

Traffic Engineer Referral Response

Application Number:	DA2024/0622
Proposed Development:	Use of part of the building as a restaurant
Date:	24/07/2024
Responsible Officer	
Land to be developed (Address):	Lot 2742 DP 752038 , 292 Condamine Street NORTH MANLY NSW 2100 Lot 3 DP 829465 , 433 Pittwater Road NORTH MANLY NSW 2100

Officer comments

Proposal description: Use of part of the building as a restaurant.

The proposed development involves using specific areas within the approved clubhouse building for a restaurant. These areas include the Garden Lounge/Terrace and bar/kitchen for serving on the Ground Floor, as well as the Dining/Function/Sports Bar/Terrace, Kitchen, and Bar for serving on the First Floor.

The traffic team has reviewed the following documents:

- The *Statement of Environment Effects - Proposed Restaurant* prepared by Willowtree Planning Pty Ltd,
- Plans (Master Set) – designed by GROUP Architects, dated January 2024,
- Operations Plan of Management, New Warringah Golf Club Clubhouse, and
- Traffic Engineer Referral Response to DA2022/2081, dated 26/05/2023.

Traffic notes

- The SEE notes that the hours of operation and number of patrons for the proposed clubhouse will remain the same as those permitted under DA2022/2081. Based on DA2022/2081, it was expected that a maximum of 302 patrons would be on-site when the proposed clubhouse operates during typical day-to-day activities and holds a function event simultaneously. However, the *Operations Plan of Management* indicates that the patron capacity for the proposed restaurant component of the development is 320 patrons. Furthermore, it is anticipated that the staff numbers for the restaurant would range from 15 to 25 in total under normal conditions. It is unclear which patron capacity is the final one for the whole clubhouse, including the proposed restaurant. This needs to be clarified in the SEE report. This will be conditioned.

- The original Traffic report used a 'first principles' approach and considered an average car occupancy rate of 2.0 persons per car for visitors to the site. This rate was based on surveys conducted for similar developments. The 85th percentile peak demand was evaluated for the recreation and restaurant sections of the development, following the RMS Guide, which suggested that these areas should not be assessed at maximum capacity. Instead, a lower site occupancy rate was recommended.
 - The consultant conducted car parking surveys and patronage surveys on a typical weekday and on the weekend (Saturday operations) along Kentwell Road, within the Warringah Recreation Centre car park, and at the vacant bowling green/Council's car park. The surveys involved counting cars every 90 minutes during the times of day when the proposed clubhouse would be expected to generate peak car parking demand.
 - 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.
 - Two (2) scenarios were assessed in the original Traffic report based on the proposed operations of the clubhouse as below:
 - o Typical Operations when the proposed clubhouse operates under typical day-to-day activities and accommodates up to a maximum of 182 patrons on-site.
 - o Function Events when the proposed clubhouse operates under typical day-to-day activities plus holds a function event at the same time and accommodates up to a maximum of 302 patrons on-site.
- Any increase to the number of patrons is subject to a further assessment with Council.
- Using the 'first principles' approach and the 85th percentile peak demand assessment, the development was assessed to generate a demand for 58 car parking spaces during 'typical operations' and 73 car parking spaces during infrequent function events.
 - The proposed clubhouse has provided nine (9) on-site car parking spaces within its property boundary. As outlined in the original TIA, the remaining car parking spaces will be provided by Council within the two off-street car parks (approximately 50 and 70 off-street car parking spaces) which will serve the proposed clubhouse and the proposed adjacent Council facilities.
 - The original TIA has confirmed that the surrounding areas provide sufficient supply for any parking demand in the event the clubhouse was constructed ahead of the Masterplan carpark areas.

Traffic Impact

- As outlined in the *Operations Plan of Management*, the traffic volumes generated by the Café/Restaurant have been considered in association with the clubhouse as a whole.
- Neither the RMS Guide nor RMS Guide Update include traffic generation rates for clubhouse developments. The traffic generation of the proposed clubhouse was determined by considering the 'first principles' approach and modal split. This approach would result in a net increase in traffic generation of 39 vehicle trips/hour, which would 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.
- The proposal will generate minimal vehicular traffic during the peak, and it will not have any unacceptable implications in terms of road network capacity performance.

Conclusion

The SEE and plans can be supported on traffic grounds. Apart from the condition outlined above, no new conditions are proposed with all previously imposed conditions in DA2022/2081 to remain in place.

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:

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

No increase to patron and staff numbers

This development consent does not authorise any increase to the number of patron and staff at the proposed restaurant and clubhouse. The number of patrons and staff associated with the clubhouse and restaurant shall remain in accordance with application number DA2022/2081.

Any increase to the number of patrons is subject to a further assessment with Council.

Reason: To ensure parking and traffic impacts are maintained and maintain consistency with previous consent granted.