

Proposed Recreational Facility (Indoor Swimming School & Wellness Centre)

**145 Old Pittwater Road,  
Brookvale**

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**TRAFFIC AND PARKING ASSESSMENT REPORT**

28 October 2021

Ref 21490

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## TABLE OF CONTENTS

<b>1. INTRODUCTION .....</b>	<b>1</b>
<b>2. PROPOSED DEVELOPMENT .....</b>	<b>5</b>
<b>3. TRAFFIC ASSESSMENT .....</b>	<b>11</b>
<b>4. PARKING ASSESSMENT .....</b>	<b>18</b>

## LIST OF ILLUSTRATIONS

<b>Figure 1</b>	Location
<b>Figure 2</b>	Site
<b>Figure 3</b>	Road Hierarchy
<b>Figure 4</b>	Existing Traffic Controls
<b>Figure 5</b>	Public Transport

## 1. INTRODUCTION

This report has been prepared to accompany a development application to Northern Beaches Council for a recreational facility development proposal to be located at 145 Pittwater Road, Brookvale (Figures 1 and 2).

The proposed development involves alterations and additions to an existing building in Westfield Warringah Mall to facilitate its conversion from a childcare centre to an indoor swimming school and wellness centre.

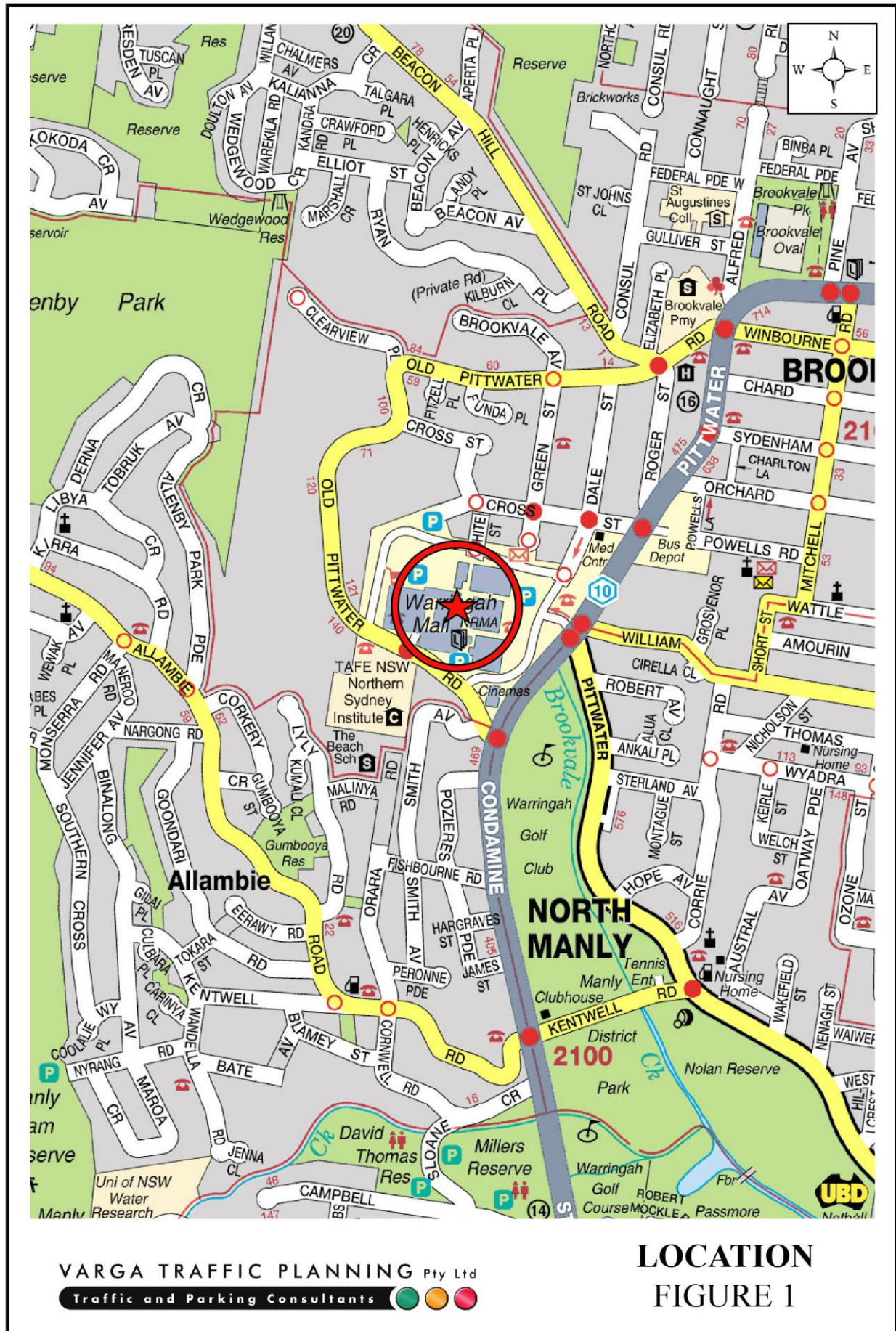
Off-street parking will be primarily accommodated in the open-air car parking area in front of the buildings providing for a total of 53 car spaces, including provision for 2 accessible spaces, accessed via the existing vehicular driveway in Old Pittwater Road opposite TAFE NSW.

However it is noted that patrons could park in any of the shopping centre car parking areas which provides some 4,500 car spaces for retail. It is noted also that some parents of children attending the squad training are likely to make a *dual-purpose* trip whereby they visit the adjacent shops whilst their children are attending a squad training.

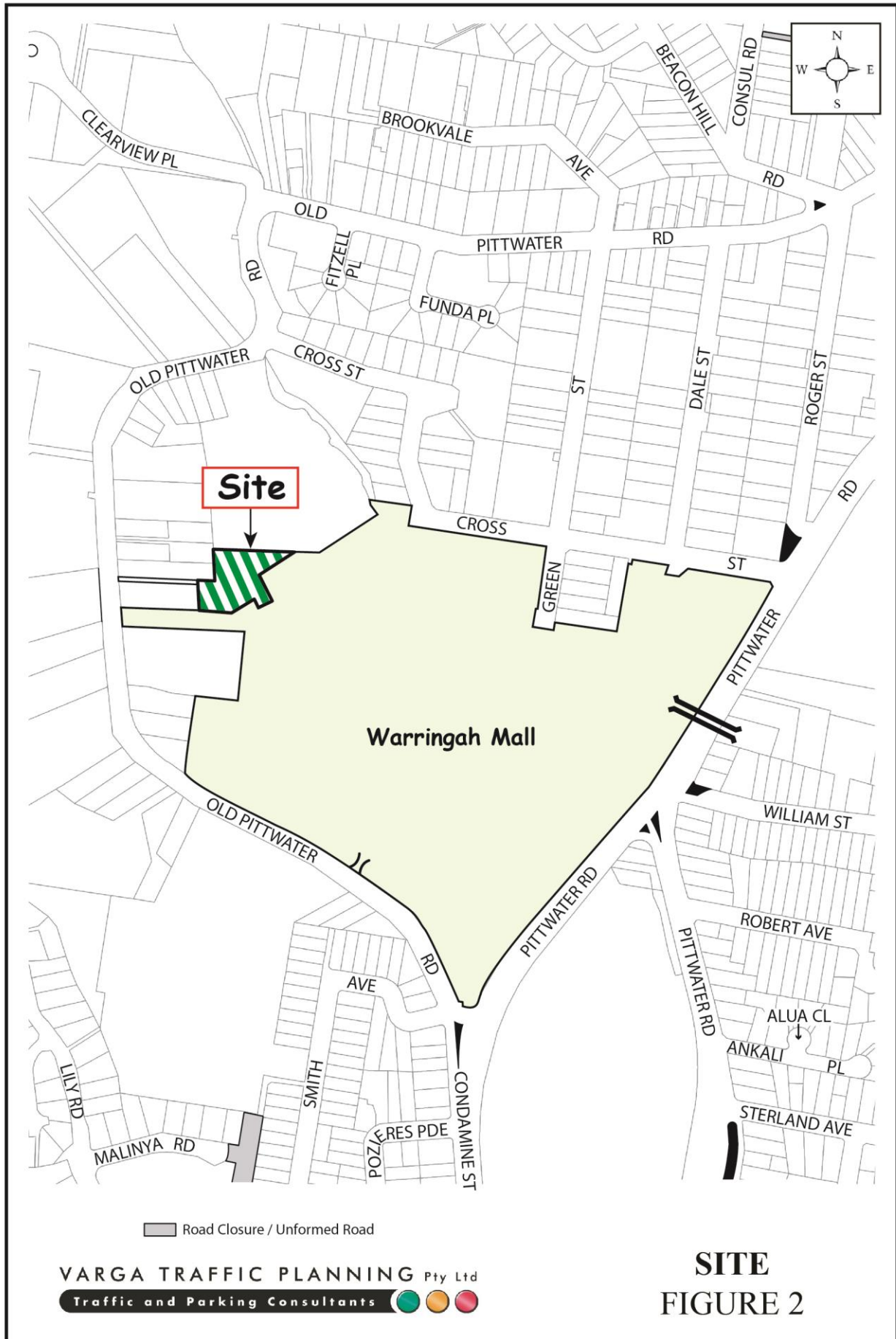
The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity

- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.







## 2. PROPOSED DEVELOPMENT

### Site

The subject site is located on the western side of Pittwater Road, between Old Pittwater Road and Cross Street.

The site is currently occupied by Westfield Warringah Mall, and is a major shopping centre in the Northern Beaches LGA providing a full range of shops and services as well as food, beverage and entertainment.

Off-street parking is currently provided for some 4,500 car spaces in a number of car parking areas with multiple access / egress driveways off Old Pittwater Road, Condamine Street and Cross Street.

The subject building of this proposal was previously occupied by a childcare centre catering for 98 children and has now closed.

A recent aerial image of the subject building and its surroundings is provided below.



Source: Nearmap

**Proposed Development**

The proposed development involves alterations and additions to an existing building in Westfield Warringah Mall to facilitate its conversion from a childcare centre to a recreational facility to be used as an indoor swimming school.

The proposed recreation facility will comprise the following components:

- a 25m swimming pool
- a 15m swimming pool
- a wellness centre
- reception and administration areas
- a café for patrons, and
- amenities including toilets and changerooms.

The facility is proposed to operate seven days a week, from 5am to midnight on weekdays, 5am to 10pm on Saturdays and 6am to 10pm on Sundays.

The 15m swimming pool will cater for toddlers and infants, with a lesson duration of 10 minutes and 20 minutes respectively, generally between 9am-1pm and 4pm-6pm respectively, with a maximum of 6 toddlers or 4 infants per lesson.

The 25m pool will be used for squad training and junior water polo with a maximum of 25 swimmers for each class of 1 or 2 hours duration, generally between 7am-11am and 4pm to 7 or 8pm.

The swim school and squad training will have a maximum of 2 staff on-site at any one point in time.

The wellness centre and ancillary café will have a maximum capacity of 10 customers at any one time with a typical duration of visit in the order of 60 to 90 minutes. The wellness centre and ancillary café will have a maximum of 1 or 2 staff on-site at any one point in time.



Off-street parking will be accommodated in the open-air car parking area in front of the buildings providing for a total of 53 car spaces, including provision for 4 accessible spaces, accessed via the existing vehicular driveway in Old Pittwater Road opposite TAFE NSW.

However it is noted that patrons could park in any of the shopping centre car parking areas providing some 4,500 car spaces for retail. It is noted also that some parents of children attending the squad training are likely to make a *dual-purpose* trip whereby they visit the adjacent shops whilst their children are attending a squad training.

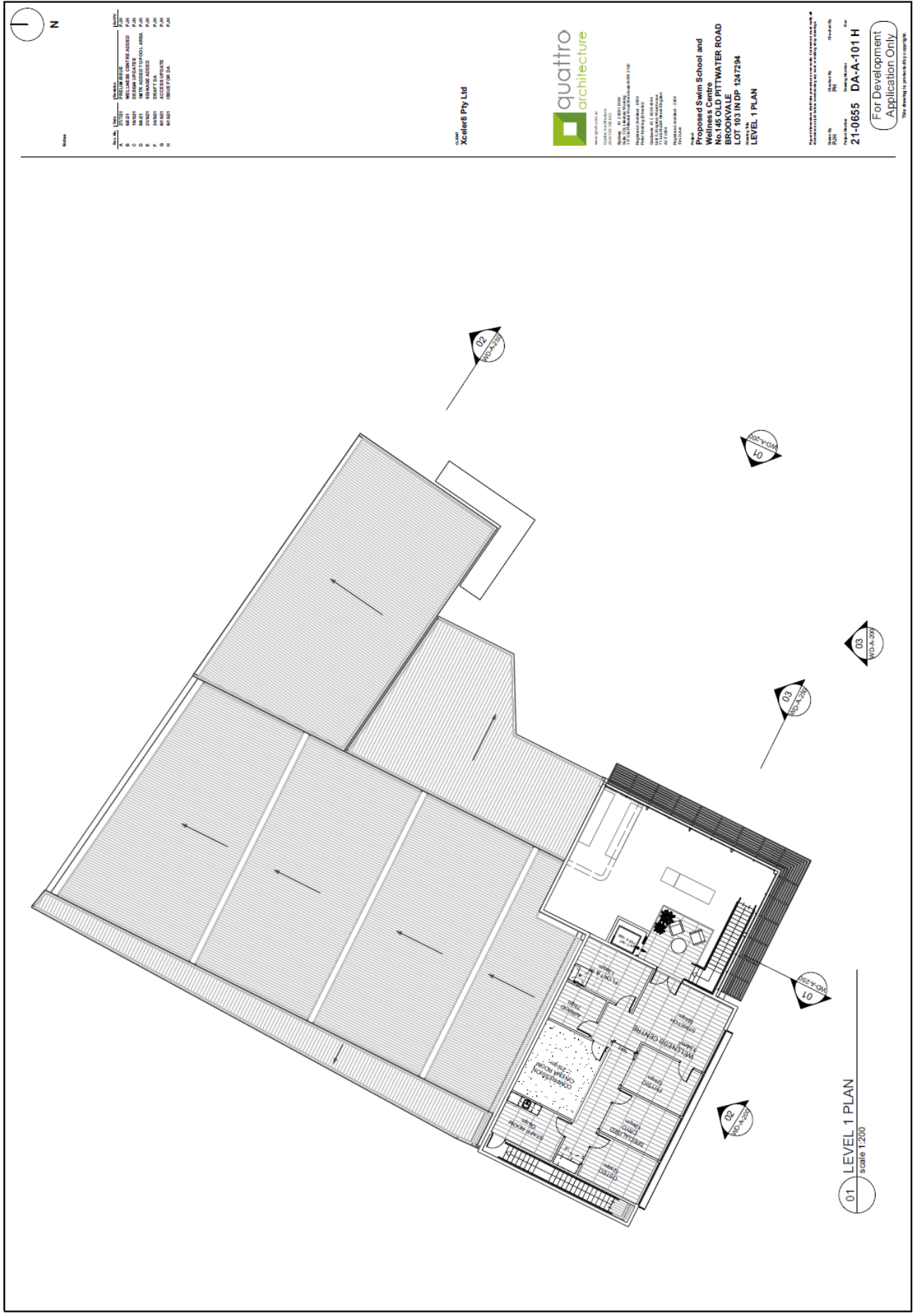
The day-to-day loading and servicing requirements for the proposed development will be minimal, using commercial vans such as the *Hyundai iLoad* or similar B99 vehicles that can park in a standard car space, similar to that of the former childcare centre. A dedicated service vehicle area is proposed adjacent to the south-western corner of the building.

Plans of the proposed development have been prepared by *quattro architecture* and are reproduced in the following pages.









### **3. TRAFFIC ASSESSMENT**

#### **Road Hierarchy**

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

Condamine Street is classified by the RMS as a *State Road* and provides the key north-south road link in the area, it continues as Burnt Bridge Creek Deviation at its southern terminus towards the City and continues as Pittwater Road at its northern terminus towards Mona Vale. It typically carries three traffic lanes in each direction including dedicated bus lanes in both direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Bus lane restrictions apply on both sides of the road.

Old Pittwater Road is a local, unclassified road that functions as a *collector route* through the local area and links to Condamine Street / Pittwater Road at two locations. It typically carries one to two traffic lanes in each direction in the vicinity of the site. Kerbside parking is generally permitted on both sides of the road within its inner sections that are further away from Condamine Street / Pittwater Road.

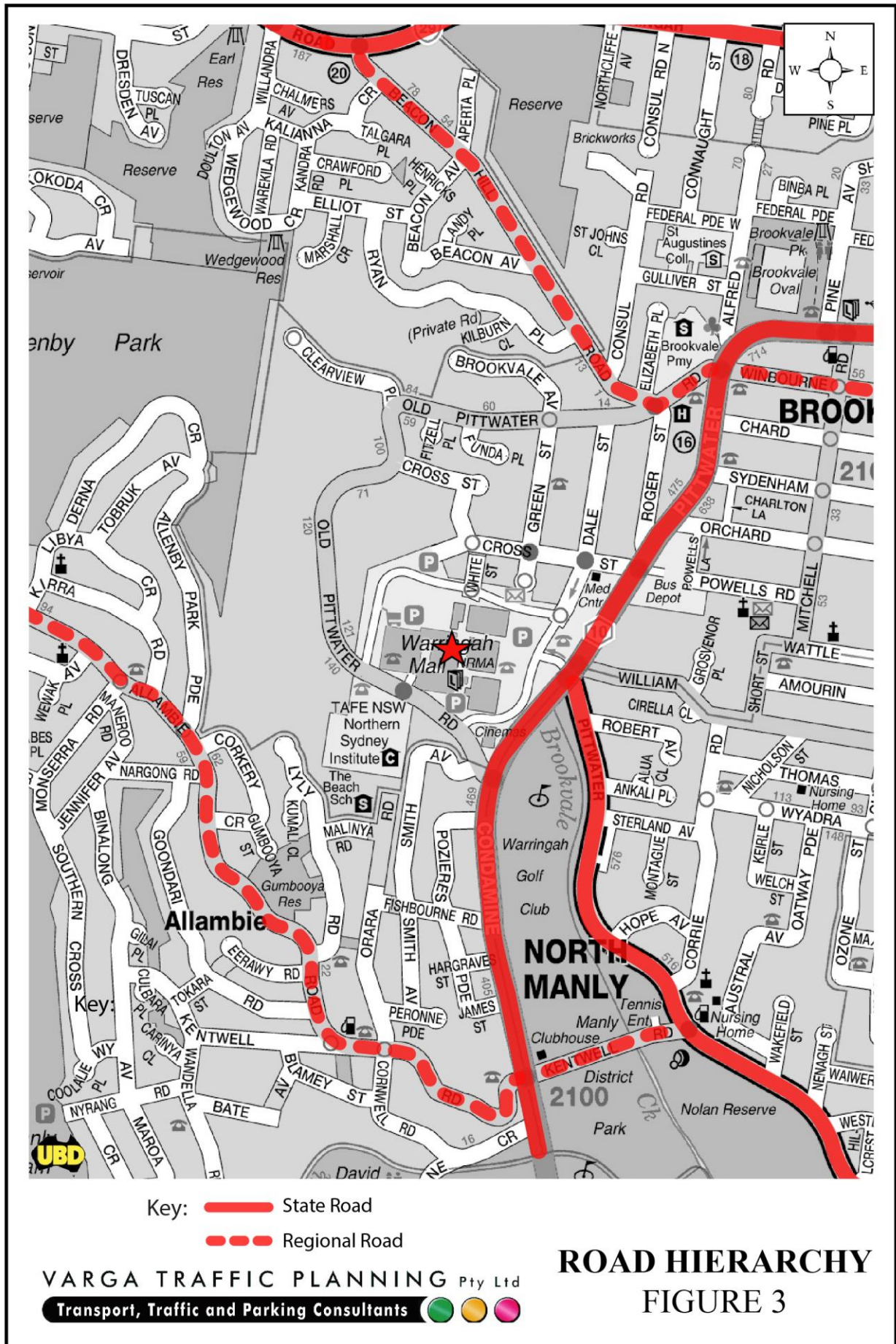
Cross Street is a local, unclassified road that is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the road.

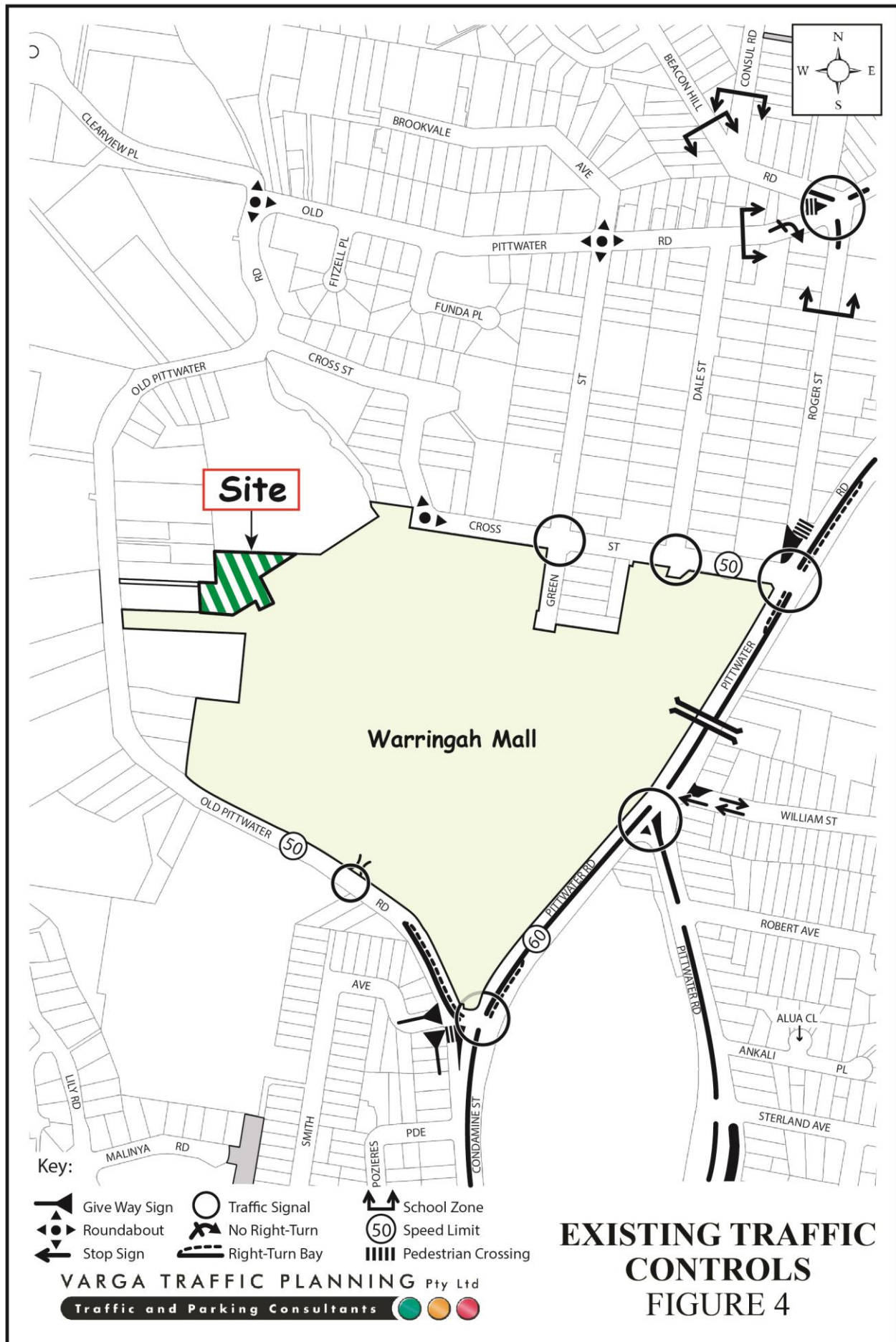
#### **Existing Traffic Controls**

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Condamine Street
- a 50 km/h SPEED LIMIT which applies to Old Pittwater Road, Cross Street and all other local roads in the surrounding area







- TRAFFIC SIGNALS in Condamine Street where it intersects with Old Pittwater Road, Pittwater Road, and Cross Street
- TRAFFIC SIGNALS in Cross Street where it intersects with Green Street and Dale Street
- TRAFFIC SIGNALS in Old Pittwater Road where it intersects with Beacon Hill Road / Roger Street
- ROUNDABOUTS in Old Pittwater Road where it intersects with Clearview Place and Brookvale Avenue.

### **Existing Public Transport Services**

The existing public transport services available in the vicinity of the subject site are illustrated on Figure 5.

There is a multitude of bus services that stops in front of Westfield Warringah Mall, these include:

- 145 – Warringah Mall to Seaforth
- 167 – Warringah Mall to Manly via South Curl Curl
- 178 – Cromer Heights to Warringah Mall
- 179 – Wheeler Heights to Warringah Mall
- 180 – Collaroy Plateau to Warringah Mall
- 193 – Warringah Mall to Austlink via Frenchs Forest
- 280 – Warringah Mall to Chatswood
- 172X – Warringah Mall to City Wynyard via North Balgowlah (Express Service)
- 173X – Warringah Mall to City Wynyard via Balgowlah Shops (Express Service)
- 177 – Dee Why to Warringah Mall
- B1 – B-Line Mona Vale to City Wynyard
- BN1 – B-Line Mona Vale to City QVB (Night Service)



# Buses around the Northern Beaches



From City Wynyard



## Manly

- Catch a B1 B-Line bus to Spit Junction. Change at Spit Junction for a 144 bus to Manly.
- Catch an F1 ferry from Circular Quay to Manly Wharf.



## Palm Beach

- Catch a B1 B-Line bus to Mona Vale. Change at Mona Vale for connecting bus services to Palm Beach.

\*Images from Destination NSW



On the above basis, it is clear that the site has excellent connectivity to existing public transport services and is ideally located to facilitate a positive shift towards sustainable travel habits.

### **Projected Traffic Generation**

An indication of the traffic generation potential of various development proposals is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the RMS *Technical Direction (TDT 2013/04a)* document.

However, the RMS *Guidelines* and *TDT 2013/04a* do not nominate a traffic generation rate that is applicable to an indoor swimming school.

Reference is therefore made to the operational characteristics of the development assuming both the 15m and 25m swimming pools and the wellness centre are operating at capacity as follows:

- 25 swimmers in the 25m pool, plus 1 staff, with a duration of 1 or 2 hours for each squad training session
- 6 or 4 students in the 15m pool, plus 1 staff with a 10 or 20-minute class duration respectively, and
- a maximum of 10 customers in the wellness centre with a visit duration of at least 60 minutes each (and possibly up to 90 minutes).

It is further noted that the toddler swim school will operate between 9am-1pm, whilst the infants' swim school will operate between 4pm-6pm.

Thus, the proposed development could be expected to generate approximately 70 vph during the AM peak hour (i.e. squad training 25 vph IN/25 vph OUT, plus wellness centre 10 vph IN/10 vph OUT) in the morning. During the afternoon peak hour the proposed development



could be expected to generate 94 vph (comprising squad training 25 vph IN/25 vph OUT plus swim school 12 vph IN/ 12 vph OUT plus wellness centre 10 vph IN/10 vph OUT).

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the development proposal.

The *RMS Guidelines* nominate the following traffic generation rates which are applicable to the existing uses of the site:

**Childcare Centre**

0.8 peak hour vehicle trips per child

Application of the above traffic generation rates to the former childcare centre catering for 98 children yields a traffic generation potential of approximately 78 vph during both the AM and PM peak hour.

Accordingly, it is likely that the proposed development will result in a *nett decrease* in the traffic generation potential of the site of approximately -8 vph during the AM peak hour, and a *nett increase* of 16 vph during the PM peak hour, as set out below:

**Projected Nett Increase in Peak Hour Traffic Generation Potential  
of the site as a consequence of the development proposal**

	<b>AM</b>	<b>PM</b>
Projected Future Traffic Generation Potential:	70 vph	94 vph
Less Existing Traffic Generation Potential:	78 vph	78 vph
<b>NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:</b>	<b>-8 vph</b>	<b>+16 vph</b>

The projected *change* in traffic activity as a consequence of the development proposal is minimal, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

## **4. PARKING IMPLICATIONS**

### **Existing Kerbside Parking Restrictions**

Unrestricted kerbside parking is generally permitted on both sides of Old Pittwater Road in close proximity to the subject building within Westfield Warringah Mall.

### **Off-Street Car Parking Provisions**

The off-street car parking requirements applicable to developments in the former Warringah LGA are specified in the *Warringah Development Control Plan 2011*, however, the DCP does not nominate a parking rate applicable to an indoor swimming school.

Reference is again made to the operational characteristics of development assuming both the 15m and 25m swimming pools and wellness centre are operating at capacity as follows:

- 25 swimmers for squad training in the 25m pool plus 1 instructor and
- 6 or 4 students in the 15m pool plus 1 instructor
- 10 patrons in the wellness centre plus 1 to 2 staff

If it is assumed that everybody drives to the site, the peak parking demand will be 51 parked cars comprising 25 squad training, 12 swim school (i.e. with an overlap between 2 classes), 10 wellness centre patrons and say 4 staff.

In practical terms however, the *actual* parking demand is likely to be less because:

- it is likely that some swim school/squad trainers will have siblings arriving in the same car
- some squad training parents may also be customers of the wellness centre, and
- some parents of squad trainers may undertake a dual-purpose trip for shopping.

In any event, a total of 53 car spaces (including 4 accessible) spaces are provided in the parking area in front of the building, thereby satisfying the peak parking demand of the proposed development noting also that patrons/parents will also have access to up to 4,500 car spaces elsewhere within the shopping centre.

No change is proposed to the geometric design layout of the existing car parking facilities which have been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions and manoeuvring requirements.

## **Conclusion**

In summary, the proposed parking and loading facilities satisfy the relevant requirements specified in Council's *DCP* as well as relevant Australian Standards, and it is therefore concluded that the proposed development will not have any unacceptable parking or loading implications.