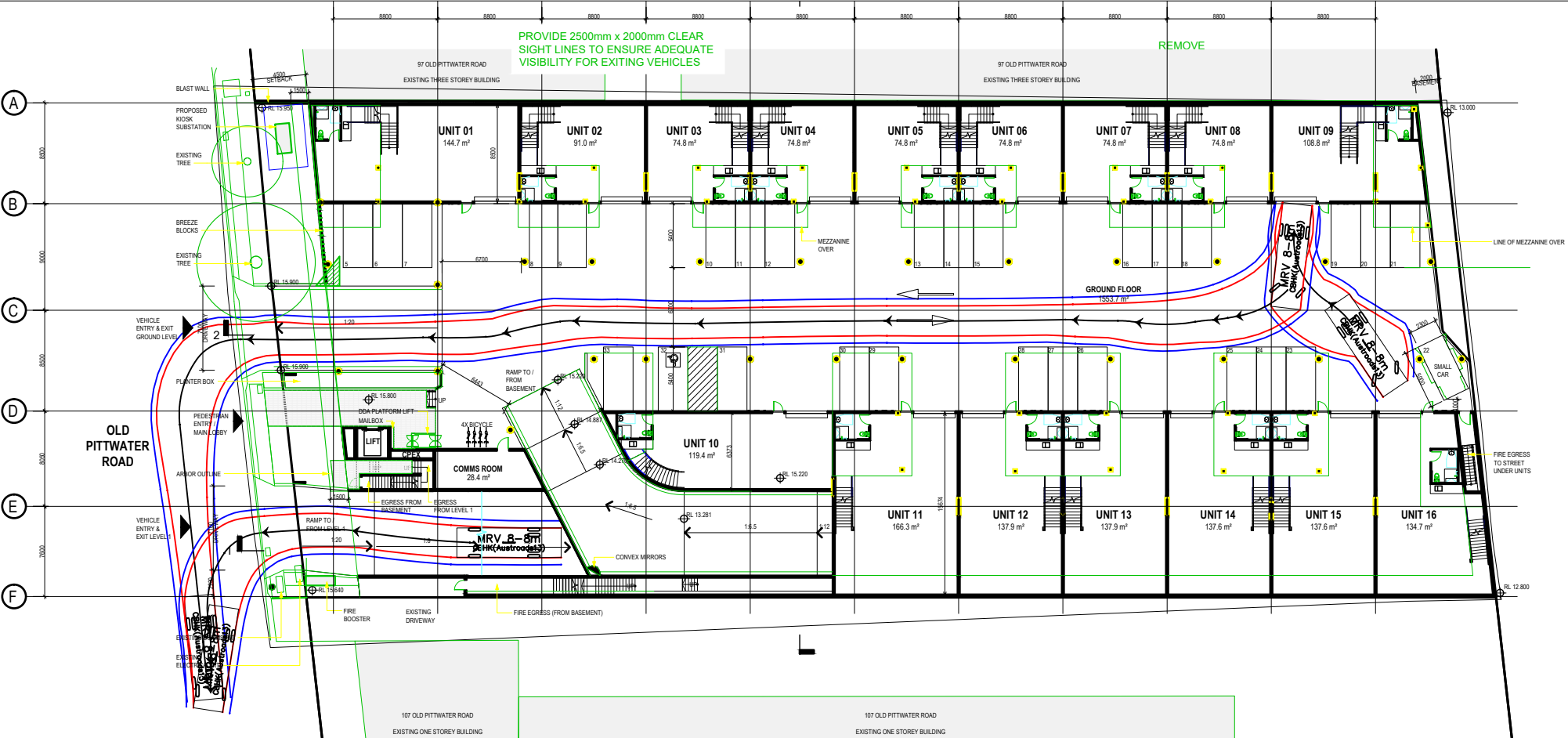
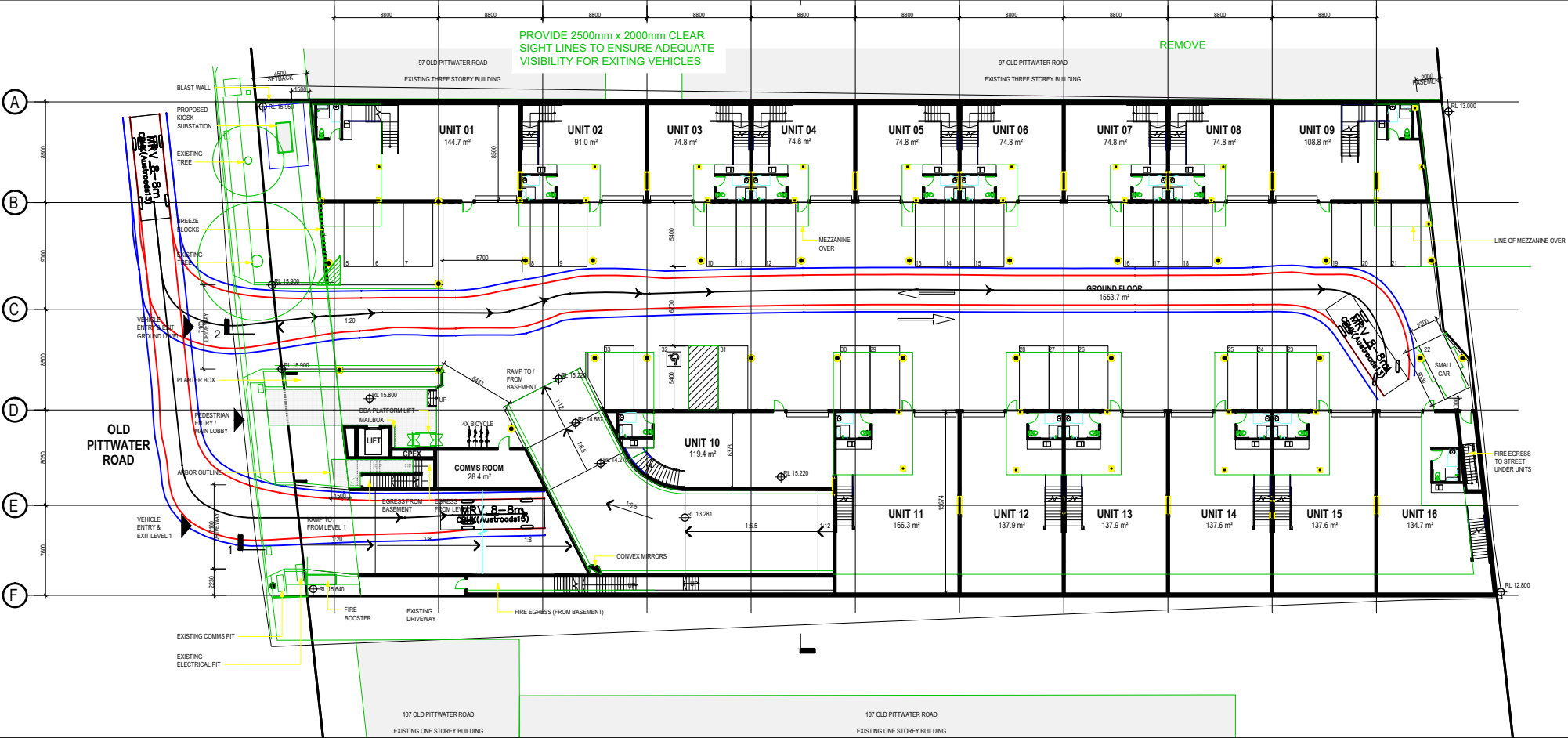
B99 VEHICLE SWEPT PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

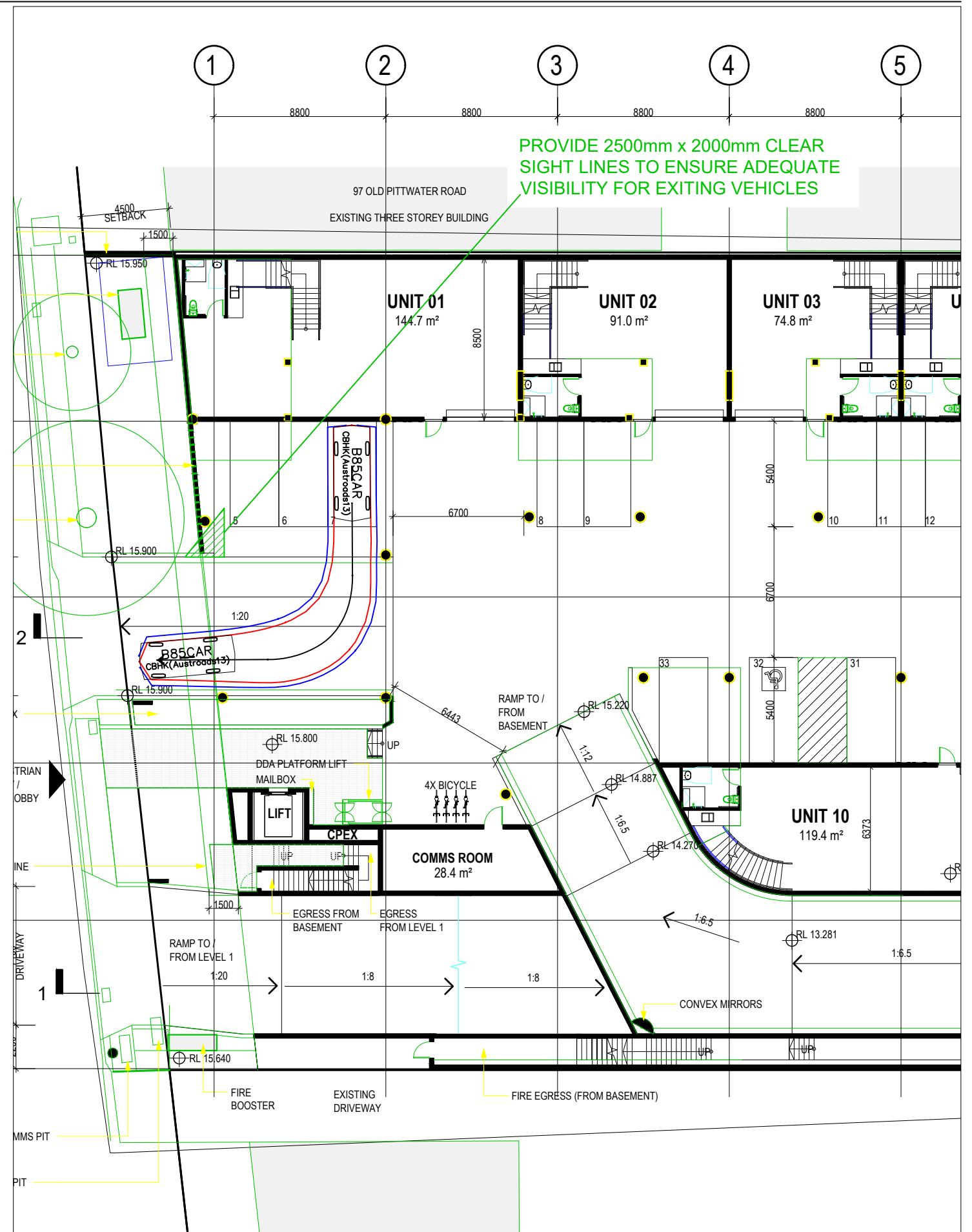
6.4m SMALL RIGID VEHICLE
SWEPT PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

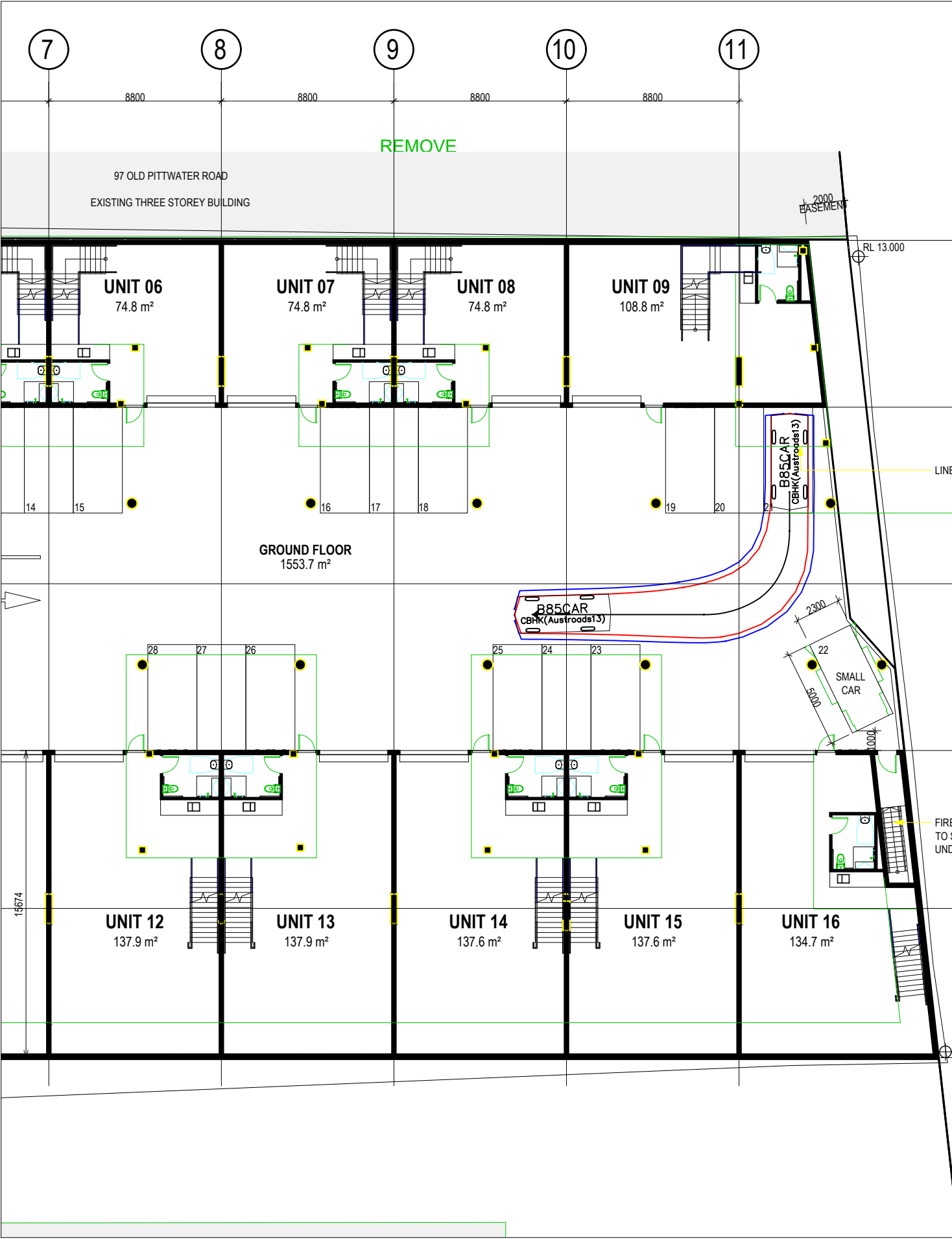
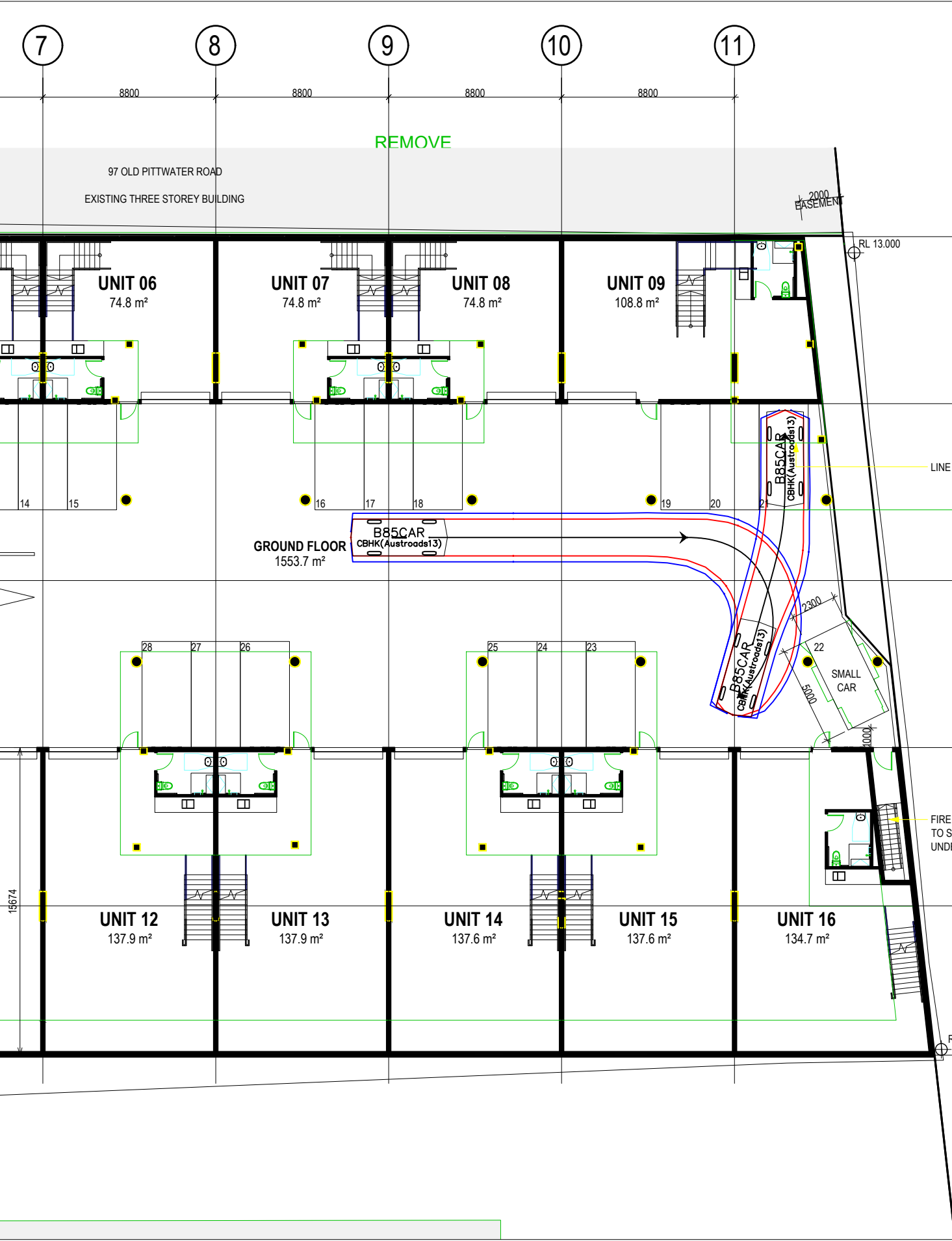
— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

8.8m MEDIUM RIGID VEHICLE
SWEPT PATHS



— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

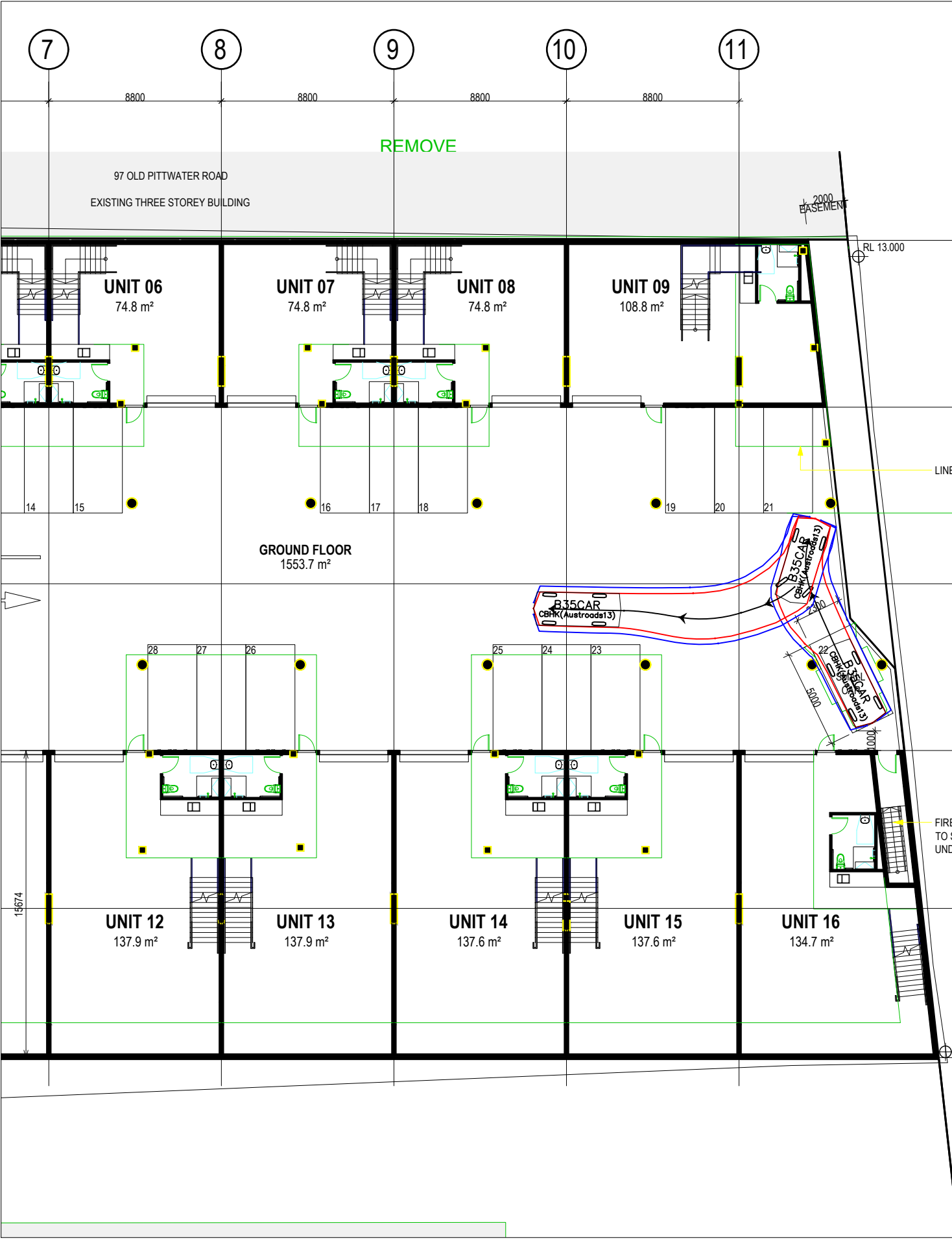
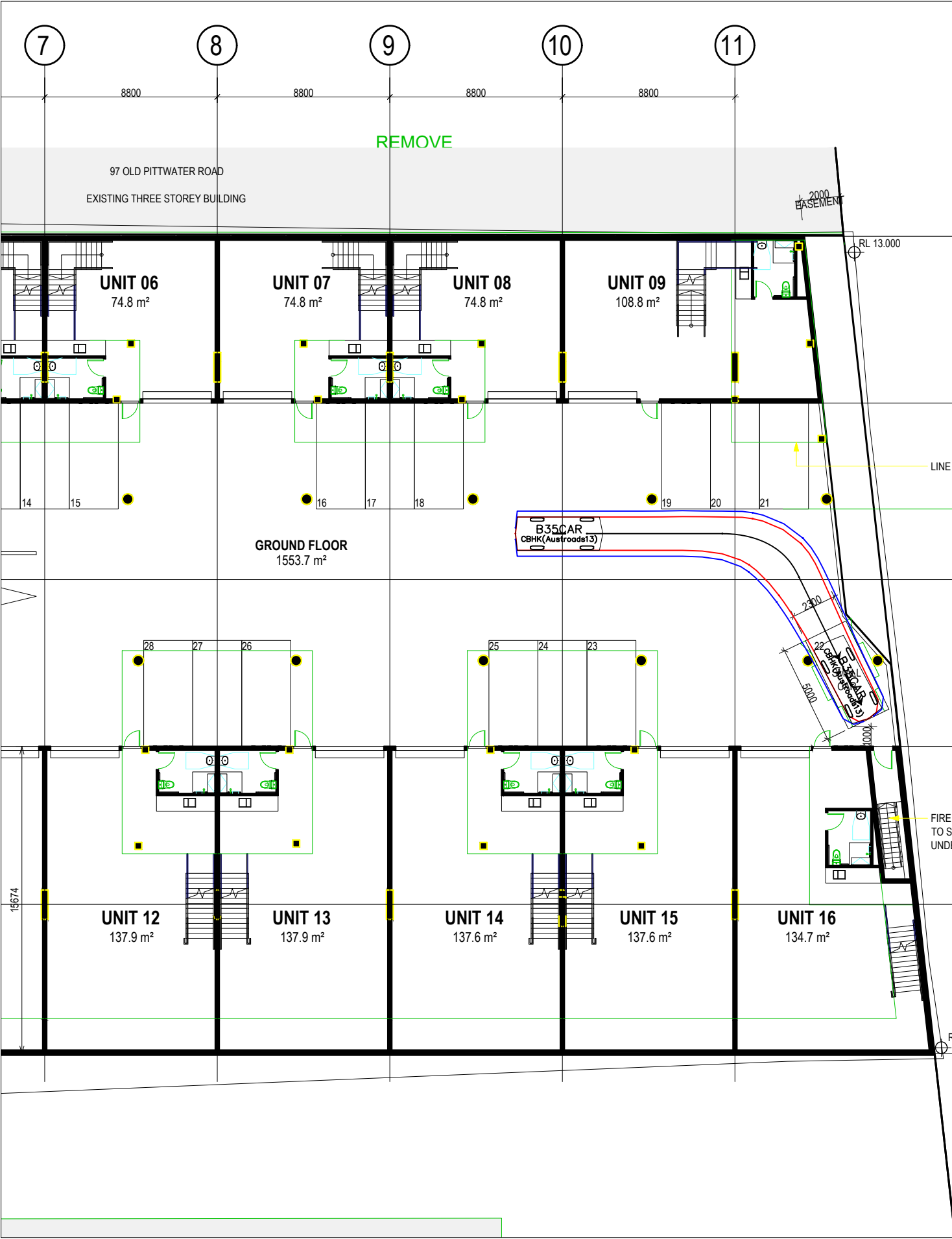
B85 VEHICLE SWEEP PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

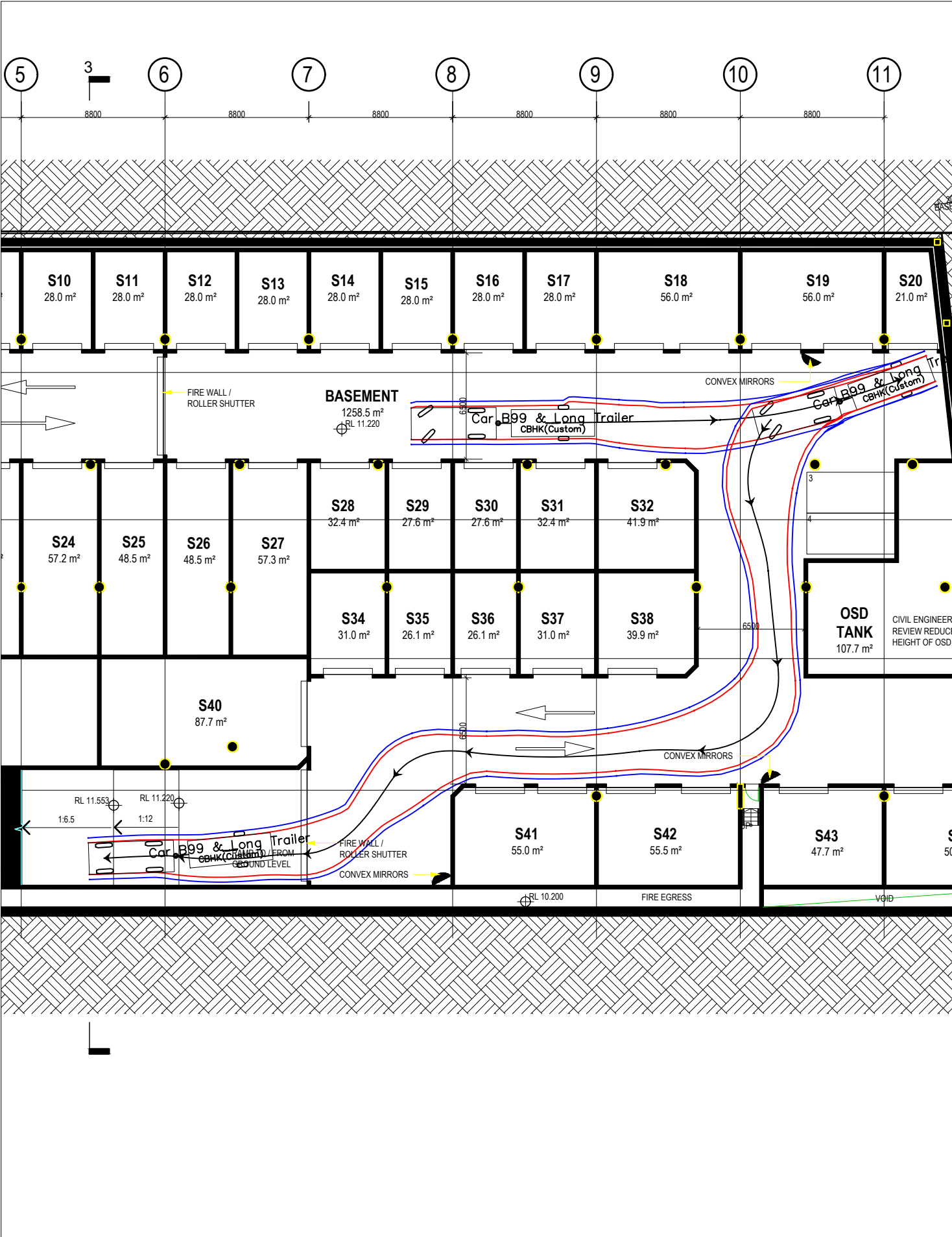
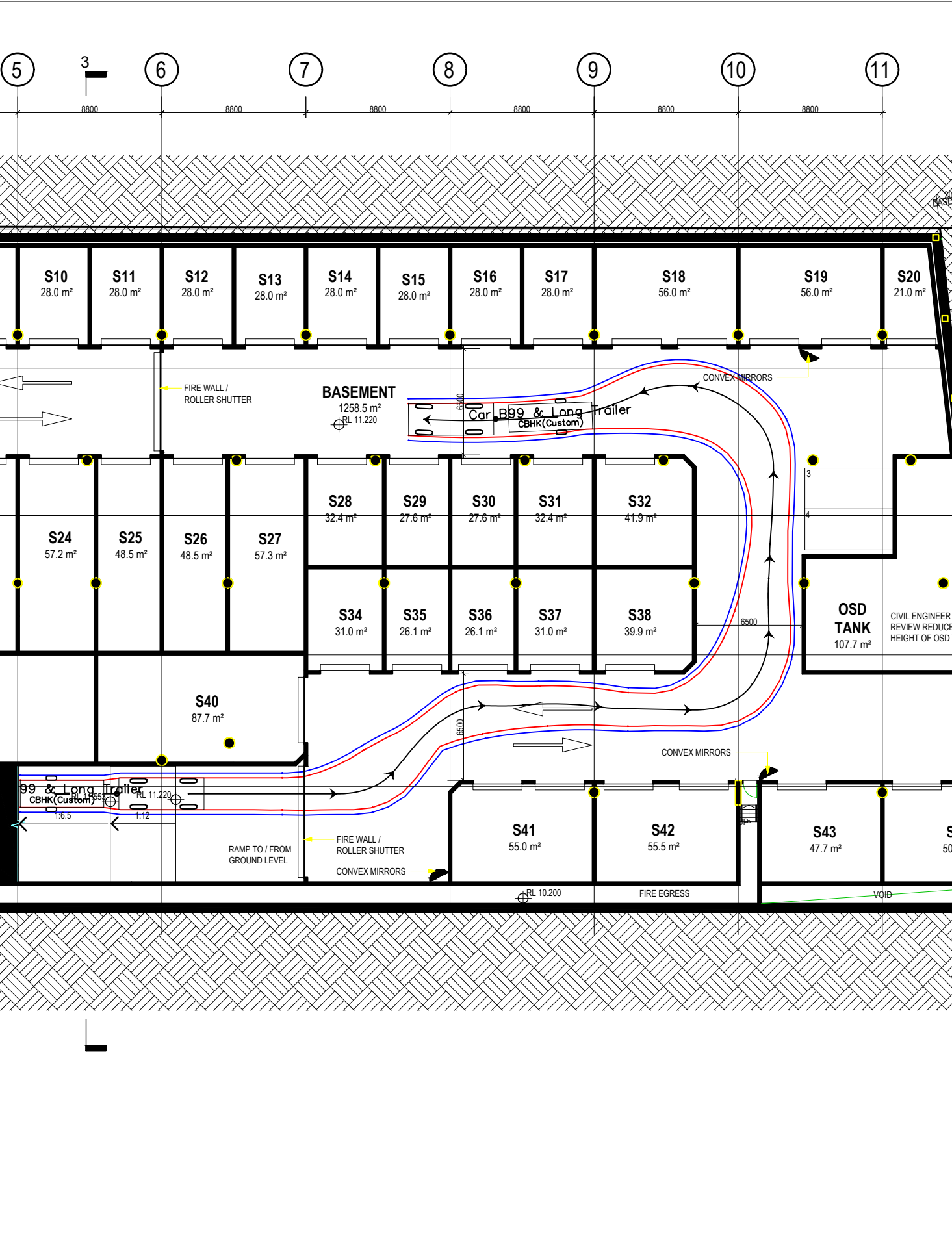
B85 VEHICLE SWEEP PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

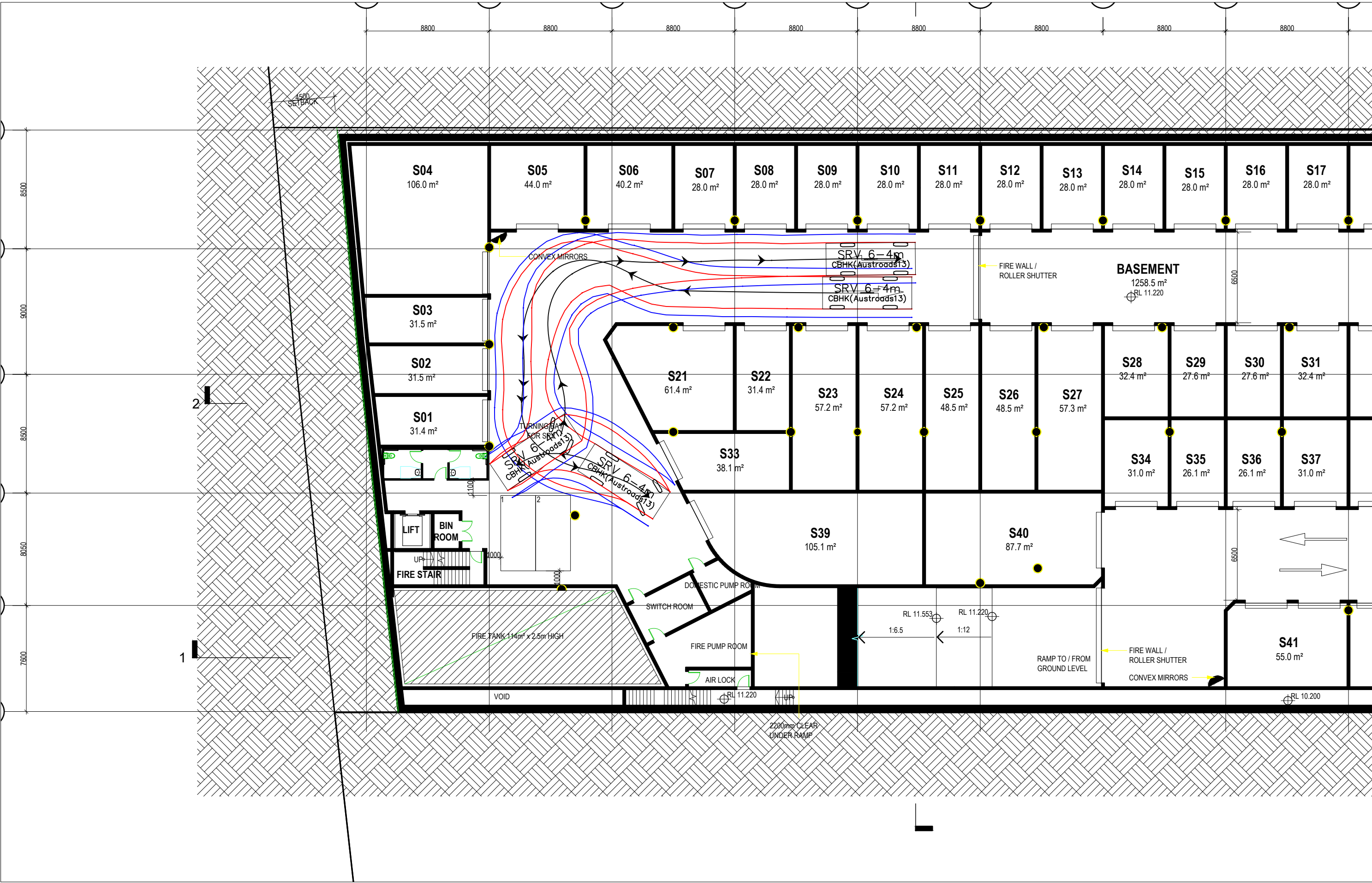
B35 VEHICLE SWEEP PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

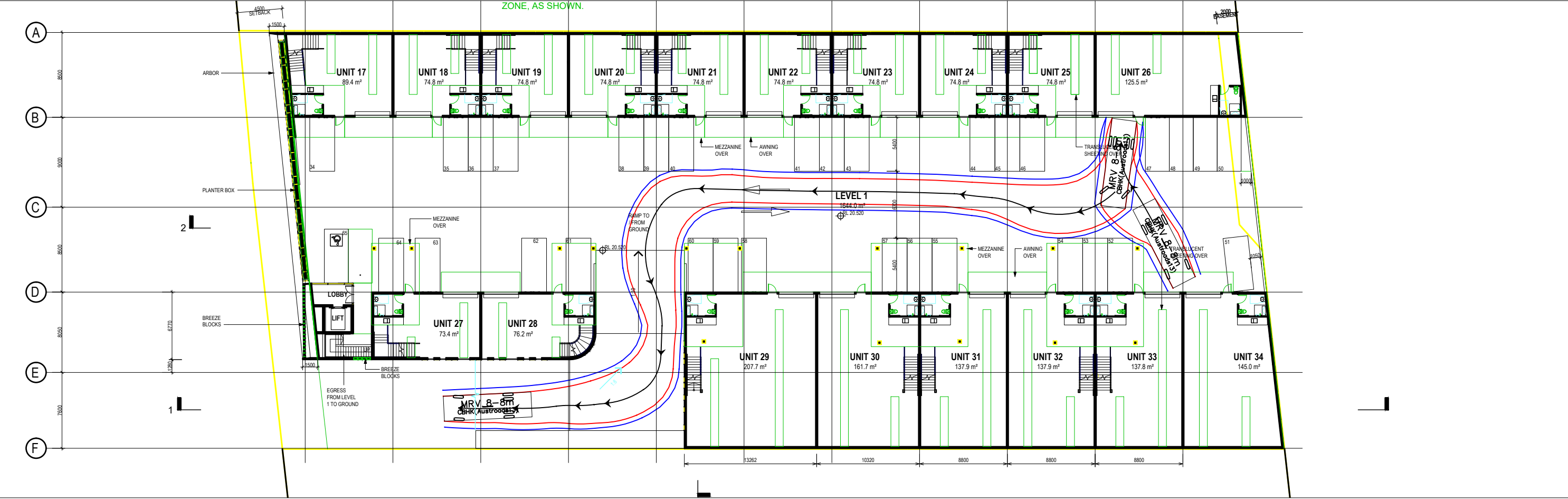
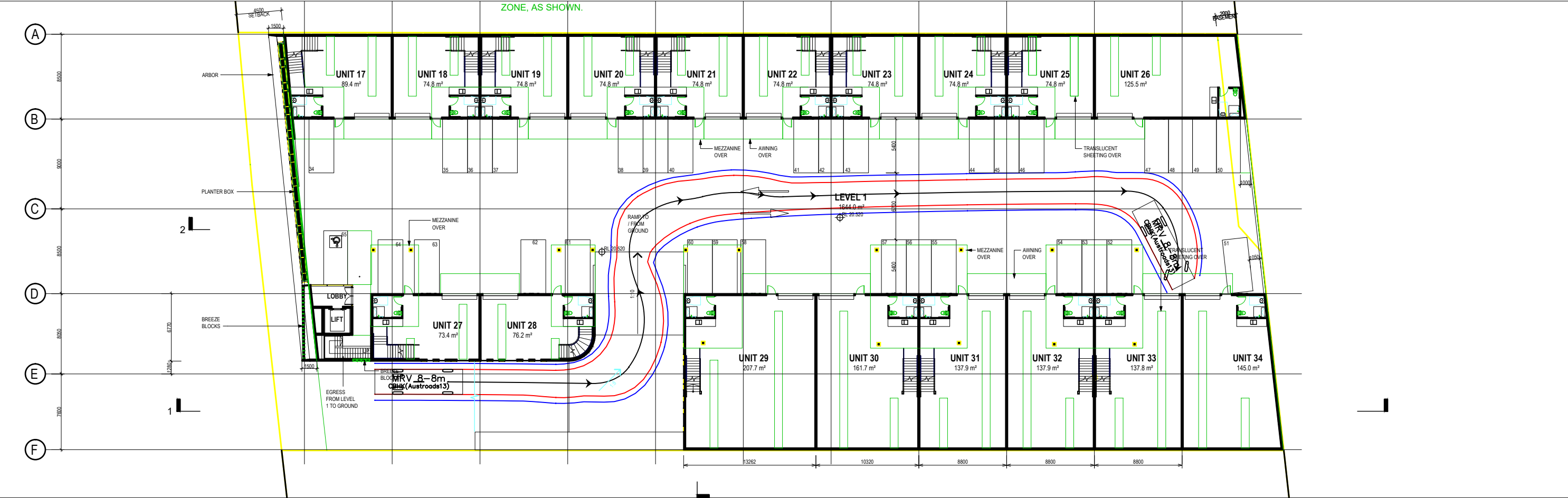
CAR & TRAILER VEHICLE
SWEPT PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

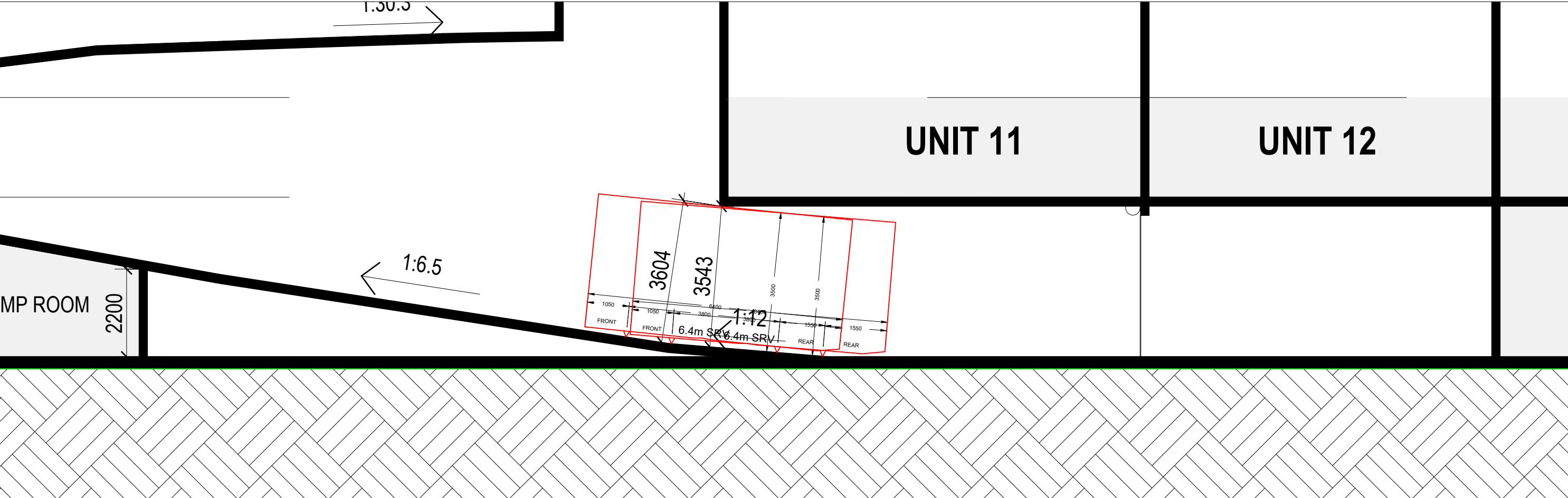
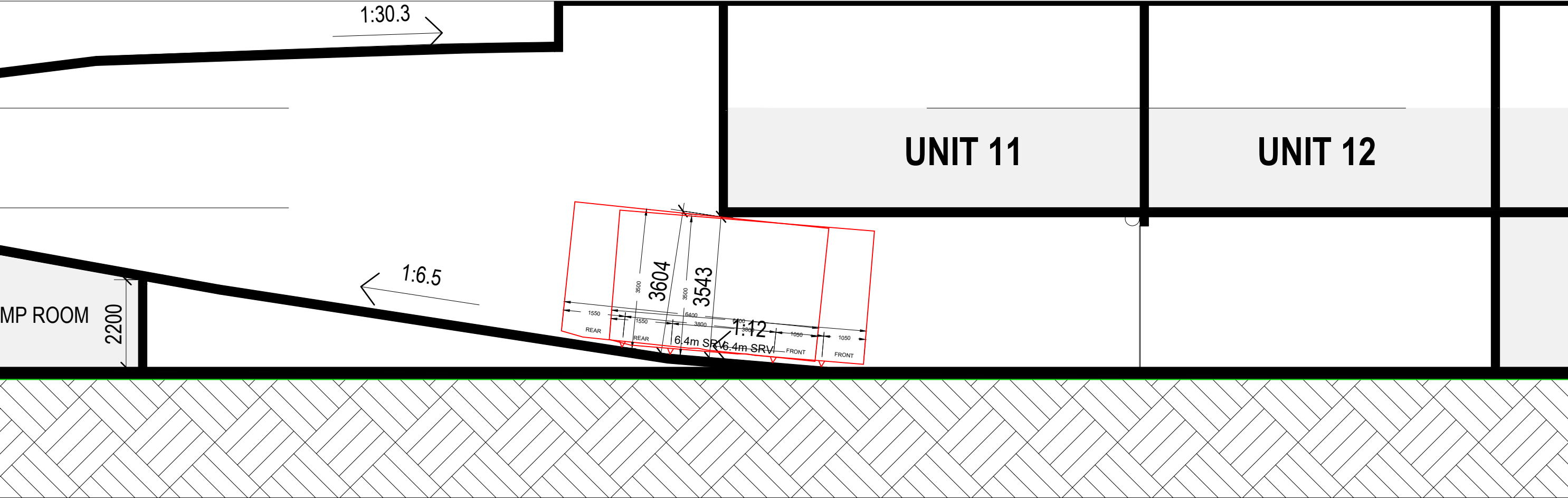
6.4m SMALL RIGID VEHICLE
SWEPT PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

8.8m MEDIUM RIGID VEHICLE
SWEPT PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

6.4m SMALL RIGID VEHICLE
VERTICAL CLEARANCE