

Traffic Engineer Referral Response

Application Number:	DA2021/2559
Date:	23/02/2022
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 599064 , 8 Grosvenor Place BROOKVALE NSW 2100

Officer comments

The proposed development is for demolition of the existing structures at 8 Grosvenor Place, BROOKVALE 2100, and construction of a new warehouse for the purpose of a showroom for display and sales of motor vehicles and for the servicing and maintenance of the motor vehicles. The development proposal includes:

- 637m² of warehouse gross floor area (GFA) on ground floor;
- 126m² of ancillary commercial GFA on Level 1;
- A total of 52 car spaces provided within a mechanical car parking system.
- A 4.5-metre wide combined entry/exit driveway onto Grosvenor Place.

Parking

The developer's traffic consultant has calculated the parking requirement for the development using the car parking rates in the Warringah Development Control Plan for Industry and Transport – Warehouse or Distribution Centre which require:

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 premise rate*).

Calculated as follows:

637m² @ 1.3 spaces per 100m² GFA = $637/100 \times 1.3 = 8.3$ spaces

The office floor space of 126m² is less than 20% of the GFA (127.4m²) and therefore no additional car parking spaces calculated at the office rate were considered necessary.

As the development is for sale and servicing of motor vehicles the use of warehouse rates for calculating parking is queried with the parking rates for the development more appropriately determined from those for "vehicle sales or hire premises" i.e 0.75 spaces per 100m² of site area plus 6 spaces per work bay. As the site has an area of 1053.7m² and there are two work bays denoted by the car hoist and the vehicle cleaning and detailing bay this would equate to a parking requirement of 19.9 bays (rounded up to 20)

The warehouse proposal is indicating a total of 52 car spaces provided within the premises, via the use of 4 level car stackers. The architecture plans indicate six 4-level car stackers along the northern wall, and seven 4-level car stackers along the southern wall. The bulk of these spaces would however be cars on display for sale so could not all be considered as on-site parking.

It is noted that only 8 of the parking spaces have been allocated for use by staff and visitors with the remaining 44 required for operational needs of the development i.e required for display of motor vehicles for sale. Given the above, the parking requirements of the development are therefore considered unsatisfied.

It is also noted that no indication has been provided with regard to which spaces will be used for staff and visitor parking. These spaces would need to be dedicated and remain available at all times for staff and visitors. Spaces located in car stackers are generally considered unsuitable for use as visitor parking and, while it is noted that it is intended that visitor's vehicles will be valet parked by staff, use of those spaces will be inconvenient particularly as it is noted that the ground floor space needs on each stacker unit needs to be vacant to allow overhead spaces to be accessed. This is likely to result in high levels of congestion and potentially hazardous conditions for pedestrians within the site, particularly if multiple customers are being served and is likely to result in overflow onto the street as cars are shuffled.

A review of the parking arrangements and further information in a detailed plan of management are required to detail how the required 20 staff and visitor spaces will be provided and managed efficiently. At this point the allocation of this number of staff and visitor spaces in car stacker units is considered to be an over reliance upon mechanical parking and likely to leave insufficient parking available for the operational needs of the development

Traffic Generation

the traffic report has used rates in the RMS's Guide to Generating Traffic Developments, to calculate the traffic generation from the site. The rates are:

Office and Commercial

- Daily Vehicle Trips @ 10 per 100m² GFA = $126/100 \times 10 = 12.6$
- Evening Peak Hour Vehicle Trips @ 2 per 100m² GFA = $126/100 \times 2 = 2.52$

Warehouses

- Daily Vehicle Trips @ 4 per 100m² GFA = $637/100 \times 4 = 25.5$
- Morning Peak Hour Vehicle Trips @ 0.5 per 100m² GFA = $637/100 \times 0.5 = 3.2$

Total:

- Daily Vehicle Trips = $12.6 + 25.5 = 38.1$
- Morning Peak Hour Vehicle Trips = 3.2
- Evening Peak Hour Vehicle Trips = 2.5

As noted above regarding parking rates, the development is more accurately assessed as a motor showroom rather than a warehouse. The applicable evening peak traffic generation rates for motor show room are 0.7 per 100sqm of site area. This would equate to 7.4 evening peak hour trips. A similar rate in the am peak would be anticipated.

The existing structure on-site is an industrial development providing commercial services as a concrete supplier with 2 separate buildings on-site totalling approximately 230m² GFA.

The traffic generation rates for factories are:

- Daily Vehicle Trips @ 5 per 100m² GFA = $230/100 \times 5 = 11.5$
- Evening Peak Hour Vehicle Trips @ 1 per 100m² GFA = $230/100 \times 1 = 2.3$

Given the above the net increase in traffic generation from the site would be in the order of 5 peak hour vehicle trips in the peak periods. This level of additional traffic will not impact to a significant level on the surrounding road network.

Vehicular Access

The proposed vehicle access is via a combined entry/ exit driveway with a width of 4.5 metres from Grosvenor Place.

As per AS2890.1, driveway access widths are required to be 3.0 – 5.5 metres. Therefore, vehicular access is acceptable.

The swept path analysis has shown sufficient space for Medium Rigid Vehicles to access the site. Aisle widths are adequate to allow for forwards entry and exit from the 4-level car stackers. The driveway ramp has been designed to Australian Standards.

Loading/Serviceing

As per applicant's report, the expected amount of deliveries a month is approximately 5 and it is expected there would only be minimal servicing requirements and truck access.

No parking spaces has been provided for loading and servicing, however, applicants have proposed temporary parking perpendicular to the car stackers, along the parking aisle, for delivery and service vehicles including 8.8 metre-long medium rigid vehicles.

For the 8.8 metre-long rigid vehicle, it is proposed for the trucks to reverse from Grosvenor Place into the property in order for the vehicle to exit in the forward direction subsequent to delivery.

Grosvenor Place is a short cul-de-sac servicing approximately 8 separate commercial/ industrial properties. Therefore, the impact on the local area is predicted to be minimal.

Summary

The parking and traffic generation rates for the development have been calculated using rates for warehouse development however the rates used should have been for car sales and servicing. The use of the applicable rates from the Warringah DCP raises concerns that the number of offstreet parking spaces available for use by staff and visitors to the site will be insufficient with the allocation and accessibility of up to 20 such spaces in four level car stacker units considered likely to result in unacceptable levels of congestion and or to result in safety concerns within the carpark. A review of this aspect of the proposal prior to further consideration is required.

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.