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**From:** Ava Shirley  
**Sent:** 3/04/2023 11:35:41 AM  
**To:** Council Northernbeaches Mailbox  
**Subject:** SUBMISSION for DA2022/2081 citing traffic concerns

Dear Mr Maxwell Duncan,

RE: SUBMISSION DA2022/2081 citing traffic concerns

I am a local resident to the golf-club, and whilst generally in support of the proposed relocation of the golf course club house I believe there are some serious omissions in the submission that require further consideration before Council could approve such a development.

My concerns centre around the impact on traffic along Kentwell Road. The SEE details Council's own comments during pre-lodgement consultation as being:

*"The golf club must be able to function in its own right, in particular with regards to car parking and access to the club house building. In this regard, the amount of car parking required to support the new clubhouse is to be proposed as part of the development application..."*

It is unclear to me whether Council's planner was seeking advice from the applicant as to the number of car parking spaces that would be required by the Club House, to be built by Council as part of their masterplan, or if the Council Officer was requesting that parking for the facility be accommodated on its own site.

By either interpretation, the Traffic Impact Statement prepared by PDC Consulting has, in my opinion, substantial flaws in how it has been conducted and some of the assumptions made. My concerns are:

- The traffic report seems to focus primarily on the usage of bistro / function centre patrons, and this I believe is a fundamental flaw underpinning most of its calculations. It fails to address the usage by golf players.
- The traffic report focuses on parking requirements rather than traffic flow.
- The relocation of the club-house and pro shop will fundamentally shift the demand for parking to the eastern end of Kentwell Road (at Pittwater Road), rather than the Western end (at Condamine Street) as golfers sign-in before a game. As the masterplan has not been finalised, it is hard to understand how the intersection of Kentwell Road and Pittwater Road would cope with this additional traffic, particularly with the future gymnasium and upgraded tennis courts also funnelling traffic at this one location.
- A nuanced understanding of the traffic flow along Kentwell Road is lacking by the report writers. In peak hours, this is a busy through corridor, connecting North Manly, Freshwater and Curl Curl with the City. There is already significant congestion along this road at these times. During the AM peak, the existing row of 90 degree angled parking utilised by golf club members has a large overhang area designed it seems, for the safe removal of golf clubs from the boots of cars. This impediment onto the carriage way, means that only a single lane of traffic is legally marked on the Southern side of the road, with only a very short left hand turn lane onto Condamine Street existing at the intersection. If the perpendicular street parking were to push south into the golf course by the 1m needed by golfers to access their clubs, a second lane of traffic would better allow for the flow up Allambie Road, whilst allowing left hand turns onto Condamine.
- The existing parking demand surveys were not conducted during morning peak between the hours of 8.00am-9.30am on a weekday when the parking along Kentwell Road is almost at capacity, and traffic the most congested. There are certainly more patrons using the golf course and club house between these hours than between 4pm-10pm on a Thursday evening. Therefore to summarise in section 2.5.3 (page 19) 'that the parking demand does not exceed 48% along Kentwell Road...during a typical weekday' is incorrect. It simply did not exceed it at the times

surveyed, but absolutely would during morning peak.

- They 'expect' the club house to generate its peak parking demand during their surveyed times however this assumption seems flawed as it relates to use of the function centre rather than golf players that sign in for each game.
- The summary also states that the clubhouse users 'would likely be able to park at any of these locations [Kentwell Road, Bowling Green / Council Carpark, Recreation Centre], should demand exceed that provided by the proposed off-street car parks to be delivered by Council.' This makes no sense as the masterplan/redeveloped off-street parking to be delivered by Council of the Bowling Green and Recreation Centre itself.
- Patronage Numbers on page 21 of the report do not include golf players. They also require parking and will make use of the club-house when they arrive for a game of golf.
- The adopted average car occupancy rate of 2 might be suitable for function use, but is not reflective of the majority of golfers who arrive by private vehicle *alone*. This is clearly observed when driving along Kentwell Road.
- The parking estimate of 73 car spaces, then goes onto address the delivery of just 9 spaces within the Golf Club's site. Why just 9? What brought on this split for 9 to be accommodated by the Golf Club, and the other parking spaces by Council?
- From regular observation, the 93 carparking spaces along Kentwell Road are regularly filled during daylight hours, suggesting that the 'typical usage' demand of 58 patrons is inaccurate.
- 90 minute patronage time is not reflective of the time taken to play 18 holes of golf prior to enjoying a meal at the club-house, in which case the length of stay is more likely to be in the order of 4 hours.
- As of 2023, the new School Catchment zones have changed and a large population of housing along Pittwater Road in North Manly is now within the Manly Vale Public School Catchment area. This will further exacerbate the issue during morning drop-off times whilst parents use Kentwell Road to cross over to Manly Vale. There is currently no school bus that services the North Manly residents at Manly Vale Primary, so car-drop offs are necessary.
- The pedestrian access between the golf club and the bus stops on Pittwater Road, that the report suggests will be used by patrons, is poorly considered as part of the masterplan.

It is my understanding that Council made clear during the Pre-DA process that parking relating to the golf club was to be accommodated within its proposal, and not rely upon any works required by Council as part of the greater master plan. The application by the golf course has not addressed this, and they make several references to the resolution of traffic and parking to be made by Council's masterplan. From a greater Urban Design Perspective, the entry to the Club House is unfavourable to anyone arriving by foot or bus, and its street presence and siting is poorly considered behind tennis courts and carparking.

I do think that the design of the club house is rather ordinary, and I would suggest that the Design Review Panel could make considerable comment with regard to improving the overall architecture of the project.

The masterplan and golf club should be addressed simultaneously to ensure a satisfactory result for the local community, residents and users of the golf club alike.

I would like to receive updates regarding the progress of this project please.

Sincerely,

Ava Shirley

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*Please note I only work Monday, Tuesday, Thursday and Fridays. I will get back to you on these days.*