

Traffic Engineer Referral Response

Application Number:	DA2025/0764
Proposed Development:	Alterations and additions to Long Reef Golf Club clubhouse
Date:	05/08/2025
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 1144187 , 2 Anzac Avenue COLLAROY NSW 2097 Lot 1 DP 1144187 , Anzac Avenue COLLAROY NSW 2097

Officer comments

Proposed development: Alterations and additions to Long Reef Golf Club clubhouse

Traffic team have reviewed the following documents:

- Master Set, prepared by i2C, dated 25.02.25
- Traffic Impact Assessment, prepared by PTC, issue 7, dated 06/05/2025.
- Statement of Environmental Effects, prepared by Willowtree Planning, dated 10 June 2025, Ref: WTJ24-103
- Operational Management Plan, version 1.1, dated 24 April 2025 (unknown about the preparing consultancy).
- Access report, prepared by MBC Group, dated 17 April 2025 (ref: 24000850)

Comments

- The proposed development is for alterations and additions to the Long Reef Golf Club. The existing Golf Club is a single storey building with cafe, meeting rooms, lounge rooms and several terraces with a GFA of 563 sqm (publicly accessible area). The proposed development seeks approval for a second storey to yield 3 member & community multi-use rooms, 2 bar areas, member lounge with external terrace area, commercial kitchen, dining area, amenities, office spaces, storage rooms, keg room, kiosk, covered outdoor terrace dining area and garden seating area on Ground Floor, and lobby and entry area, back of house space, member and community multi-use rooms, bar lounge, amenities, member and lounge terrace areas and two outdoor terrace areas on the first floor, with a GFA of 1,007 sqm (publicly accessible area).

Car parking

- The Warringah DCP 2011 applies to the subject site. The subject site is a community facility or registered club on land zoned RE1 Public Recreation and currently consists of cafe, meeting rooms, lounge rooms etc. The DCP does not provide a rate for either a community facility or a registered club. However, refers applicants to the Roads and Traffic Authority's Guide to Traffic generating Development for uses that do not have a parking requirement in the DCP (this guide is now superseded by the TfNSW "Guide to Traffic Impact Assessment, Issue 2024). With regard to both a community facility and registered club, the DCP requires applicants to draw comparisons with developments for a similar use.
- The traffic report estimates the total car parking requirements based on the existing GFA (563m²) and existing club car park capacity (43 spaces) to derive an existing parking rate of 1 space per 13 m². This is then extrapolated to yield a required parking capacity for the redeveloped club of 77 spaces. Although alternative calculations could be made using comparable uses such as restaurant which would require more parking, Council will accept the approach adopted noting that there is also alternative parking options available in the vicinity albeit that such parking is in high demand particularly on weekends when the golf club is likely to also have its highest parking demands.

- The traffic report does not specify the allocation of car parking spaces. However it is noted that the existing carpark has several of its spaces allocated for individual staff or club members. This is not considered appropriate. Accordingly, all the existing spaces must be made remarked for use by patrons or customers of the club. This can be conditioned.
- The traffic report provides contradictory advice regarding the revised capacity of the golf club carpark, stating that two spaces are lost within the carpark but two new disabled spaces provided yielding an increase of one space. This is incorrect. Reviewing the DA plans suggests that there will be, at most, 42 parking spaces including the two new disabled parking spaces within the new golf club carpark. The traffic report also refers to an overflow car park comprising 23 spaces, located on the southern side of the Fishermans Beach car park, within the golf course land. Further information is required to confirm where this overflow car park has been approved and to provide details for the intended timing of the carpark's construction. Details for the approval of this carpark were unable to be located by Council's traffic engineers. Additional information confirming how this parking area is to be constructed and marked, when it will be completed and confirming that this parking will be available at all times to assist with generated golf club parking demands is also required.
- The traffic report also indicates that up to 25 staff will park in the Maintenance Area at the Long Reef headland and will then be shuttled to/from the club during evening peak hours. However, there are no formal parking spaces marked within the Maintenance Area, and there are large storage/ bin containers on site that may require uninterrupted access, particularly during daytime hours. As such it is unclear how use of this area by up to 25 vehicles would be facilitated. It is also of concern that daytime events may also be a parking demand eg for wedding. At such times, parking demands associated with use of the club by golfers would be high, as would parking demands associated with use of the adjacent headland reserve while use of the maintenance area would also presumably be required for uses associated with operation of the golf course. Therefore, further clarification is required including the details of the location and size of the staff parking spaces, the means to be employed to shuttle staff to/from the venue, where any shuttle bus would then be parked and how operational use of the maintenance area would be facilitated at times when parking is also required in the area.
- If the maintenance area is intended for use only by staff and only during evening events there is concern that parking demands during daytime hours will exceed supply. If the maintenance area is only available at night, the daytime parking capacity, assuming the overflow carpark is available at all times, will only be 65 spaces, some twelve spaces beneath the derived parking requirement of 77 spaces. Additional information outlining how this additional parking demand will be provided is required.
- Noting that there are existing disabled parking spaces within the club carpark or within close proximity to it (one at the club and two located in the public parking area east of the club), the traffic team recommends retaining the two proposed new disabled spaces and converting the existing disabled space into a standard parking space to increase its useability.

Pedestrian access

- There are currently multiple pram ramps providing pedestrian access from the golf course to the club across Seaview Parade. Most of these ramps do not however have a corresponding pram ramp on the northern side of the road, with some directing pedestrians into vehicle circulation areas. To improve safety and to provide better pedestrian connectivity, matching pram ramps are required on both sides of Seaview Parade with clearly defined paths for pedestrian connections between the club and the golf course. These connections should ensure that pedestrians, particularly golfers, can safely access the facility without needing to walk along Seaview Parade or through car park vehicle circulation areas. Dedicated and separated paths for pedestrians and vehicles must be provided.
- In this respect it is noted that the existing footpath on the northern side of Seaview Parade (southern side of the building) currently narrows and terminates at the car park, forcing pedestrians (particularly those with prams, in wheel chairs, mobility scooters or with golf buggies) to walk onto

the roadway or within vehicle circulation areas. It is therefore critical that this path be amended, widened and extended to provide a continuous, accessible and safe pedestrian route to the lobby area of the building without requiring diversion onto the road or carpark circulation areas.

Bicycle parking

- The submitted traffic report states that a minimum of 4 bicycle spaces (3 staff and 1 visitor), 3 clothes lockers and 1 shower cubicle are required in accordance with the Warringah DCP, however, the report does not confirm where these facilities will be provided on site. Details showing the location of the required bicycle facilities are required.

Vehicle access

- The applicant proposes a new vehicular access point off Anzac Avenue, located near the cul-de-sac, to provide access to the two new disabled parking spaces and to be used as drop off and pick up area. This access is proposed to operate as one-way from north to the south.
- There are some concerns with regard to the location of this vehicular access. The access point is located within close proximity to an existing power pole. Please note that Ausgrid requires a minimum of 1m clearance between a driveway and any power pole.
- Additionally, there are existing 90 degree angle parking spaces marked on street parking in the cul de sac of Anzac Avenue, adjacent to the proposed driveway. This parking area is not signposted for small cars only. As such, if a long vehicle occupies the end space, it may encroach into the driveway, potentially blocking access. A swept path plot must be provided demonstrating that the proposed access can function safely and efficiently without impacting upon a B99 vehicle parked in the adjacent on-street parking space.
- It remains unclear that whether the circulation path on the proposed new vehicle access is also intended to be used as a delivery zone for the back of house areas and keg room. Further information is required with regard to the proposed use of the access point and demonstrating that it can accommodate the largest vehicle intended to use it.

Loading/ Deliveries and Waste Collection

- It is noted that a loading zone is provided on the southern side of the building, east of new vehicle access path. However, no information has been provided regarding the dimensions of this loading bay or the size of largest truck expected to use it. It is also unclear whether trucks will access the loading zone via the new Anzac Avenue access point or via the proposed shared zone road.
- The submitted traffic report on page 38 states that there are existing multiple loading zone areas and one dedicated car parking space for service vehicles. The location of these spaces must be detailed with further information required (including forward and reverse turning movement diagrams) demonstrating that the facilities are appropriate to the size and nature of the development. For a development of this scale regular deliveries/servicing by medium rigid trucks and occasional deliveries/servicing by Heavy Rigid Vehicles would be anticipated and no on-site facilities sized to cater for such vehicles appear to be provided. The adequacy of the loading zone areas to cater for the loading/servicing needs of the development is queried.
- The traffic report does not provide any information about waste collection. Noting the comments from Council's waste team, further information is required to address concerns about waste collection arrangements.
- Additionally, swept path analysis must be submitted to demonstrate safe access to and from the proposed loading bay.

Traffic Generation

- The submitted traffic report explains that, since the RTA Guide does not specify traffic generation rates for community facilities, the proposed traffic generation was estimated using a parking demand model. This model was based on a detailed travel mode survey of the existing club and a parking occupancy survey of the surrounding streets. The estimate accounts for current and future parking demand, travel modes, and the average number of occupants per vehicle.
- It is noted that a vehicle turning movement counts have been obtained at the signalised intersection on Pittwater Road and the unsignalised intersection on Seaview Parade. A SIDRA

analysis has also been provided. The results from SIDRA model concludes that the proposed development has no impact on the Level of Service of the network in AM peak hours, however slightly affects conditions in PM peak hours, with the change in level of service from B to C. The traffic report concludes that since the average delay remains under 29 seconds and as over 80% of development's traffic uses Pittwater Road, the overall impact of the generated traffic can be accommodated within the existing road network. Council's traffic team concurs with this conclusion.

Conclusion

The application is not supported at this stage with further information as outlined above required prior to further consideration of the proposal.

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.