

Traffic Engineer Referral Response

Application Number:	DA2024/1171
Proposed Development:	Construction of a single storey building and use of premises as a recreational facility (indoor) and associated signage
Date:	26/02/2025
Responsible Officer	
Land to be developed (Address):	Lot 2742 DP 752038 , 2742 / 9999 Condamine Street MANLY VALE NSW 2093

Officer comments

Proposal description: Construction of a single-storey building and use of premises as a recreational facility (indoor) and associated signage.

The proposal is for a new Squash Building within the redevelopment of the proposed Warringah Recreational Centre located at the corner of Kentwell & Pittwater Road, consisting of a new Squash building incorporating 3-5 Squash Courts, a circulation corridor, ancillary facilities and access to a car park.

Council was preparing separate design and technical documentation for a wider Masterplan. As part of the Council Masterplan, Council would deliver two (2) off-street carpark areas to serve the proposed development and the wider Council facilities (Warringah Recreation Centre).

It is noted that a separate application will be made under Part 5 of the Environmental Planning and Assessment (EP&A) Act 1979 as 'development without consent' through the preparation of a Review of Environmental Factors (REF). The REF will be for the remaining portions of the redevelopment of the proposed Warringah Recreational Facility, including five (5) Tennis courts, a circulation corridor and Access to car parking. It also includes a new pedestrian bridge across Brookvale Creek, an eastern/western car parking area for 125 parking spaces and a footpath connection between the proposed Warringah Recreational Centre and the approved Warringah Golfclub Building and two car parking areas.

The traffic team has reviewed the following documents:

- Traffic Impact Assessment (TIA), Reference 0979r01v02, prepared by PDC Consultants dated 19/07/2024,
- The *Statement of Environment Effects - Proposed Squash Court Building*, prepared by Willowtree Planning Pty Ltd dated 27 August 2024,
- Plans (Master Set), Rev E – designed by Webber Architects, dated 15/08/2024, and
- TfNSW referral letters (ref: SYD24-01635/01 dated 10 October 2024).

Parking requirement and design:

- *Warringah DCP 2011* applies to the subject site. Under the DCP, there is a parking rate of three (3) spaces applicable to each Squash court and associated facilities. The parking requirements for the development comprising 3-5 squash courts are 9-15 parking spaces.

With regards to the cumulative parking requirement (taking into consideration the REF requirements), the proposed five (5) tennis courts require 15 car parking spaces also.

- Combined with the tennis courts (separate REF application) and approved Warringah Golf Club, a total demand for 103 car parking spaces is required to be accommodated.
- The provision of around 125 parking spaces under the Masterplan would cater for the required 9-15 spaces under this DA and the remaining facilities under other DAs and is compliant with Council's DCP.
- Car parking surveys and patronage surveys were undertaken by the consultant on a typical weekday and on weekends (Saturday operations) along Kentwell Road, within the Warringah Recreation Centre car park, and at the vacant bowling green / Council's car park. The surveys included counts every 90 minutes on the times of day that the proposed clubhouse would be expected to generate its peak car parking demand. The surveys were undertaken to gain an understanding of the existing parking demands within the vicinity of the site.
- Based on the surveys undertaken, it was concluded that in the vicinity of the site, there was an abundance of spare car parking spaces on both a typical weekday and Saturday; users of the proposed squash courts, therefore, would likely be able to park their car in those locations.
- Under the 'first principles' approach and the 85th percentile peak demand assessment, the development is assessed to generate a demand for 58 car parking spaces during 'typical operations' and 73 car parking spaces during infrequent function events.
- The car parking spaces will be provided by the Council within the two off-street car parks (approximately 50 and 70 off-street car parking spaces), which will serve the proposal and the proposed adjacent Council facilities.
- The TIA has also confirmed that the surrounding areas provide sufficient supply for any parking demand in the event the proposal was constructed ahead of the Masterplan carpark areas.
- As outlined in the Traffic report, the development would generate a minimal demand for service vehicle parking with only 1-2 deliveries expected per week and it will be undertaken outside of peak times from the car parking area.
- The WDCP requires the provision of bicycle parking space at the rate of 1 space per four (4) employees and one (1) space per 1500 spectator places high-medium security level and 1 per 200m² GFA high-low security level for visitors plus one space per 250 spectators. Bicycle parking for four (4) bikes has been proposed. This provision satisfies Council's DCP requirements and caters for alternate travel mode options. This will be conditioned to be included in the plans prior to the issue of any Occupation Certificate.
- The WDCP 2011 does not stipulate motorcycle parking rates for the recreational facilities and the subject DA did not provide any motorcycle parking spaces.

Traffic Impact

- Neither the RMS Guide nor RMS Guide Update include traffic generation rates for recreational facilities developments. The traffic generation of the proposed squash courts is three (3) vehicle trips per hour during the evening peak hour, which will result in an increase in traffic generation of 15 vehicle trips/hour, which will then be distributed to the west and east of Kentwell Road as motorists seek to access Pittwater Road and Condamine Street and split in both directions. With regard to the cumulative traffic impact (taking into consideration the REF requirements), the proposed five (5) tennis courts generate 20 vehicles per hour during peak periods, totalling 35 vehicles per hour when accounting for both this DA and the REF.
- The proposal therefore will generate minimal vehicular traffic during the peak, and it will not have any unacceptable implications in terms of road network capacity performance.

Conclusion

Subject to conditions, the application can be supported on traffic grounds.

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:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Staff and Contractor Parking

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

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

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) and report shall be prepared by a Transport for NSW accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase.
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken.
- Make provision for all construction materials to be stored on site, at all times.
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period.
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed.
- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:
 - Evidence of the legal right and terms to use the access route or provide owners consent from the owners/strata/community association.
 - Demonstrate that direct access from a public space/road is not viable for each stage of works.
 - An assessment to be carried out of the physical constraints of the Right of Carriageway to determine the maximum size of vehicle that may access the site via the Right of

Carriageway during construction.

- Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP.
 - No construction vehicles, materials or plant are to be located or parked in the private road/driveway, community title road or right of way.
 - How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
 - If trees are located within or overhang the access route, a tree protection plan prepared by an Arborist with minimum AQF Level 5 in arboriculture demonstrating how any trees within the Right of Carriageway will be protected from damage by construction vehicles. Should any tree protection measures be required on private land in accordance with AS4970-2009 Protection of trees on development sites, owner's consent must be obtained.
 - A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets (including trees) or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
 - A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
 - Compare the post-construction report with the pre-construction report,
 - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site.
 - Make provision for parking onsite. All Staff and Contractors are to use any basement parking once available.
 - Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior.
 - Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety.
 - The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure.
 - Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.
 - Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck

routes. These communications must be documented and submitted to Council prior to work commencing on site.

- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site.
- Specify that the public roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent.
- Proposed protection for Council and adjoining properties.
- The location and operation of any on site crane.

The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

A copy of the approved CTMP must be kept on-site at all times while work is being carried out.

The development is to be undertaken in accordance with the Construction Traffic Management Plan approved by Northern Beaches Council Traffic Team.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Work Zones and Permits

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

Reason: To ensure Work zones are monitored and installed correctly.

Road Occupancy Licence

Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows.

Reason: Requirement of TMC for any works that impact on traffic flow.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Construction Traffic Management Plan

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.