

# **Proposed Change of Use for the Purpose of a Recreation Facility (Indoor) Unit 2, 2 Wattle Road, Brookvale Traffic and Parking Assessment**

Ref: 21401

Date: December 2021

Issue: A

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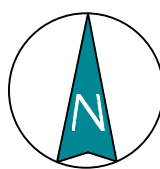
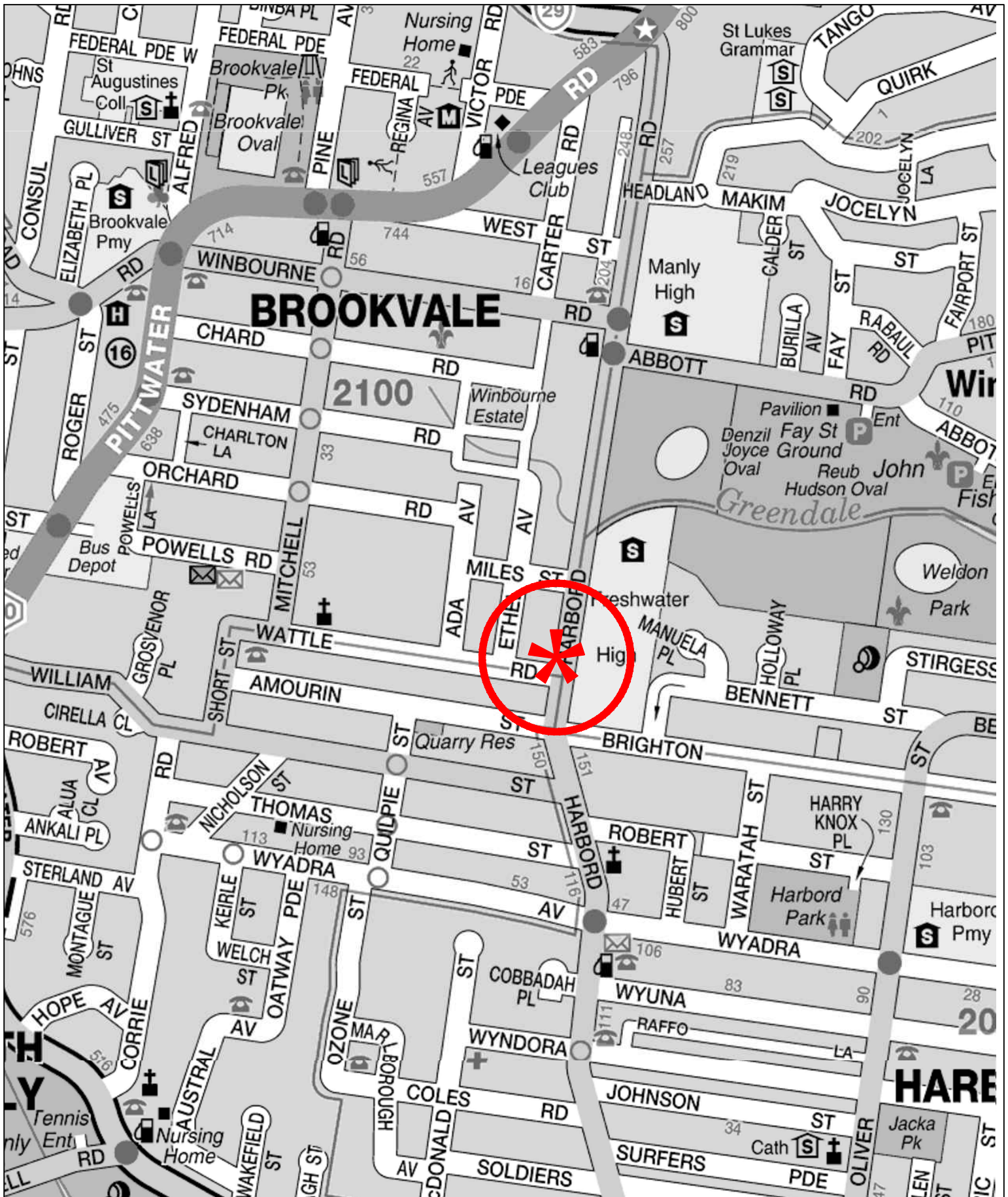
# 1.0 Introduction

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This report has been prepared to accompany a Development Application to Northern Beaches Council for a proposed change of use of premises into an indoor recreational facility at Unit 2, 2 Wattle Road, Brookvale (Figure 1).

The purpose of this report is to:

- ❖ describe the site and the change of use scheme
- ❖ describe the road network serving the site and the prevailing traffic conditions
- ❖ assess the adequacy of the parking provision
- ❖ assess the potential traffic implications
- ❖ assess the suitability of the access, internal circulation, and servicing arrangements.



**LOCATION**

**FIG 1**

## 2.0 Development Scheme

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### 2.1 Site, Context and Existing Circumstances

The site (Figure 2) is Lot 1, Section C in DP5749 and occupies a rectangularly-shaped area of 836.5m<sup>2</sup> with frontages to Wattle Road and Harbord Road.

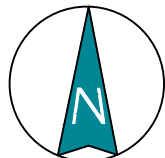
The surrounding land uses comprise of:

- the industrial/commercial (including indoor recreational facilities) uses to the north and west
- the residential developments to the south and east

Unit 2 is currently tenanted by “Aluminium Warehouse” for wholesale of aluminium construction components. The site currently provides 4 off-street parking spaces with access via Wattle Road. See the following figure.



Details of the existing site development are provided in Appendix A.



**SITE**

**FIG 2**

## 2.2 Proposed Development

The proposal seeks the change of use of Unit 2 for the purposes of a recreation facility (indoor) to a boutique boxing studio and personal training.

It is proposed to retain the existing building and refit Unit 2 into an indoor recreational facility a change of use for a recreation facility (indoor) for kickboxing, personal and group training.

Unit 2 has a total GFA of 275.5m<sup>2</sup>. The existing 4 off-street parking spaces and access on Wattle Road will be retained as part of the development.

The proposed operating hours are as follows:

- Weekday: 6.00am to 7pm
- Weekend: 7.00am to 12.00pm

It is noted there will be a maximum of two staff patrons and 17 patrons for each session.

The proposed development scheme is provided on the architectural plans prepared by DArC Design Studio, which accompany the Development Application are provided in Appendix B.

## 3.0 Road Network and Traffic Conditions

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### 3.1 Road Network

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

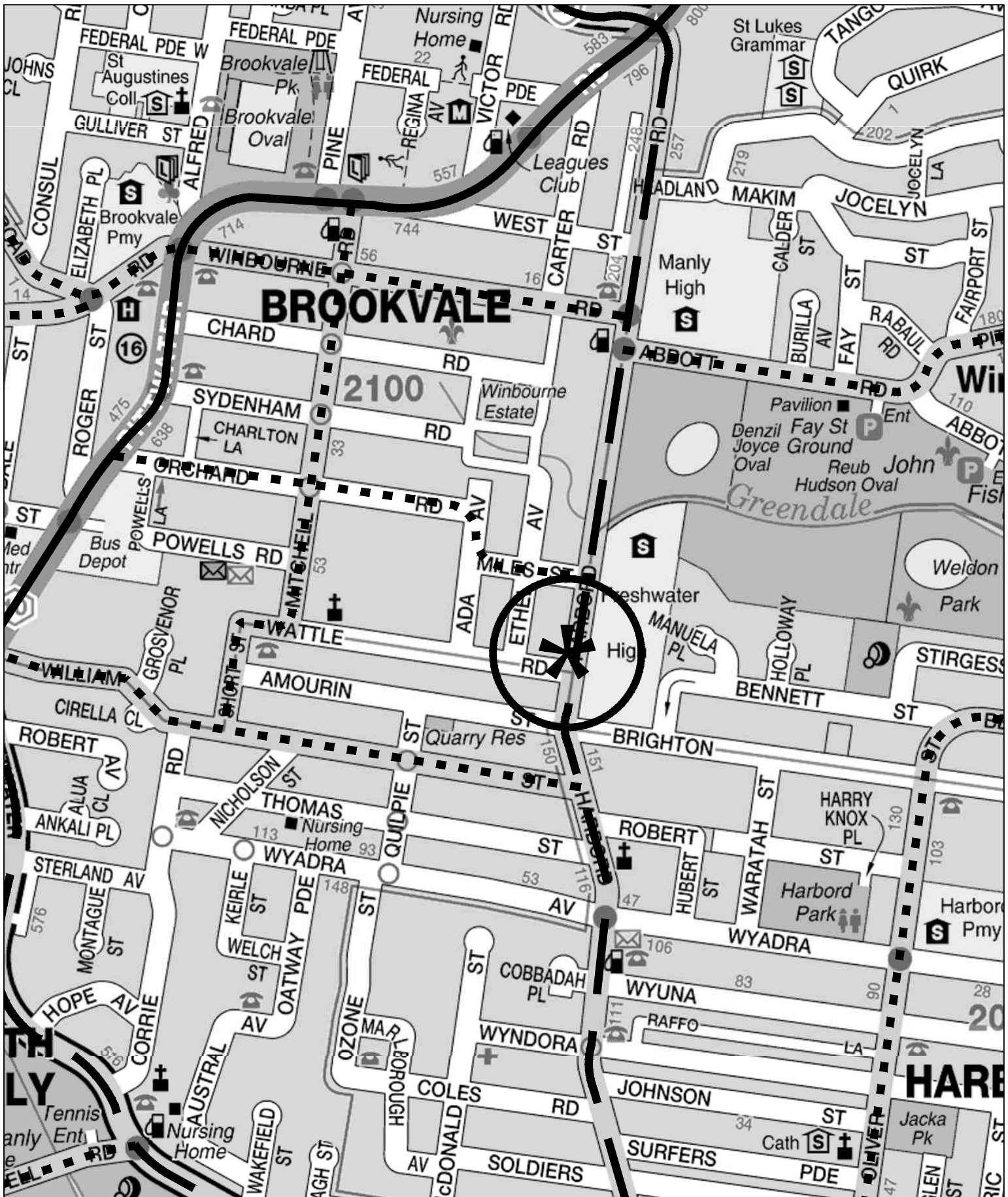
- ❖ Pittwater Road – a State Road and arterial route connecting between Manly and the Northern Beaches Peninsula (sub-arterial south of Condamine Street)
- ❖ Warringah Road – a State Road and arterial route connecting between Brookvale and Chatswood over the Roseville Bridge
- ❖ Beacon Hill Road/Winbourne Road/Abbot Road/Pitt Road – a collector route connecting between Warringah Road and North Curl Curl
- ❖ Harbord Road – a collector road route connecting between Pittwater Road/Warringah Road and Lawrence Street
- ❖ Wattle Road/Short Street/William Street – minor collector road routes connecting between Pittwater Road and Harbord Road

### 3.2 Traffic Controls




The existing traffic controls in the vicinity of the site (Figure 4) include:

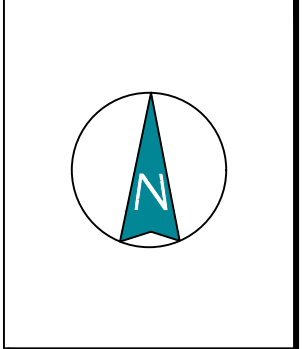
- ❖ the traffic signals along Pittwater Road at the intersections of:
  - Winbourne Road/ Old Pittwater Road
  - Sydenham Road
  - William Street
- ❖ the traffic signals along Harbord Road at the intersections of:
  - Winbourne Road
  - Abbott Road
  - Miles Street





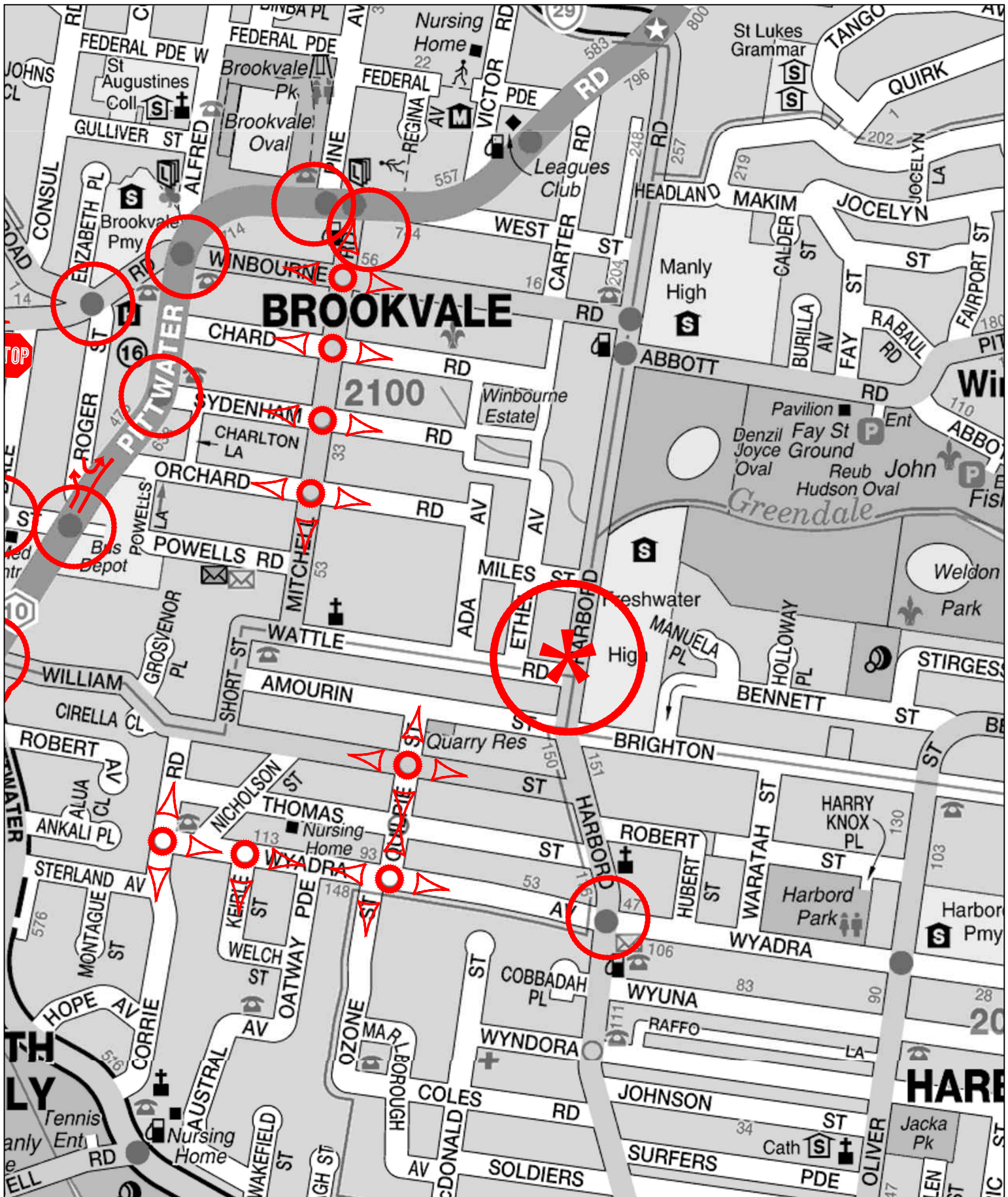
**LEGEND**

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR






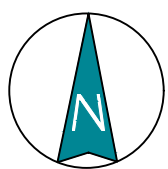
**ROAD NETWORK**

**FIG 3**



**LEGEND**

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



**TRAFFIC CONTROLS**

**FIG 4**

## Transport and Traffic Planning Associates

- ❖ the STOP controls at the intersections of:
  - Wattle Road/Harbord Road
  - Amourin Street/Brighton Street
  
- ❖ the 50kmph speed restriction in the local road network.

### 3.3 Traffic Conditions

Based on the above assessment and site observations, there is significant traffic congestion through Brookvale Town Centre, with the intersections along Pittwater Road experiencing peak period queuing and delays. There are peak-hour vehicular queuing and congestion along Harbord Road and Wattle Road. Much of the congestion at these intersections is influenced by the major signalised intersection of Pittwater Road/Harbord Road/Warringah Road and Pittwater Road/Old Pittwater Road/Winbourne Road.

The remaining movements along Harbord Road south of Wattle Road currently experience minor queuing and delays during the peak periods.

### 3.4 Transport Services

Public transport services are conveniently available, with the nearest bus stop being 180m to the south of the site. Route 165X, which runs along Harbord Road, provides express service between South Curl Curl to City Wynyard. Details of the available public transport services are provided in Appendix C.

### 3.5 Existing On-Street Parking Demand

Based on the anticipated visitation data provided by the applicant, the peak times for the facility are as follows:

- Weekday: 6:00 am – 8:00 am and 4:00 pm – 7:00 pm
- Weekend: 7:00 am – 9:00 am

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A survey of the on-street parking spaces within the convenient walking distance of 100m of the site was undertaken on 2 December 2021 (Thursday) between 6:00 am – 8:00 am and 4:00 pm – 7:00 pm to record the utility of the on-street parking spaces along Wattle Road, Harbord Road, Ethel Avenue, Ada Avenue, Miles Street and Brighton Street, during the anticipated recreational facility's peak periods.

The weekday survey coincides partially with the operating periods of other commercial/retail/industrial premises in the vicinity of the site as well as with the Thursday late night shopping period.

This is to ensure that the survey captured car parking demand associated with the employee and customer/patron of the neighbouring businesses.

Details of the surveys are provided in Appendix D, while its outcome is summarised as follows:

Road Section		Capacity	Minimum Vacancy Level Thursday
1.	Harbord Road	21	8
2.	Ethel Avenue	36	5
3.	Ada Avenue	59	3
4.	Brighton Street	20	12
5.	Wattle Road	54	8
6.	Miles Street	43	2
<b>Total</b>		<b>233</b>	<b>38</b>

The survey indicates a minimum parking availability for 38 cars during the peak periods.

### 3.6 Travel Mode Survey of Similar Use

An indication of the existing mode of travel, i.e., by car, foot or public and active transport, is provided by the surveys undertaken at similar sites in Brookvale (F45 Training, Cross Fit, and 5 Star Physique) as part of this assessment.

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Details of the survey outcome from reasonable patron samples (69) across the peaks reveal the following travel mode distribution:

<b>Mode</b>	<b>No of Patron</b>	<b>Percentage</b>
Driver	40	59%
Passenger	6	22%
Walk	3	4%
Bus	10	15%
Total	69	100%

The results indicate that most of the patrons drive to these gyms. It is apparent that this is due to the ample on-street parking spaces in the vicinity of the site.

## 4.0 Parking

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Warringah Council's DCP specifies the following parking provision rate in relation to the proposed development:

4.5 spaces per 100 m<sup>2</sup> GFA

Based on the above rate, the development is required to provide 13 car parking spaces.

The site proposes 4 on-site parking spaces for staff and patrons. The remaining 9 cars can rely on the on-street parking facilities in the surrounding local roads.

Based on the parking survey, it is apparent that there are ample parking spaces within the vicinity of the site (a minimum of 38 spaces) during the facility's peak hours to accommodate the additional parking demand of the proposed recreational facility.

The provision of 4 on-site car spaces is adequate for the development given the nature of the site and its location, for the following reasons:

- A typical customer will stay for an average duration of 60 minutes, resulting in medium-high car parking turnover
- The sessions will be time-structured, with patrons' arrival being staggered throughout the day and will not be concentrated in any one period. All visitations are via a booking system where patrons are encouraged to arrive 10 minutes prior to the booked sessions. As such, there will be minimal patrons who are not participating in the booked timeslots utilising the on-site car parking spaces.
- Shared use of on-site parking with other uses are consistent with other similar uses in the vicinity of the site:
  - o 5 Star Physique, 2/8 Wattle Road, Brookvale – 1 off-street car space

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- F45 Training, Level 1/176 Harbord Road, Brookvale – 4 off-street car spaces
  
- High-frequency bus services within 200m of the site. The bus services provide a 7-day service with peak hour bus frequencies of 10 minutes to/from South Curl Curl, Curl Curl, Neutral Bay, Cremorne, Manly Vale, Manly, Freshwater and City Wynyard.

## 5.0 Traffic

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Based on the travel mode survey completed by TTPA, 59% of the patrons will drive to/from the site. As such, the development is expected to generate no more than 11 cars per hour (22 two-way vehicle trips per hour) during the development peak traffic periods.

Vehicle movements of this small magnitude (1 vehicle trip every 2-3 minutes) will have no perceptible impact on traffic capacity or safety on the road system in the vicinity of the site. This small number would not present any unsatisfactory traffic-related environmental implications for the local access road system.



## 6.0 Access, Parking and Servicing

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### 6.1 Access and Parking

It is proposed to retain the existing driveway, which is located along the site's southern boundary. The existing driveway has been operating satisfactorily in providing vehicle access to/from the site. Up to B99 cars will continue to manoeuvre in and out of the off-street parking spaces consistent with the existing arrangement. The nature and location of the existing driveway ensure adequate sight distances are available at the access point.

### 6.2 Servicing

Consistent with the current arrangement, the refuse collection will continue to occur on-street along the site's southern kerb frontage on Wattle Road, with bins wheeled to the kerbside for collection.

All loading activities related to deliveries, courier activity, maintenance, etc., can be reliant on the available on-street parking in the vicinity of the site, as is normal for a small indoor recreational facility of this nature.

## 7.0 Conclusion

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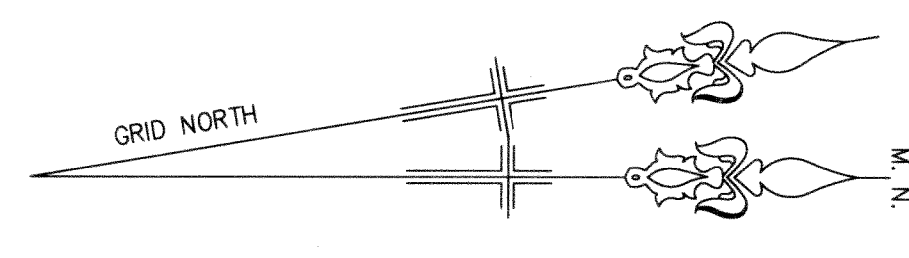
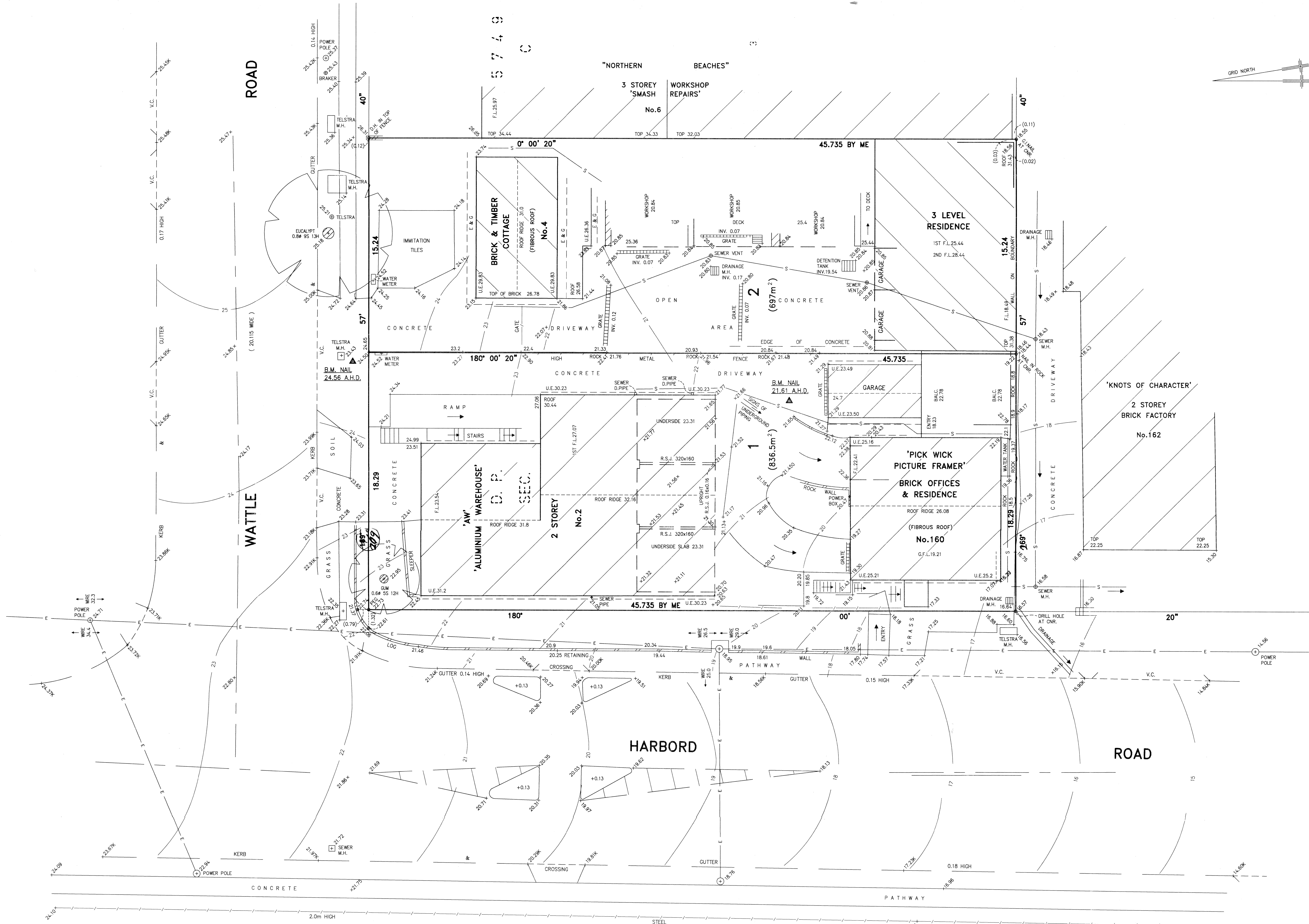
This report has assessed the traffic and parking implications of an indoor recreational facility at Unit 2, 2 Wattle Road, Brookvale.

According to the assessment presented:

- \* the site is located in close proximity to high-frequency public transport services, which link to the surrounding suburbs and Sydney CBD as well as the Metropolitan transport system
- \* not present any unsatisfactory traffic capacity or safety-related implications
- \* the on-site parking provision is adequate for the proposed development based on the ample on-street parking within convenient access of the site
- \* the proposed servicing arrangement will be suitable for the proposed development.

# Appendix A

## Existing Site Plan



- NOTES:**
- 1) A.H.D. DATUM & 1.0m CONTOURS
  - 2) BOUNDARY OFFSETS ARE ACCURATE.
  - 3) NO ATTEMPT HAS BEEN MADE TO EXCAVATE UNDERGROUND SERVICES.
  - 4) TREE SPREADS ARE APPROXIMATE ONLY

- K DENOTES KERB  
V.C. DENOTES VEHICLE CROSSING  
U.E. DENOTES UNDERSIDE OF EAVE
- ⊙ DENOTES LOCALITY  
⊙ DENOTES APPROXIMATE  
⊙ DENOTES DIAMETER OF TREE  
⊙ DENOTES HEIGHT OF TREE  
⊙ DENOTES SPREAD OF TREE

*Brian Kent*  
**BRIAN KENT**  
REGISTERED SURVEYOR

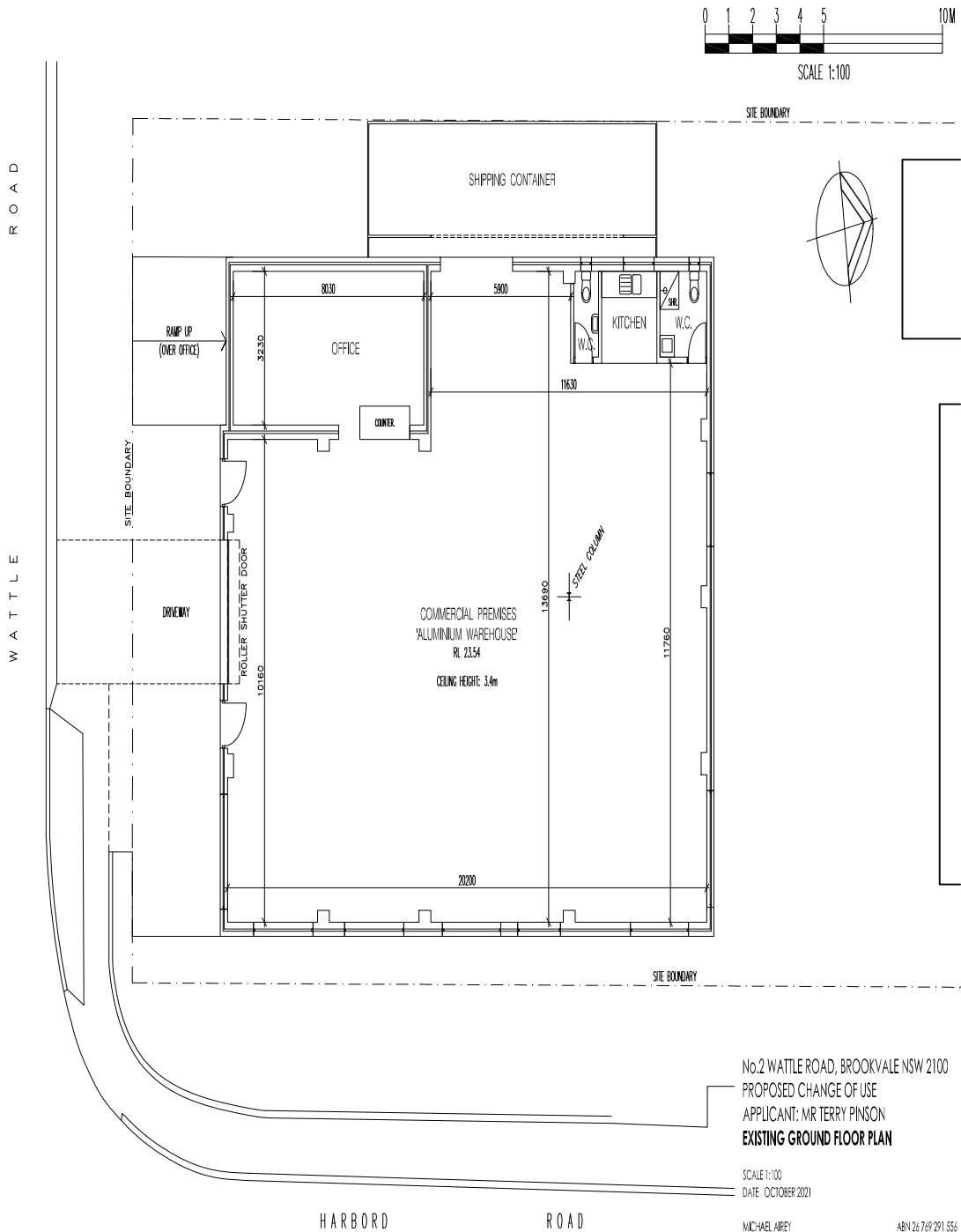
$37 \times 2.2 = 191.4$  (2002)  
 $\frac{3.0}{87} = 3.45/m$

CLIENT: TERRY PINSON  
PLAN:  
**DETAIL SURVEY**  
No.2 & No.4 WATTLE ROAD, BROOKVALE  
LOTS 1 & 2 IN SEC. C IN D.P.5749

**KENT GILBERT & ASSOCIATES**  
LAND SURVEYORS  
SUITE 5/1150 PITWATER ROAD  
COLLAROY BEACH N.S.W. 2097  
PH: (02) 9982 8651

REDUCTION RATIO:  
1:100  
REF.No.  
**14224**  
DATE:  
2.11.2009

# Existing Plan



No.2 WATTLE ROAD, BROOKVALE NSW 2100  
 PROPOSED CHANGE OF USE  
 APPLICANT: MR TERRY PINSON  
**EXISTING GROUND FLOOR PLAN**

SCALE 1:100  
 DATE OCTOBER 2021

MICHAEL ABEY ABN 26 769 291 556  
 4/94 WYADRA AVENUE, FRESHWATER NSW 2096  
 PHONE 9939 7003, MOBILE 0478 289 385  
 EMAIL michael@tagpond.com.au

 **EXISTING GROUND FLOOR PLAN**  
 1:100

DRAWING NO. **3**

REV. **A**

# Appendix B

## Development Plans

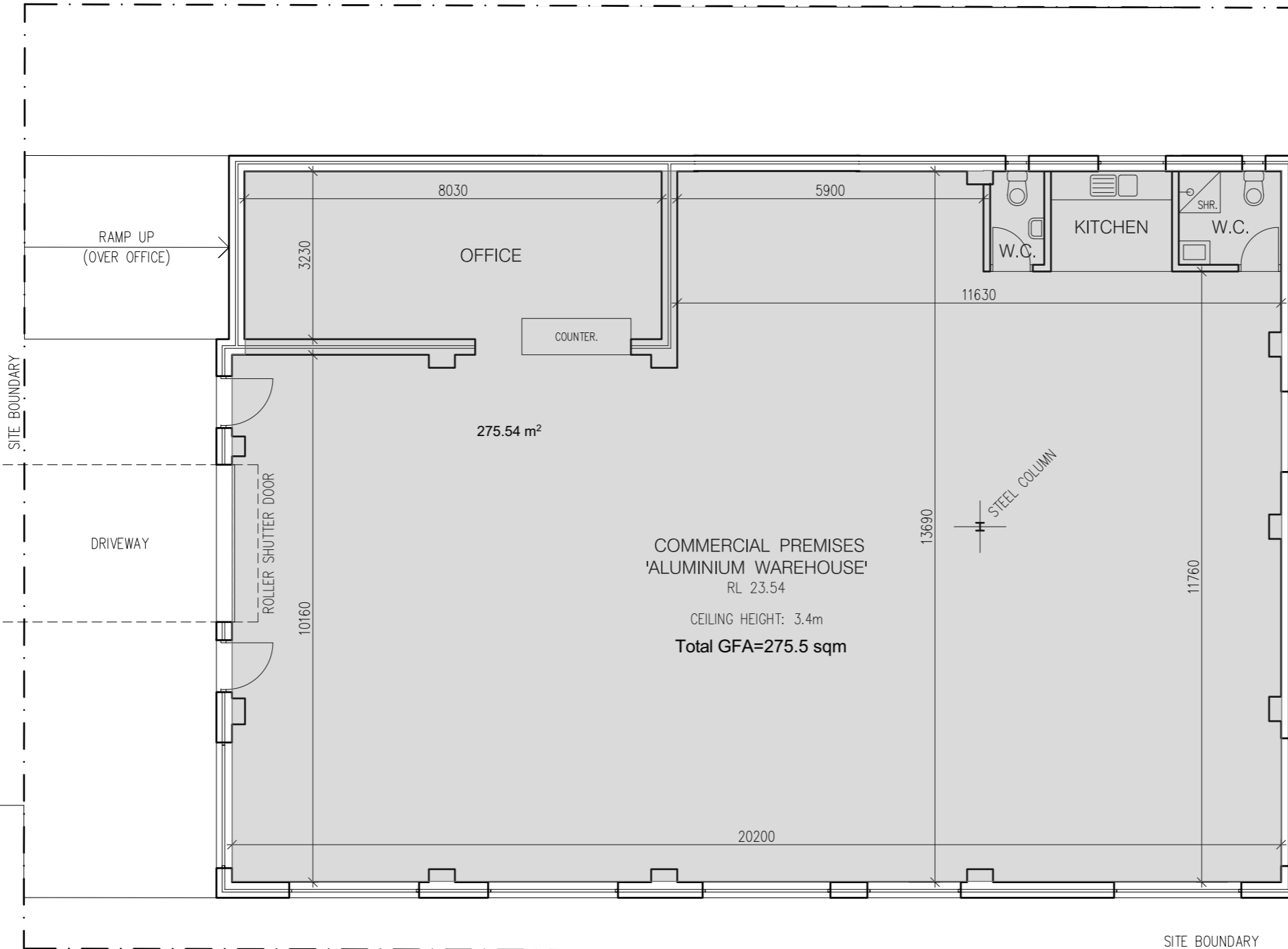
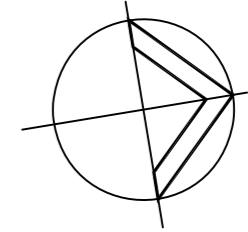


SCALE 1:100

ROAD

WATTLE

SITE BOUNDARY



SITE BOUNDARY



HARBORD

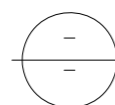
ROAD

No.2 WATTLE ROAD, BROOKVALE NSW 2100  
 PROPOSED CHANGE OF USE  
 APPLICANT: MR TERRY PINSON  
**EXISTING GROUND FLOOR PLAN**

SCALE 1:100  
 DATE OCTOBER 2021

MICHAEL AIREY  
 4/84 WYADRA AVENUE, FRESHWATER NSW 2096  
 PHONE 9939 7003, MOBILE 0418 289 585  
 EMAIL mikeairey@bigpond.com.au

ABN 26 769 291 556



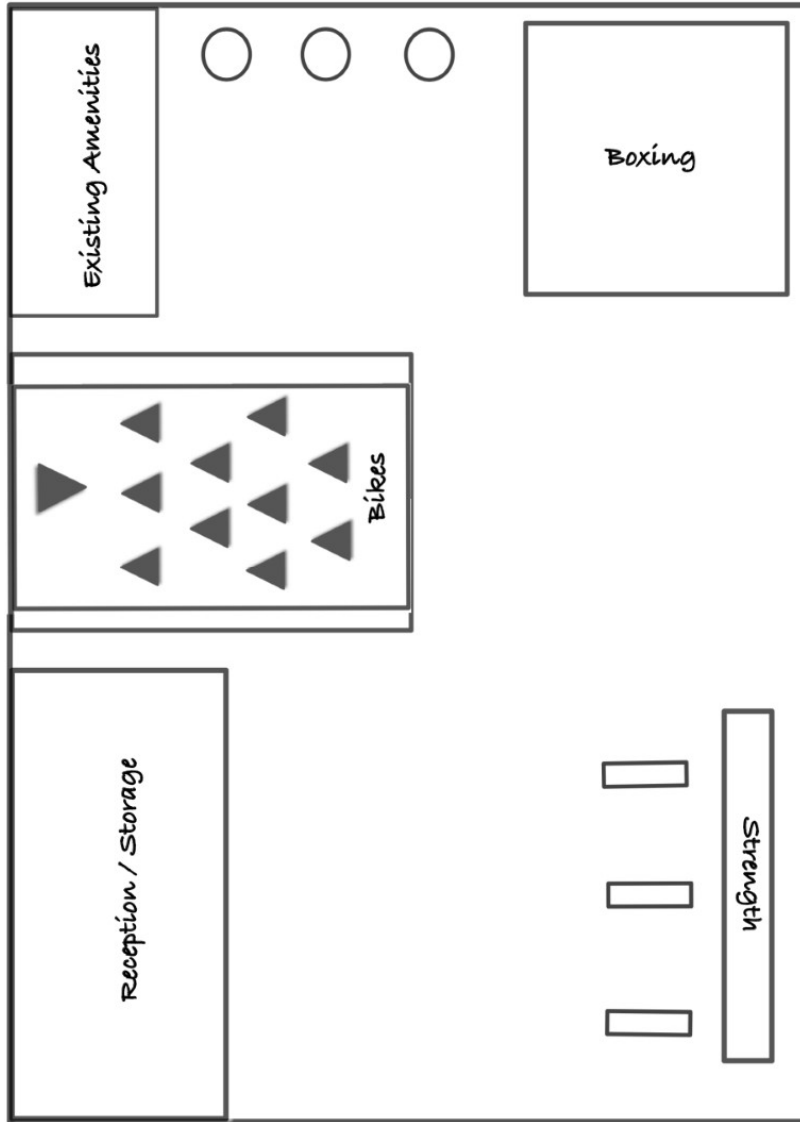
**EXISTING GROUND FLOOR PLAN**

1:100

DRAWING NO. **3**

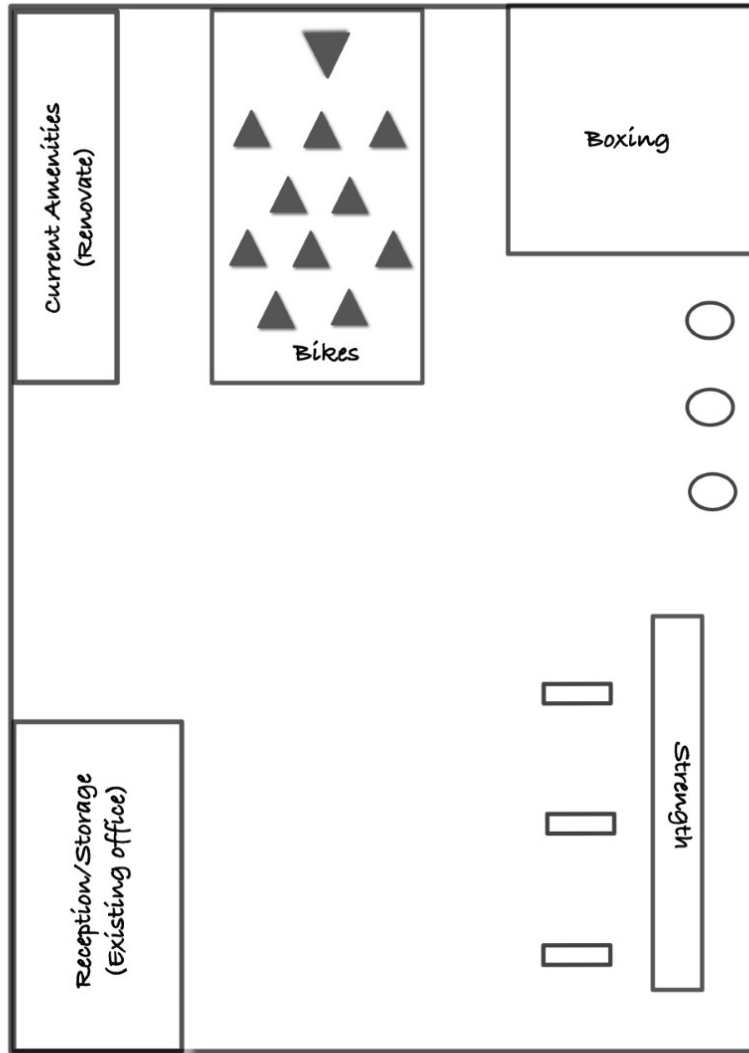
REV. **A**

Proposed Layout 1





Proposed Layout 2



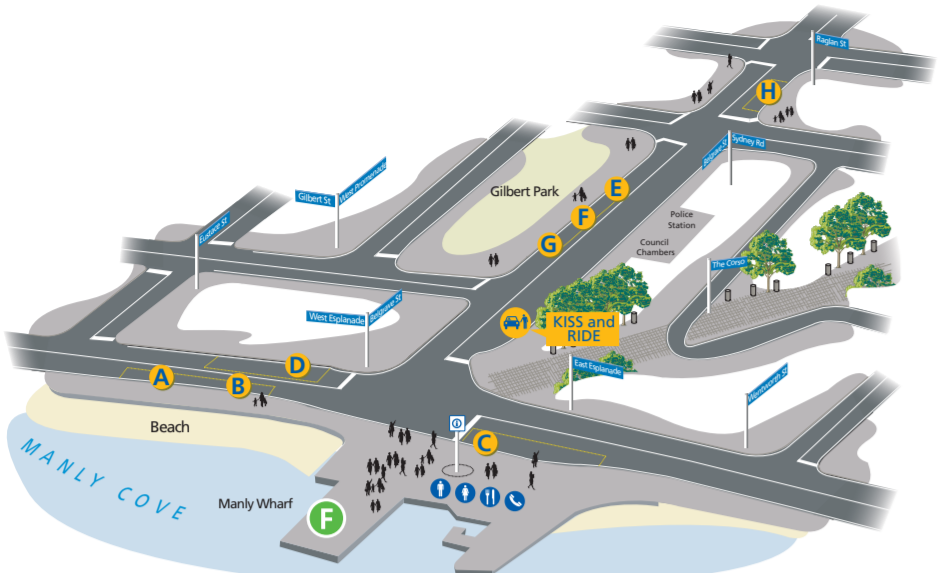
## Appendix C

# Public Transport Provision



# Manly Wharf Service Information

## Departure Guide



Stand	A	B	C	D	E	F	G	H
	132 E71	143 144	136 139 135	135	E70	142 E50	146 158 159 169 199	151
			to North Head.				to Warringah Mall.	
							to Mona Vale.	



Passengers Please Note:  
Other bus services operate in this area and may not be shown on this map. Please refer to the Western Region Guide for a comprehensive listing of these other services.

Direct Freeway Buses  
E65 170 E78 E88 206 248  
E66 171 E79 E89 207 249  
E68 E75 180 L90 244 272  
169 E76 E80 201 245 340  
E69 E77 E83 204 246  
E70 178 E85 205 247

Other Street Buses  
E65 170 E78 E88 206 248  
E66 171 E79 E89 207 249  
E68 E75 180 L90 244 272  
169 E76 E80 201 245 340  
E69 E77 E83 204 246  
E70 178 E85 205 247

**Legend**

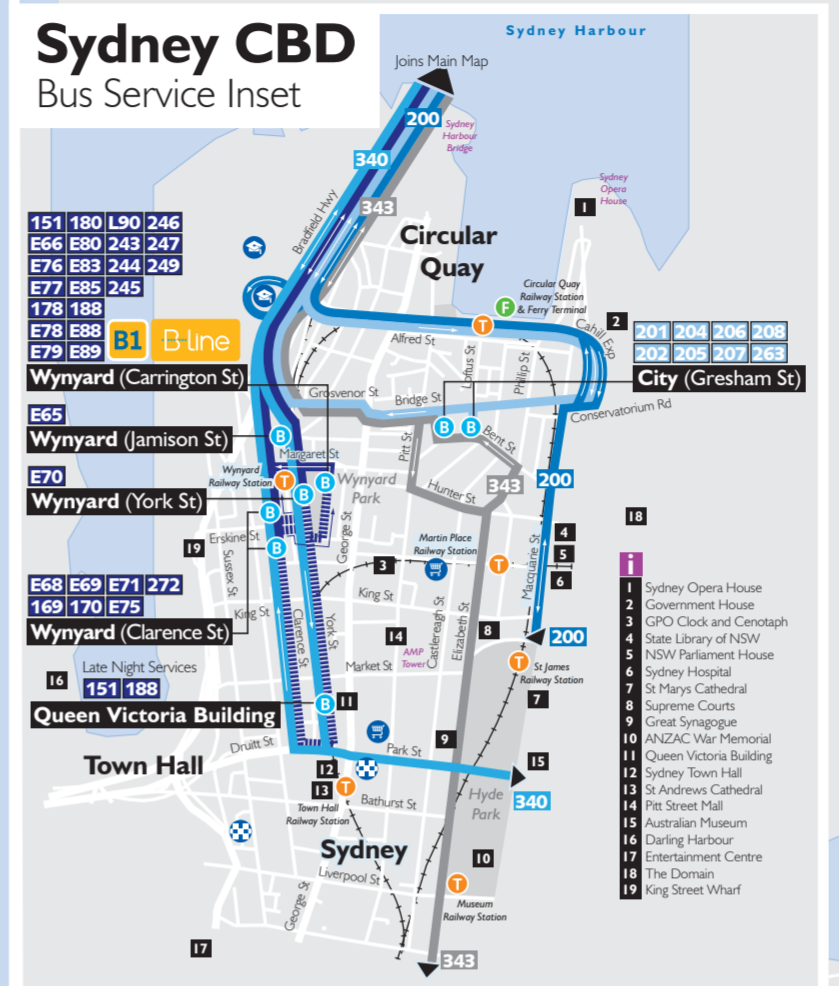
- Police Station
- Park and Ride
- Hospital
- Shopping Centres
- Metro Station
- Railway Station
- Educational Institutions
- Sporting Facility
- Place of Interest
- Bus Route
- Bus Route Terminus

**Ferry Wharf Legend**

- A Neutral Bay
- B Kurrawa Point
- C North Sydney
- D Kirribilli
- E Cremorne Point
- F Old Cremorne
- G Mosman Bay
- H South Mosman
- J Taronga Zoo
- K Milsons Point
- L McMahon's Point

0 kilometres  
approximate distance

# State Transit Northern Beaches & Lower North Shore



# Appendix D

## Survey Results

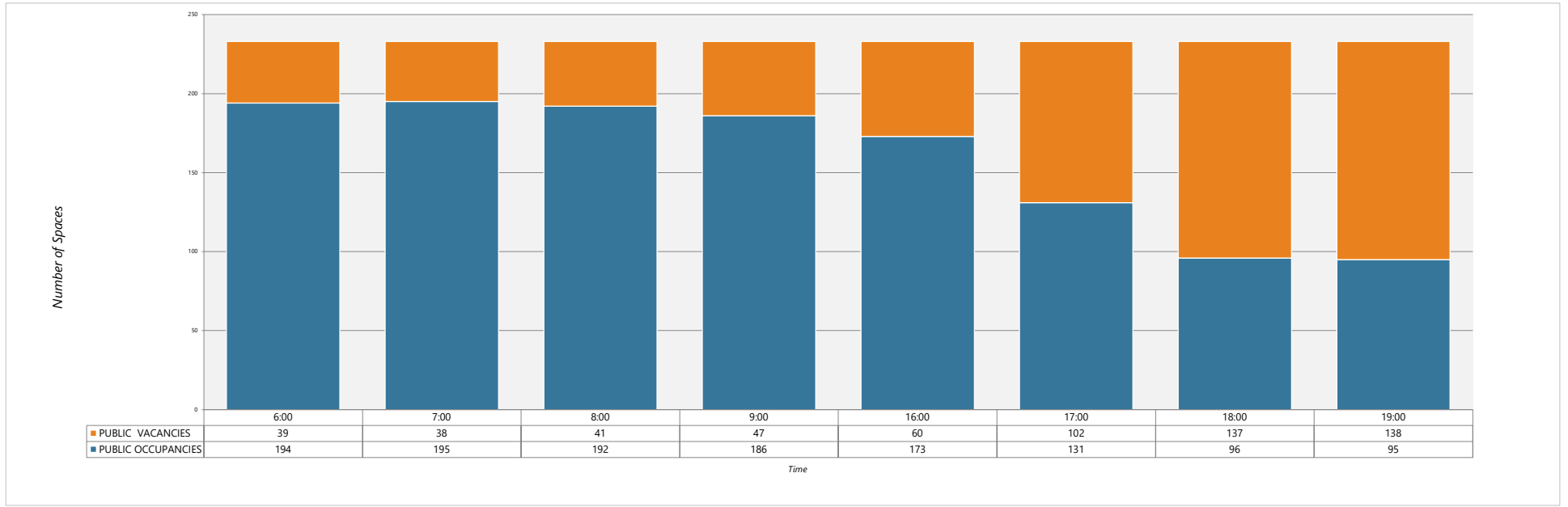


**Parking Occupancy Survey**

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

Public Parking (10)	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	William St to Amourin St		Unrestricted	9	5	5	3	3	1	0	0	0
1			Amourin St 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
1		Ethel Ave	Wattle Rd to Miles St	W	Unrestricted	18	16	15	17	17	16	13	10	6
1			Miles St to Wattle Rd	E	Unrestricted	18	16	16	16	16	14	8	6	4
1		Ada Ave	Wattle Rd to Orchard Rd		Unrestricted	32	28	32	32	32	30	22	15	12
1			Orchard Rd to Miles St	E	Unrestricted	8	7	7	7	7	7	5	4	2
1			Miles St to Wattle Rd	E	Unrestricted	19	15	17	18	18	19	13	10	6
1		Brighton St	Harbord Rd to Bennet St	N	Unrestricted	14	4	4	4	4	4	4	4	3
1			Waratah St to Harbord Rd	S	Unrestricted	6	4	4	4	4	2	1	1	1
1		Wattle Rd	Harbord Rd to Ada Ave		Unrestricted	27	27	23	18	13	14	17	0	20
1					Unrestricted	14	14	14	14	13	13	7	8	14
1			Ada Ave to Ethel Ave		Unrestricted	6	4	4	5	5	5	4	4	3
1			Ethel Ave to Harbord Rd	N	Unrestricted	7	5	5	6	6	7	3	3	2
1		Miles St	Harbord Rd to Ethel Ave		Unrestricted	10	9	8	8	8	8	7	6	4
1			Ethel Ave to Ada Ave	S	Unrestricted	10	9	10	10	10	10	8	8	6
1			Ada Ave to Ethel Ave	N	Unrestricted	13	13	13	12	12	10	8	7	5
1			Ethel Ave to Harbord Rd	N	Unrestricted	10	10	10	9	10	6	7	6	4
<b>PUBLIC CAPACITY</b>							<b>233</b>	<b>233</b>	<b>233</b>	<b>233</b>	<b>233</b>	<b>233</b>	<b>233</b>	<b>233</b>
<b>PUBLIC OCCUPANCIES</b>							<b>194</b>	<b>195</b>	<b>192</b>	<b>186</b>	<b>173</b>	<b>131</b>	<b>96</b>	<b>95</b>
<b>PUBLIC VACANCIES</b>							<b>39</b>	<b>38</b>	<b>41</b>	<b>47</b>	<b>60</b>	<b>102</b>	<b>137</b>	<b>138</b>
<b>PUBLIC % OCCUPANCIES</b>							<b>83%</b>	<b>84%</b>	<b>82%</b>	<b>80%</b>	<b>74%</b>	<b>56%</b>	<b>41%</b>	<b>41%</b>

 not available for public parking



## Transport and Traffic Planning Associates