



# TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067

P (02) 9411 5660 F (02) 9904 6622 W [ttpa.com.au](http://ttpa.com.au) E [bernard@ttpa.com.au](mailto:bernard@ttpa.com.au)

14 February 2022

Ref: 21401

Manos Chatzinikolaou

DARC

By Email: [manos@darc.archi](mailto:manos@darc.archi)

Dear Manos,

**Proposed Use of Premises (Unit 2) as a recreation facility (indoor)**  
**Unit 2, 2 Wattle Road, Brookvale**  
**Response to Request for Further Information - DA2021/2480**  
**Council's RFIs - Traffic & Parking**

---

---

This letter has been prepared to provide response to Council's Request for Information in relation to traffic engineering. Council's RFIs and associated TTPA's response are provided in the following table.

Council's RFI	TTPA's Response
<p>Council's Traffic Engineering Officer provided the following comments:</p> <p>The proposal is for change of use of an existing warehouse to a gymnasium. The proposal has a gross floor area of 275.5 sqm and is proposed to employ a maximum of two staff and 17 patrons for each session.</p>	<p>The proposal has been amended (See Appendix A) and will comprise:</p> <ul style="list-style-type: none"><li>- 200m<sup>2</sup> GFA (reduced from 275.5m<sup>2</sup>)</li><li>- Maximum number of employees on the site at any one time: 2</li><li>- Maximum number of patrons on the site at any one time: 9 (reduced from 17)</li></ul>
<p><b>Parking:</b></p> <p>Under the Warringah DCP a gymnasium is required to supply parking at a rate of 4.5 spaces per 100sqm of GFA. This would equate to 12.4 spaces (rounded up to 13). The Traffic and parking Assessment report advises that the development will provide 4 off-street parking spaces with the remaining parking demands to be absorbed on-street. No Plans have been</p>	<p>Based on the revised GFA of 200m<sup>2</sup>, the proposed development would be required to provide 9 spaces to be in accordance with Council's DCP.</p> <p>The development proposes 2 off-street car parking spaces of 2 (in the form of a tandem parking), 1 motorcycle and 1 bicycle space. See Appendix A. It is noted that the door to/from the bicycle and</p>

Council's RFI	TTPA's Response
<p>provided which identify the location or dimensions of the off-street parking. Plans shall be provided which indicate the location and size of all parking spaces which will be available for the exclusive use of the development.</p>	<p>motorcycle spaces will be widened to 1.5m to accommodate their access.</p> <p>It is proposed to provide 1 on-site (front tandem) space for the manager. The typical age group of the staff at the facility comprise of younger aged or physically fit trainers, who can utilise the readily available transport services to access the site. This is clearly due to the fact that the site is advantaged by convenient access to high-frequency public transport services (see Section 3.4 of the DA report).</p>
<p>There is also concern with regard to the limited availability of parking on-street within close proximity to the development. The traffic and parking report advises that parking availability has been surveyed within 100m of the site and advises that there is ample parking availability however the parking surveys undertaken have surveyed spaces up to 400m away which gives an inflated view of the numbers of parking spaces available on-street within close proximity. The data never-the-less still reveals that parking availability is limited during the morning peak operational hours with parking occupancy rates over 80% between 6am and 9am. At these levels cars will be circulating the streets looking for vacant spaces and the parking shortfall of at least 9 spaces will not be easily absorbed and will exacerbate existing high on-street parking demand issues in the location. A reduction in numbers attending morning class sizes and/or negotiation of agreements to utilise parking in other nearby sites to minimise reliance on on-street parking is recommended to offset the parking shortfall.</p>	<p>The on-street parking availability has been revised to within 100m of the site and to include the occupancy level of the 4P restricted parking. See Appendix B.</p> <p>Based on the survey, the kerbside parking demand is at 70% capacity with a minimum of 15 vacant spaces. The peak-hour occupancy level is less than the practical capacity of 85% occupancy. Such occupancy ensure that the drivers would not need recirculate to find a vacant parking space.</p> <p>As discussed, the development has significantly reduced the number of patrons from 17 to 9.</p> <p>With the provision of 2 off-street parking spaces, the remaining parking demand of 7 cars can be easily accommodated within the available 15 kerbside spaces.</p>

Council's RFI	TTPA's Response
<p>Traffic Generation: The development has been estimated to generate up to 11 cars per hour during peak operation periods. This level of traffic able to be absorbed within the surrounding road network and is acceptable.</p>	<p>Based on the travel mode survey completed by TTPA, 59% of the reduced 9 patrons will drive to/from the site. As such, the development is expected to generate significantly less traffic movements of no more than 6 cars per hour (12 two-way vehicle trips per hour) during the development peak traffic periods.</p>

I trust the above is sufficient for your purpose. Should you have any questions or require further information, please do not hesitate to contact me on (02) 9411 5660.

Yours faithfully



Siew Hwee Kong (Meg)  
 BSc, MSc Civil Engineering  
 Associate  
 Transport and Traffic Planning Associates  
 Design Practitioner Registration Number: DEP0000127  
 Professional Engineer Registration Number: PRE0000121

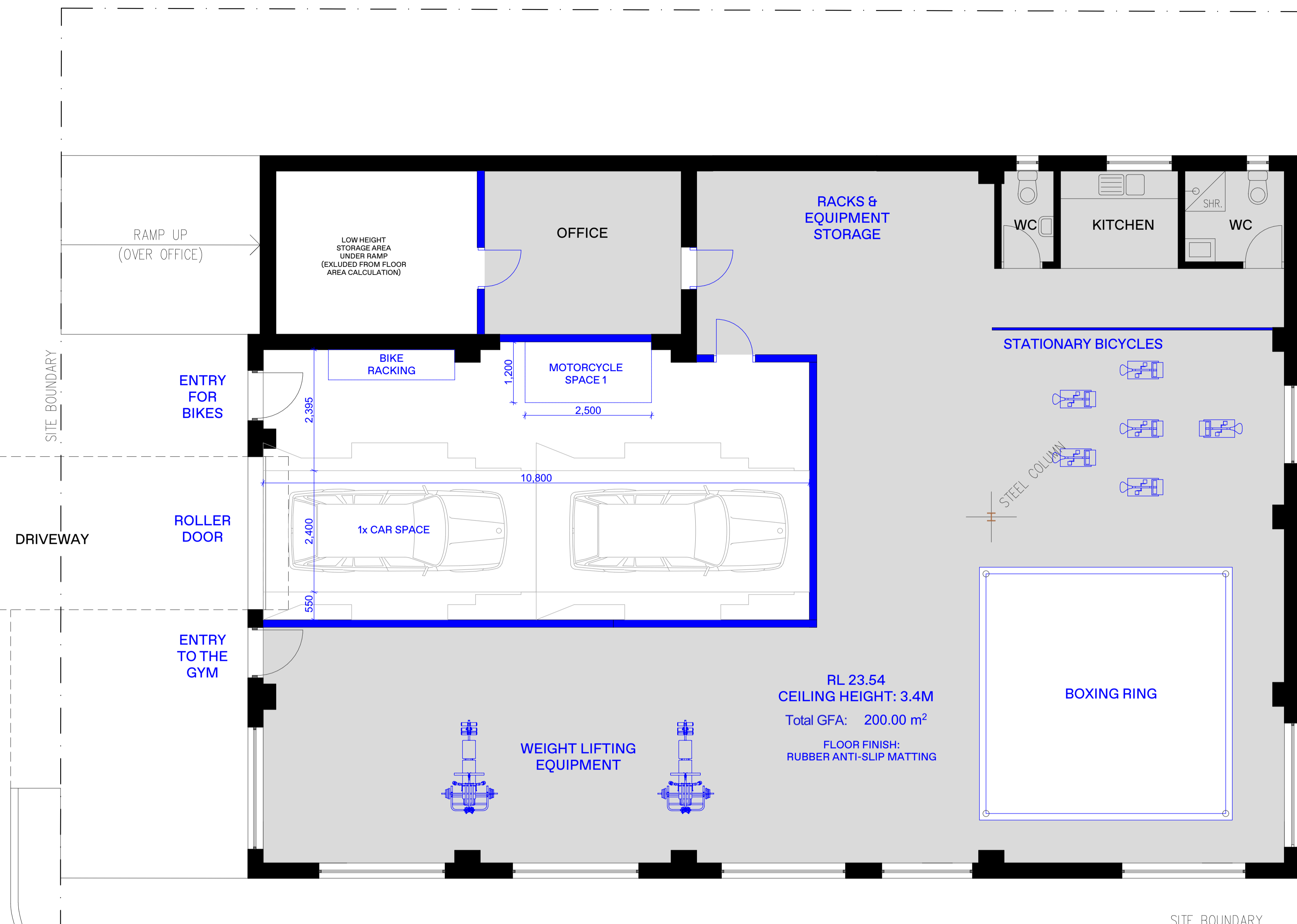
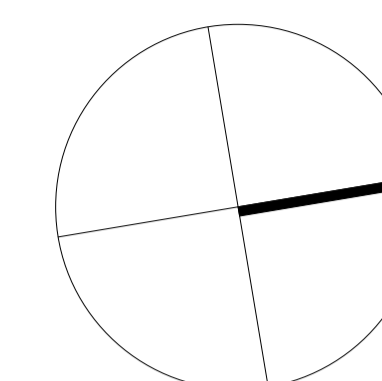
# APPENDIX A

## Revised Plans

ROAD


WATTLE


SITE BOUNDARY



RL 23.54  
 CEILING HEIGHT: 3.4M  
 Total GFA: 200.00 m<sup>2</sup>  
 FLOOR FINISH:  
 RUBBER ANTI-SLIP MATTING

**LEGEND**

 EXISTING

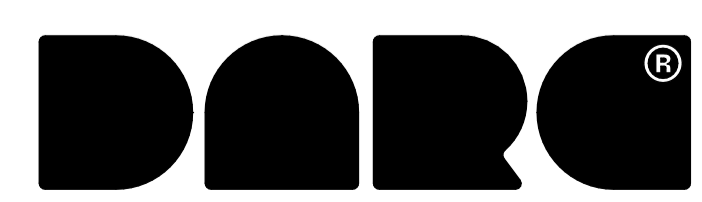
 PROPOSED



HARBORD

ROAD

RevID	Chd	Change Name	Date
1		Issue for DA submission	07.02.2022



**DARC**  
 m: +61421816652  
 e: hello@darc.archi  
 p: P.O. Box 693, Potts Point NSW 1335  
 DARC STUDIO  
 ABN: 31 383 873 636  
 Nominated Architect:  
 Emmanuil Chatzinkolaou NSW Reg No. 9973

Drawn | Checked MC  
 Plot Date: 7/02/2022  
 Scale: 1:50 @ A1

Client: MICHAEL & KRISTY BATTAGLIA  
 Site: 2/2 WATTLE ROAD, BROOKVALE NSW 2100

DRAWING TITLE:  
**INDOOR RECREATIONAL SPACE LAYOUT**

PROJECT NAME:  
**UNIT 2 / 2 WATTLE ROAD**

REVISION NO.  
**1**

DRAWING NO.  
**A 01**

# **APPENDIX B**

## **Revised Parking Occupancy Survey Data**




**Parking Occupancy Survey**

<b>Date:</b>	Thursday, 2 December 2021
<b>Location:</b>	Wattle Road, Brookvale
<b>GPS:</b>	-33.768313, 151.278219
<b>Weather:</b>	Fine
<b>Customer:</b>	TTPA

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Capacity	Parking Occupancy									
							6:00	7:00	8:00	9:00	16:00	17:00	18:00	19:00		
1		Harbord Rd														
1			Amourinst to Wattle Rd	W	Unrestricted	6	4	4	4	4	3	1	1	1		
1			Wattle Rd to Miles St	W	Unrestricted	6	4	4	5	4	4	3	3	2		
			Amourinst to Wattle Rd	E	4P 7am-7pm Everyday	7	5	4	4	4	3	4	4	5		
			Wattle Rd to Miles St	E	4P 7am-7pm Everyday	13	6	4	5	6	4	5	6	6		
0		Wattle Rd														
1			Ethel Ave to Harbord Rd	S	Unrestricted	11	11	11	8	6	6	7	10	10		
1			Ethel Ave to Harbord Rd	N	Unrestricted	7	5	5	6	6	7	3	3	2		
	<b>PUBLIC CAPACITY</b>						<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>
	<b>PUBLIC OCCUPANCIES</b>						<b>35</b>	<b>32</b>	<b>32</b>	<b>30</b>	<b>27</b>	<b>23</b>	<b>27</b>	<b>26</b>		
	<b>PUBLIC VACANCIES</b>						<b>15</b>	<b>18</b>	<b>18</b>	<b>20</b>	<b>23</b>	<b>27</b>	<b>23</b>	<b>24</b>		
	<b>PUBLIC % OCCUPANCIES</b>						<b>70%</b>	<b>64%</b>	<b>64%</b>	<b>60%</b>	<b>54%</b>	<b>46%</b>	<b>54%</b>	<b>52%</b>		

Parking Unit 2, 2 Wattle Road, Brookvale 100.xlsx

 not available for public parking

