

Traffic Engineer Referral Response

Application Number:	DA2024/0675
Proposed Development:	Alterations and additions to existing building and use as a recreational facility (outdoor)
Date:	25/09/2024
Responsible Officer	
Land to be developed (Address):	Lot 52 DP 1237461 , 80 - 82 Mona Vale Road MONA VALE NSW 2103

Officer comments

Supported with conditions.

Further comments - dated September 2024

The applicant has now provided additional surveys undertaken on a Friday from 5pm to 9pm and a Sunday from 10am to 2pm as requested by Council in the original referral response. The Friday survey shows a maximum carpark occupancy of 31% at 7pm with 293 vacant spaces and the Sunday survey shows a maximum occupancy of 64% at 10am with 120 vacant spaces. The survey shows a total of 422 car parking spaces within the RSL property which differs from the 400 and 412 spaces referenced in the previous documentation. Although, there has been no clarification provided regarding the inconsistent numbers of car parking spaces, it is understood from the surveys that there are more than hundred spaces available even during peak operating hours and the proposed change in use of existing carpark to the pickleball courts is not anticipated to create any shortfall in on-site parking.

It is however noted that there have been a large number of submissions received supporting the proposal and it is not known at this stage how popular the courts will be. It is therefore recommended that an approval be granted initially for a trial period with further parking data provided to confirm that the operation of the courts together with markets and other activities on the land has not led to unintended parking congestion or other issues on the site.

Hence, the DA is approved subject to conditions.

Original comments - dated August 2024

Proposal Description: Proposed Use of Rooftop Car Park (34 spaces) as Pickleball Courts (6 Courts) within Pittwater RSL Club

The Traffic Team has reviewed the following documents:

- Plans (Master Set) - Issue A, designed by Curtin Architects, dated 15.04.2024.
- Traffic and Parking Assessment, prepared by Transport and Traffic Planning Associates, reference 248/2021, Issue A, dated March 2024.
- The *Statement of Environmental Effects* prepared by Andrew Martin Planning, dated May 2024.
- Operational Plan of Management, prepared by JSF Consulting

Comments

- It is noted that the proposed development is for removing 34 existing car parking spaces from the Pittwater RSL and converting these to 6 x pickle ball courts.
- Existing vehicle access to the club is retained and no changes to the existing vehicle access has been proposed.
- It is noted that a parking occupancy survey has been provided which was undertaken on Friday 20.01.2023 between 4pm and 1am. The survey indicates a maximum occupancy of 32% i.e. only 126 of the 400 total parking spaces on the site were occupied in a Friday evening at 7pm. Traffic report also mentions that, "Recent observations at the peak club trading times reveal that the parking demand is about the same with only some 35% of spaces ever occupied". However, no details have been provided about those recent observations. Given the provided survey was undertaken during school holidays over 12 months ago, there is concern that the survey does not adequately reflect current peak carpark occupancy of the Club. Moreover, it should be noted that with Sunday Markets operating within the carpark of the Club and 32 car parking spaces already removed to provide an outdoor dining area, the further reduction of 34 spaces may affect the on-site parking availability of the club. Hence, Council requests a recent parking occupancy survey to be conducted both on a typical Friday between 5:00pm to 9:00pm at no less than hourly intervals and also on a typical Sunday with markets operating at no less than hourly intervals between 10:00am to 2pm.
- The proposed hours of operation for the proposed Pickleball Court is 8am to 9pm daily. With Sunday markets opening on Sunday from 8:30am to 1pm which reduces some parking and has high use of the existing car park, the applicant is requested to provide information on how traffic will be managed during the peak times on Sundays if the pickleball courts and markets are to be operational on Sundays at the same time.
- It is noted that the traffic report mentions there is a total of 400 car parking spaces within the Club. However, according to the DA condition 11 of DA2021/1724, a minimum of 418 off-street parking spaces were to be maintained during the temporary approval of the outdoor dining area. Council understands that this outdoor dining area has been approved to operate permanently, but there were no other approvals for the removal of 18 spaces from the balance of 418 spaces. The information regarding missing 18 parking spaces must be provided.

Traffic Generation Impact

- The Traffic report only mentions that "the traffic generation of the Club has not caused any adverse traffic issues in the past and it is not expected that these generated movements will return to the former level for some significant time. It is apparent therefore that the proposal will not result in any adverse traffic implications." While the above statement may be true, it must be supported by facts that the proposal will not result in any adverse traffic impacts. Given the proposal will attract more traffic movements, traffic generation from the proposed change of use particularly at game changeover times must be calculated and provided.

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 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

Traffic Management

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by the Principal Certifier.

Reason: To ensure pedestrian safety and continued efficient network operation.

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Trial Period

This consent expires in 24 months from the date of commencement of operation of the pickle ball courts on site unless, by no later than 12 months after the date of commencement, the applicant lodges a modification application accompanied by supporting parking occupancy data to extend the expiry date to 5 years and Council thereafter approves the modification.

Reason: To monitor the operation of the consent to ensure no unforeseen parking congestion issues or adverse impact on any adjoining land, or the amenity of the neighbourhood and the temporary use of the land in accordance with the consent.

Parking provision on site

The RSL shall have special measures such as signage and traffic marshalls in place during peak operating times to direct cars to the available parking spaces.

Reason: To ensure that parking provided on site is fully utilised