

Traffic Engineer Referral Response

Application Number:	DA2020/0264
Date:	31/08/2020
Responsible Officer	
Land to be developed (Address):	Lot 2 DP 530175 , 57 Myoora Road TERREY HILLS NSW 2084

Officer comments

Traffic Comments in review of Amended Plans:

The following comments are provided on the revised plans and information provided by the applicant:
Traffic generation:

The projected traffic generation of the site is estimated based on on *daily* customer and staff visitation data at the Brookvale store, and is as follow:

- 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 expected traffic generated by the development during the morning and afternoon peak periods is proposed to be predominantly related to patron arrivals and departures, therefore the traffic report has assumed that the following traffic movements will arrive and depart during the peak periods:

- 30% of patron
- 25% of truck/ute

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

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

Taking into consideration the site being located within the light industrial zone, the projected total traffic generation of 14 vehicle trips per peak hour is not considered to adversely impact the surrounding road network.

Parking Provision:

The traffic report has indicated the following in regards to the proposed parking provision:

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

Warehouse 1.3 spaces per 100 m² GFA

Application of these criteria to the proposed development would indicate the following:

Warehouse (including office area) 1,023.9m² 13.3 (13) spaces

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.

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

Given the above, the proposed parking provision is considered acceptable.

Access and car parking design:

The existing 4.0m wide driveway is proposed be widened to 7.0m to accommodate the turning path of the largest vehicle expected to access the site, which is a 10.7m truck, as well as to provide passing opportunities between entering and exiting vehicles. All vehicles are proposed to enter and exit the site in a forward direction.

The traffic report indicates that 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. There is no detailed information provided on the material of the proposed 2.4m high fencing. The proposed new fencing can be supported subject to provision of adequate sight line to the pedestrian for vehicles existing the driveway.

The proposed access can be supported subject to condition.

Conclusion:

The proposal can be supported subject to condition.

Earlier Traffic Comments:

The proposal is for the use of an existing Industrial Building for the purpose of providing a Warehouse facility that will enable building and hardware products to be stored and distributed from the site. The driveway is proposed to be widened to assist with vehicle exit.

Reviewing the Statement of Environmental Effects, the proposal does not alter the existing floor area and maintaining the existing 18 car park spaces within the site. It is indicated in the report that all vehicles will be able to ingress and egress the site in forward direction. The largest vehicle accessing the site is proposed to be Large Rigid Trucks.

While no objection is raised on the proposal in regards to maintaining the existing parking provision, the car parking area shall be designed for safe forward in and forward out access of the largest vehicle accessing the site.

In view of above, the proposal can be supported subject to conditions.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

**CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION
CERTIFICATE**

Pedestrian sight distance at property boundary

All fencing and/or vegetation along the frontage road(s) shall not impede pedestrian or driver visibility. A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas.

Reason: To maintain pedestrian safety. (DACTRCPC1)

**CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE
OCCUPATION CERTIFICATE**

Operational Management Plan

An Operational Management Plan (OMP) is required to be prepared and submitted to Council detailing the operation of the development. The OMP shall include, but not be limited to the following

- . Vehicle access and egress.
- . Through-site circulation of vehicle movements.
- . Management of car parking areas.
- . The location and content of directional signage.
- . Complaints management.
- . Noise management.
- . Truck delivery times and methods of control to manage the sequencing of the loading docks.
- . Waste management.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure that the development operates with minimum disruption to the surrounding area (DACTRFPOC1)

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Enter and exit in forward direction

All vehicles accessing the site are to enter and exit the site in forward direction.

Reason: To ensure road safety and compliance with the DCP requirements (DACTRGOG1)