



# **Proposed Alterations and Additions to Sportsfield Lighting Passmore Reserve, Campbell Parade**

## **Traffic and Parking Impact Assessment**

Ref: 21032

Date: March 2021

Issue: A

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## 1.0 Introduction

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This report has been prepared to accompany a Development Application to Northern Beaches Council for the proposed alterations and additions to sportsfield lighting at Passmore Reserve (Reserve), within District Park at Manly Vale. (Figure1).

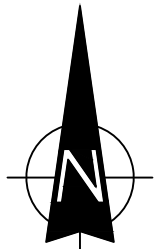
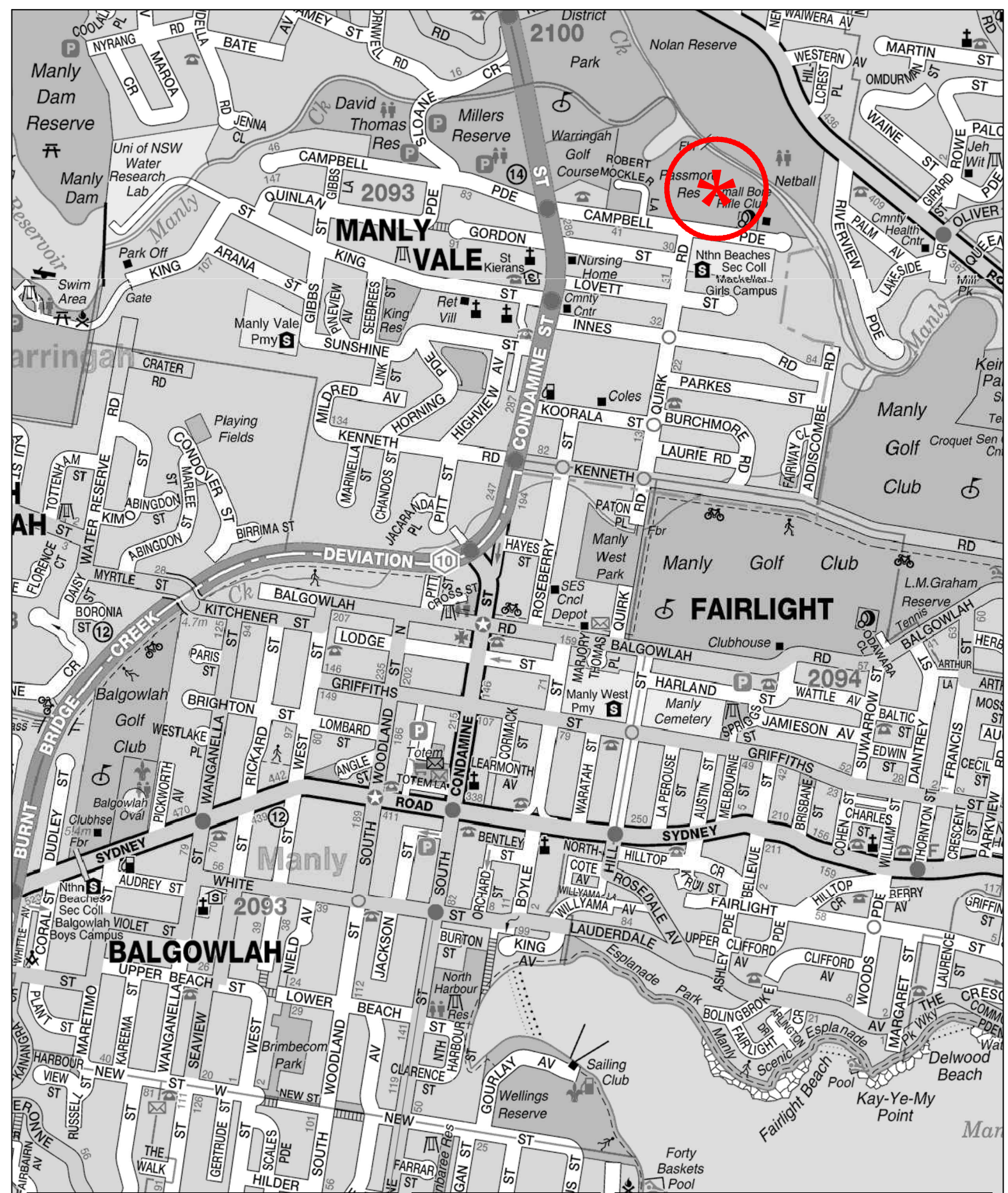
The site has convenient access to the arterial road system and public transport services and largely draws patronage from the surrounding residential, light industrial and educational catchment areas.

The proposal comprises the installation of 8 lighting poles to light up three existing playing fields. Such installation allows the extension of the hours of use for the existing sportsgrounds up to 9.00 pm, resulting in an increased overall usage capacity at Passmore Reserve.

The purpose of this report is to:

- ❖ describe the site, its context and the proposal.
- ❖ describe the existing road network serving the site and the traffic conditions on that system.
- ❖ assess the adequacy of the existing parking provision for the proposal.
- ❖ assess any potential traffic and safety implications.





**LOCATION**

**FIG 1**

## 2.0 Proposed Alterations and Additions

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### 2.1 Site, Context and Existing Circumstances

The site (Figure 1) is located within the southern side of Lot 2743 in DP 752038, Campbell Parade in Manly Vale. The site occupies a large irregular shaped area of some 4.5 hectares and consists of Passmore Reserve, Manly Lagoon and Manly Creek within the wider District Park Reserve.

The site is bounded by the Manly Creek line corridor to the north and Campbell Parade to the south. Vehicle and pedestrian accesses are provided along the Campbell Parade frontage.

The site is currently zoned as RE1 (Public Recreation) under the Warringah Local Environmental Plan 2011 (LEP). The site is surrounded by :

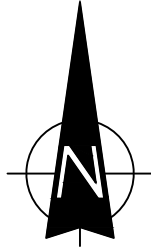
- large recreational areas including:
  - o Warringah Golf Course to the northwest
  - o David Thomas Reserve to the west
  - o Nolan Reserve to the east.
  
- low-density residential developments to the south
- medium-density residential developments to the west

The sportsground is currently not lit. As such, usage of the existing sportsground currently finishes at nightfall.

### 2.2 Proposed Alterations and Additions

It is proposed to install eight lighting poles of 25 to 30m in height. The proposed lighting will allow training and matches after daylight hours, generally during the weekdays (Monday to Friday). The proposed hours for the sporting club usage are





**SITE**

**FIG 2**



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detailed in the following:

- 8:30 pm Monday to Thursday
- 9:00 pm Fridays
- 6.45 pm Saturdays
- 6.00 pm Sundays

The proposed lighting poles locations are illustrated in the following figure.



## 3.0 Road Network and Traffic Conditions

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### 3.1 Road Network

The road network serving the area (Figure 3) comprises:

- \* *Manly Road / Burnt Bridge Creek Deviation / Condamine Street (north)* – a State Road and arterial route connecting across the Spit Bridge to the northern beaches area.
- \* *Campbell Parade* – a minor collector cul-de-sac connecting to Condamine Street.
- \* *Pittwater Road* – a State Road sub-arterial route connecting between Condamine Street at north and Balgowlah Road at the south.
- \* *Balgowlah Road, Condamine Street (south) and Roseberry Street* – a system of collector roads serving the Balgowlah area.

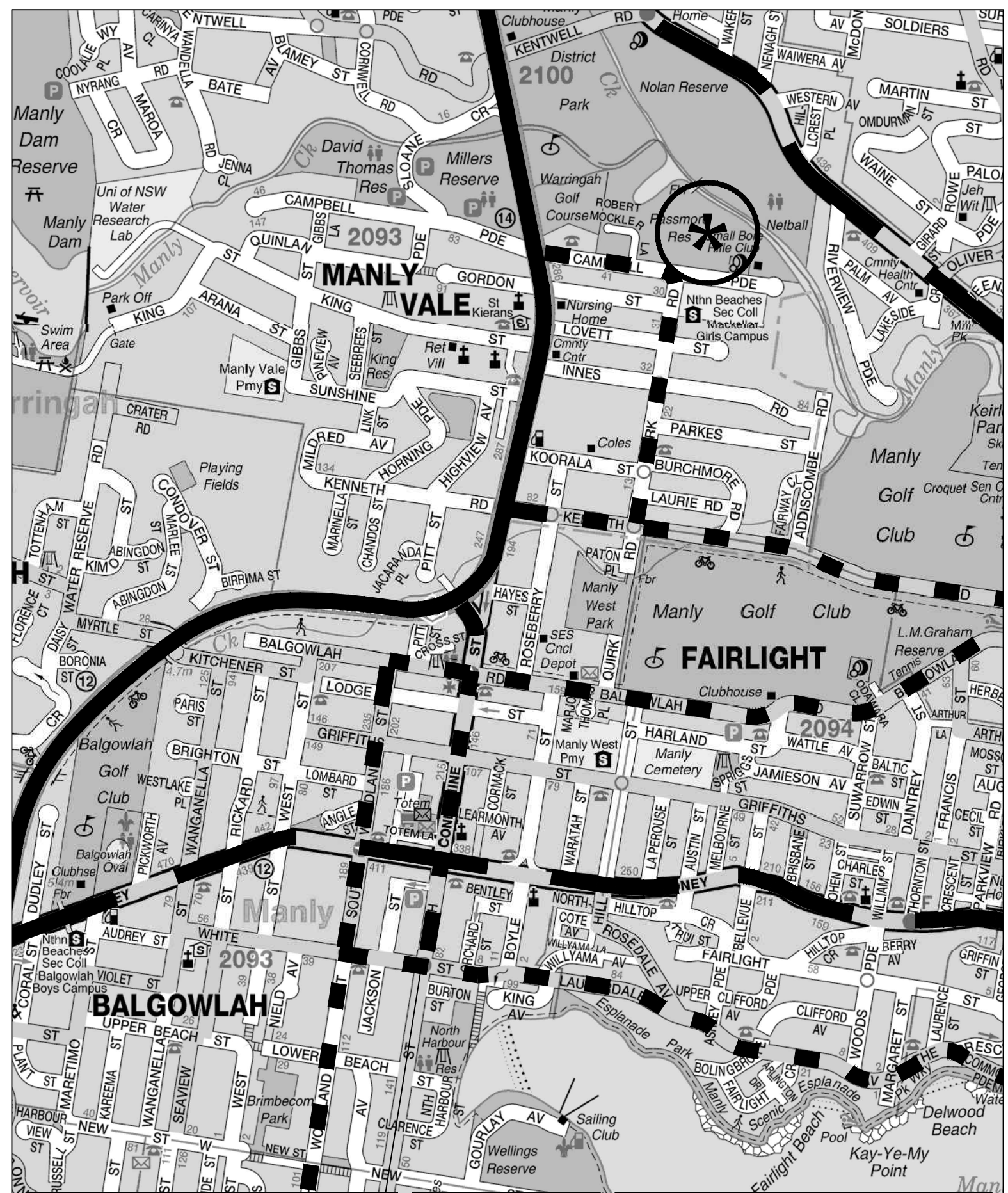
Campbell Parade in the vicinity of the site has one traffic lane in each direction. Unrestricted kerbside parking is generally permitted on both sides of the road.

### 3.2 Traffic Controls




The traffic controls which have been applied to the road system serving the site (Figure 4) comprise:

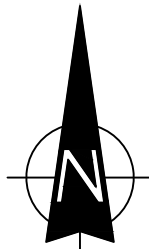
- \* the traffic signals at the intersections of:
  - Condamine Street and Balgowlah Road
  - Condamine Street/Burnt Bridge Creek Deviation
  - Condamine Street/Kenneth Road
- \* the roundabouts at the Kenneth Road/Quirk Road and Kenneth Road/Roseberry Street intersections





**LEGEND**

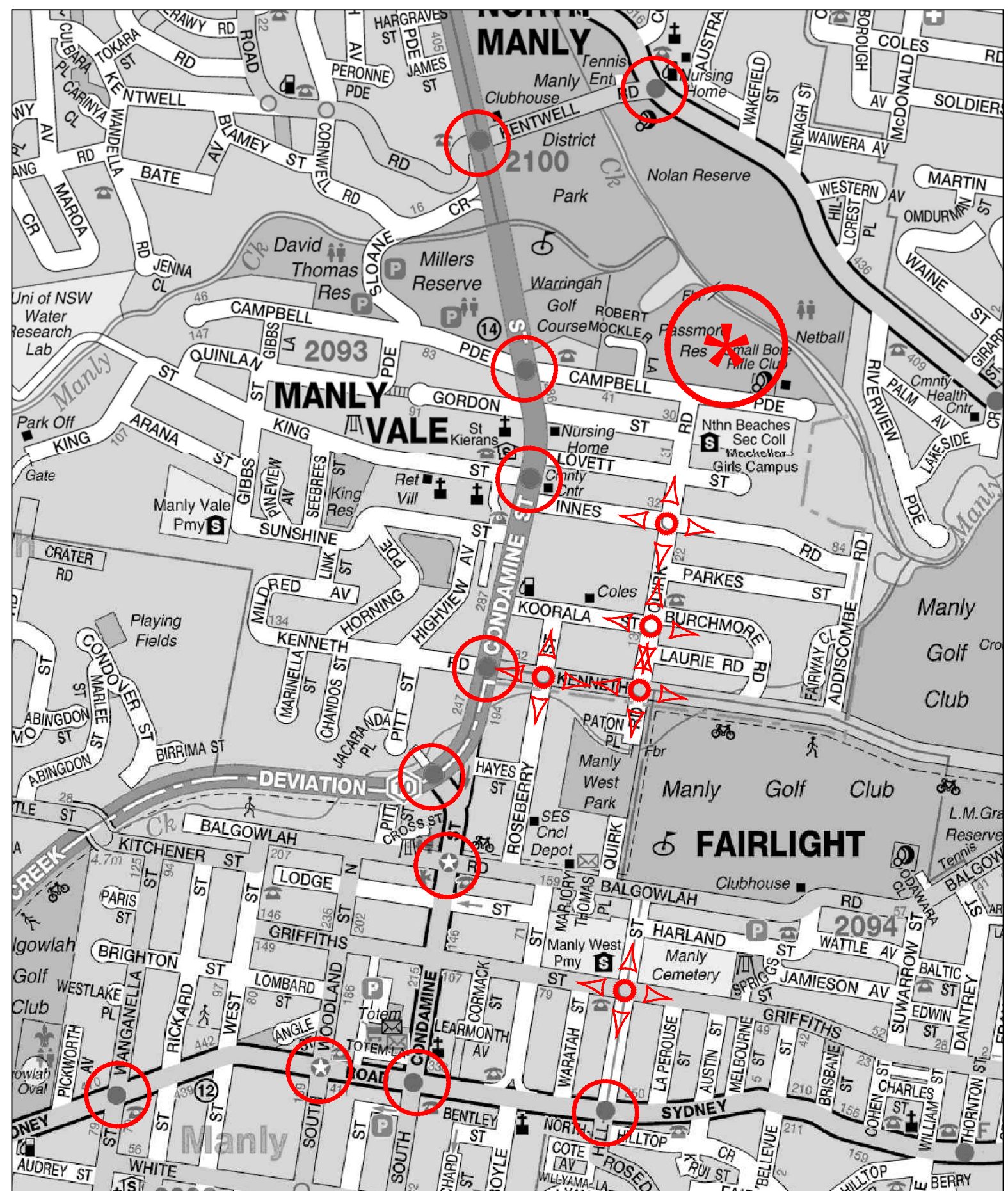
-  **ARTERIAL**
-  **SUB-ARTERIAL**
-  **COLLECTOR**





**ROAD NETWORK**

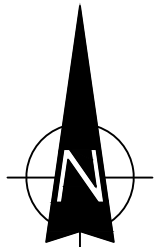
**FIG 3**





**LEGEND**

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT



**TRAFFIC CONTROLS**

**FIG 4**



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- \* the NO STOPPING and BUS ZONE restrictions along Condamine Street and sections of Balgowlah Road
- \* the 50kmph default speed restriction on Campbell Parade and also school zone speed limit (40kmph) on this road during school hours.
- \* the 60 kmph speed restriction on Condamine Street (north)
- \* the 50 kmph speed restriction on the local street/collector road system
- \* the 90° parking on the right side of the Campbell Parade westbound in the vicinity of Passmore Reserve
- \* the 90° parking along the eastern side of Quirk Road

### 3.3 Traffic Conditions

Observations of traffic activity in the vicinity of the site during the morning peak period reveal some queuing occurs at times along Campbell Parade and Quirk Road as a consequence of the school traffic flows.

Traffic flow along Campbell Parade at the site frontage indicated relatively free-flowing conditions even during the sportsground peak periods on Friday's evening (between 4.30 pm and 5.30 pm) and weekend between 1 pm and 12 pm and between 2 pm and 3 pm), being largely limited to local residential and industrial access movements outside of the school's peak periods.

Traffic conditions in the area are controlled by the various priority-controlled and signal-controlled facilities. Regular gaps are available in both the Campbell Parade traffic flows for vehicles to enter and exit the kerbside parking.

### 3.4 Transport Services

The site is well serviced by public transport. The nearest bus stop to the site is located just to the southeast of the site, just to the north of Mackellar Girls Campus.

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The stop services route 172X, which provides access to Warringah Mall, CBD and North Balgowlah.

The site is also located within 270 metres of a wider range of local bus services. Bus routes 142, 145, 172X, 173X, 174X, 176X and 177X operate along Condamine Street, providing connections to Manly and the CBD.

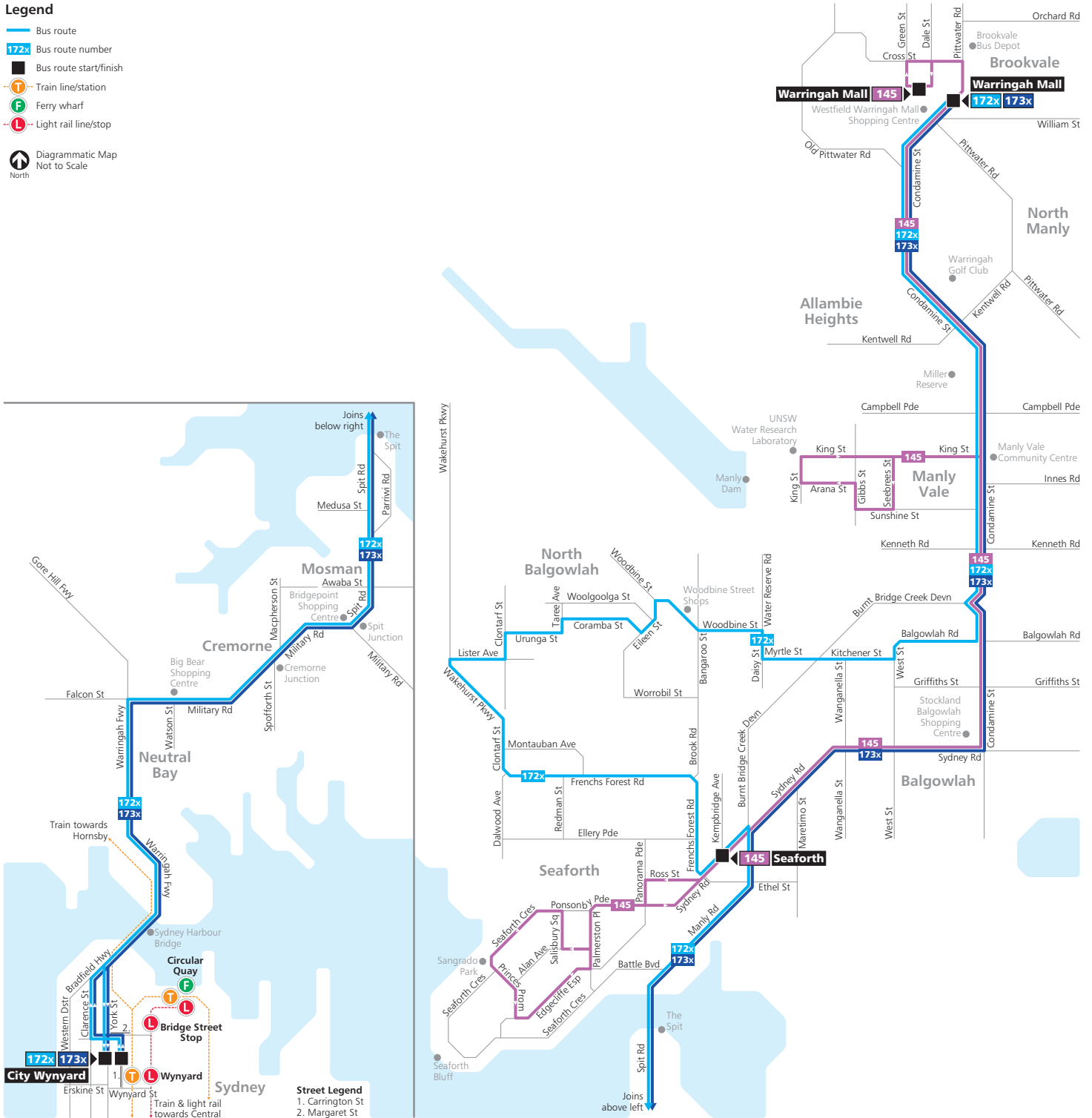
Details of the available public transport services are provided in the figure overleaf.



# Routes 145, 172x, 173x



- Legend**
- Bus route
  - 172x Bus route number
  - Bus route start/finish
  - T Train line/station
  - F Ferry wharf
  - L Light rail line/stop
  - N Diagrammatic Map Not to Scale



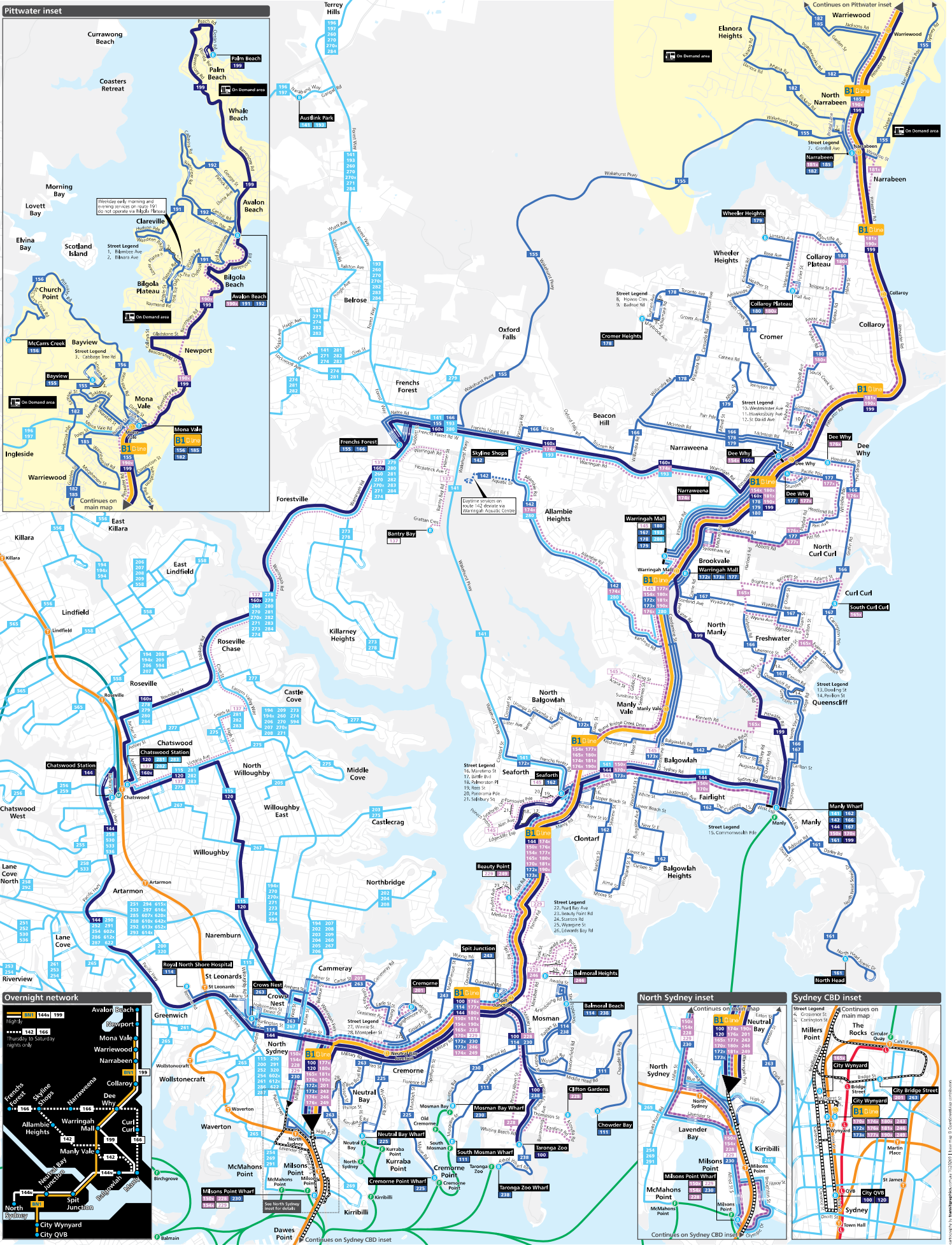
## Routes 172x and 173x to City Wynyard

Picks up and sets down passengers at all stops to Spit Junction, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

## Routes 172x and 173x to Warringah Mall

Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, Spit Junction, then all stops from Avaba Street Mosman.





- Bus - service types**
- B-Line
  - Peak only
  - Frequent
  - Local
  - Local
  - Bus services in other regions
- Bus - common routes**
- Multiple service types
  - Local
  - Peak only
- Bus - details**
- Route number
  - Terminus
  - Be-Line stop
- Other transport modes**
- Metro line & station
  - Train line & station
  - Ferry route & wharf
  - Light rail line & stop



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## 4.0 Traffic and Safety Assessment

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### 4.1 Traffic Impact

It is noted that the proposed lighting will not increase the capacity nor the intensity of use in terms of patronage of the existing sportsground.

As discussed, the peak hours of the sportsground occur on Friday's evening and weekend. While the proposed lighting allows the extension of hours of the existing sportsground past nightfall, the peak hour traffic generation of the existing sports ground will remain consistent with the existing use.

Based on the above, the additional traffic generated due to the extended hours which will occur outside of the school's and commuter's peak periods will be no more than those during the peak operating hours.

### 4.2 Safety Assessment

A five-year (2014-2019) summary of collisions within the study area was provided by Transport for NSW Centre for Road safety. A review of this data revealed no crashes with fatality occur in the vicinity of the site. Furthermore, a review of the Snarl website (<http://www.snarl.com.au/incidents/suburb/nsw/manly+vale>) for more recent crash data post-2019 has indicated no crash in the vicinity of the site or along the Campbell Parade.

Based on the above, the crash data indicated that there is no existing road safety issue and the proposed lighting of the sportsfield would result in a better safety outcome for pedestrian safety.

## 5.0 Parking

### 5.1 Existing Parking Demand

A survey of the surrounding on-street parking spaces (within convenient walking distance of 250m), as shown in the following figure, indicates the following parking availability:

- Campbell Parade: 155 spaces
- Quirk Road: 75 spaces
- Gordon Street: 45 spaces
- Lovett Street: 35 spaces
- Total: 310 spaces**



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The existing on-street parking spaces were surveyed on Wednesday, 17 February 2012, between 2.30pm and 7.30pm. The surveys were completed to provide an indication of their utilisation during the school's peak SD/PU periods as well as to capture the car parking demand associated with the school's after-hours activities (i.e., Open Evening Year 7) and the existing peak hour use of the sportsground prior to nightfall.

The parking survey's outcome is summarised as follows:

<b>Road Section</b>	<b>Capacity</b>	<b>Minimum Vacancy Level</b>
Campbell Parade:	155	35
Quirk Road:	75	28
Gordon Street:	45	17
Lovett Street:	35	12
<b>Total</b>	<b>310</b>	<b>92</b>

Based on the above, it is apparent that the site benefits from the ample spare parking capacity (a minimum of 92 spaces) within the surrounding on-street parking.

## 5.2 Council's DCP

Council's DCP does not state any parking requirements for sportsgrounds.

While the parking demand associated with the extended evening hours may be extended by the proposal past nightfall up to 9.00 pm, the demand for car parking will not be more than the existing peak parking demand already experienced during the use of the reserve up to nightfall.

A review of the Mackellar Girls Campus' after-hours activities such as Elevate Parents Evening, Orchestral Event, Drama Production Evening, Music Night, etc., indicates these events starts between 5.30 pm and 6.30 pm.



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As such, the parking demand associated with these occasional (no more than 5 times a month) school activities are already overlapping with the existing use on the site. As discussed, the parking demand with the extended use will not be more than the existing parking demand up to nightfall.

Notwithstanding the above, the site is afforded with ample unrestricted kerbside parking just to the south of the reserve along Campbell Parade and along the immediate surround roads, including Campbell Parade, Quirk Road, Gordon Street, Lovett Street and Innes Road.

Additional 120 car parking spaces are also available at Nolans Reserve as detailed in the following:

- 40 spaces at the Riverview Parade entry
- 30 spaces at the Kentwell Road entry
- 50 spaces at the Kentwell Road entry

Moreover, the use of the immediate on-street parking by vehicles accessing the sportsground, which abut it, is entirely appropriate and consistent with its functional role and forms a typical environment surrounding a public sportsground.

## 7.0 Conclusion

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A Development Application is to be submitted to Northern Beaches Council for the proposed alterations and additions to sportsfield lighting at Passmore Reserve at Manly Vale. The traffic, transport and parking assessment provided in this report confirm that the provision of sportsground lighting:

- \* will not increase the capacity nor the intensity of use in terms of patronage of the existing sportsground.
- \* will not present any unsatisfactory traffic capacity implication as the traffic generated by the extended hours:
  - will occur outside of the peak PM commuter hours.
  - will be no more than the peak hour traffic generated by the existing use.
- \* will not result in additional car parking demand as compared to the existing demand up to nightfall.
- \* will result in an improved safety outcome for both pedestrians and drivers along Campbell Parade.

The assessment also concluded that the site benefits from:

- \* the high-frequency public transport services along Campbell Parade and Condamine Street which link to the surrounding suburbs and CBD.
- \* the ample on-street parking within the convenient walking distance of the site