

Memo

Department

To: Strategic Planning

Cc: Craig Sawyer
Executive Manager – Transport and Civil Infrastructure

From: Phillip Devon
Manager – Transport Network

Date: 28 August 2020

Subject: Transport Network Referral Response – Planning Proposal 114-120 Old Pittwater Road Brookvale

Record Number: 2020/508049

BACKGROUND

Council received a Pre-Lodgement Meeting (PLM) request on 12 July 2016 for the site 114-120 Old Pittwater Road, Brookvale. The subject site comprises the following lots:

- 114 Old Pittwater Road (Primewest Funds)
- Lot 1 DP 868761 (Primewest Funds)
- 120 Old Pittwater Road (Primewest Funds)
- Lot 3 DP 868761 (Primewest Funds)

The planning proposal is seeking an amendment to Schedule 1 of the WLEP 2011 to allow office premises as an additional permitted use on site.

The office premises would be restricted to the existing buildings and to a maximum 15,657 sqm GFA. The additional permitted use could only be relied on until such time as the site was comprehensively redeveloped, thus protecting the long-term strategic value of the site's IN1 (General Industrial) zoning.

Considerations for progression to Gateway Approval

Public Transport Access

The conversion to standalone office uses would require a suitable solution to provide feasible access to the public transport network. As the proposal states there is high frequency bus services available along Pittwater Road, providing a connection to the City, Manly, and suburbs to the North and West.

There are concerns that the main bus interchange is approximately 1200 metres to the east via the footpath network. This may encourage workers to drive to the site and impact the amenity of the area if not addressed by the proponent. The walkable distance to transport should be less than 400 metres.

Road Network Impacts

The planning proposal has the potential to have an impact on the local road network and the adjoining regional and state road networks. If full conversion to standalone office space of the proposed magnitude of 15,657m², up to an additional 940 vehicle trips could be generated daily. Council requests a full set of SIDRA intersection modelling for each of the following effected intersections:

- Condamine Street and Old Pittwater Road
- Green Street and Cross Street
- Cross Street and Pittwater Road
- Cross Street and Old Pittwater Road
- Old Pittwater Road and Beacon Hill Road
- Old Pittwater Road and Pittwater Road

This is to demonstrate that the conversion to standalone office uses does not impact the road network adversely and may allow the proponent to provide upgrades to address any issues that could impact the viability of the proposal.

Access Points

The current proposal utilises the existing access points from the Old Pittwater Road, and any change to this arrangement would need to be accompanied by a full Sidra model of the new access configuration.

Internal Road System

The internal road network is to cater for two-way traffic flow, accommodating the passing ability for two (2) of the largest anticipated vehicles, without any additional queue impacts onto Old Pittwater Road

Off Street Parking

The proposal is for the amendment of the WLEP to permit the inclusion of stand-alone Office Premises. The current proposal states that the development has 534 parking spaces spread across the two lots, with the proposed additional use requiring 583 spaces to comply with the Warringah DCP, a deficiency of 49 spaces, and potentially more if the current Service NSW Tenancy is considered to be Customer Service under the parking provision calculation.

As such, all off-street parking provisions must comply with the relevant section of AS 2890 for its intended use. The provision of the number of spaces is to comply with the following Warringah DCP and Draft Frenchs Forest DCP parking rates applicable to the site for office uses.

Maximum parking rate to be used in conjunction with appropriate access to public transport services.

	Maximum parking rate
Office Use	1 space per 40 m ² GFA.
Customer Service Use	1 space per 16.4m ² GFA
Warehouse Use	1.3 spaces per 100m ² GFA

Minimum parking rate	
Car share dedicated space	2% of the required parking spaces or 2 spaces (whichever is greater)
Electric vehicle charging space	2% of require parking spaces or 2 (whichever is greater)
Motorcycle parking	1 per 200m ² or 4 (whichever is greater) and 1 per 750m ² for visitors
Bicycle parking	1 per 200m ² or 4 (whichever is greater) and 1 per 750m ² for visitors

All other uses are to comply with the car parking rates in accordance with the Guide to Traffic Generating Developments (2002) and the Warringah DCP.

On Street Parking

Currently the Old Pittwater Road frontage permits unrestricted parking. This parking is already oversubscribed and as such this cannot be considered to assist in addressing the current identified deficiency in parking provided onsite.

Bicycle Parking

Bicycle parking for office uses is to be located as part of a self-contained area.

Bicycle parking for the development is to be provided in accordance with Part C, C3 (A) Bicycle Parking and End of Trip Facilities of Warringah DCP 2011, Requirement 4.

The end of trip facilities must be provided for buildings as follows:

- An electric charging point for electric bicycles.
- Bathroom/ change area(s) shall be provided and shall contain:
 - At least one toilet, wash basin, mirror, clothing hooks and power points.
 - A minimum of one shower cubicle per seven (7) required bicycle parking spaces.
 - Each shower cubicle shall include private clothes changing area with a bench and a minimum of two (2) clothing hooks.
- Clothes Lockers shall be:
 - Provided at the rate of one clothes locker for every required bicycle parking space.
 - Secure, ventilated and large enough to store cycling gear (such as panniers, shoes, towels and clothing). Suggested minimum dimensions of a clothes locker are 900mm (height), 350mm (width) and 500mm (depth).

Electric Vehicle Infrastructure

For the office component of the proposed development, electric vehicles charging facilities are to be provided for 2% of the overall parking spaces.

Recommendation

If the proposal was a new development and a rezoning determination it would not be supported on traffic generation, parking provision, and the distance to public transport servicing grounds.

However as this application is requesting an additional permitted use to be added to the site using the existing building stock and without any major reconstruction it is deemed acceptable that the above requirements can be noted for future redevelopment of the site should that proceed, and where feasible could be incorporated into any proposed change of use application .