

Traffic Engineer Referral Response

Application Number:	DA2022/2081
Proposed Development:	Change of use and construction of a golf club house and associated facilities
Date:	26/05/2023
Responsible Officer	
Land to be developed (Address):	Lot 2742 DP 752038 , 292 Condamine Street NORTH MANLY NSW 2100 Lot 2742 DP 752038 , 292 Condamine Street NORTH MANLY NSW 2100

Officer comments

Proposal description: Change of use and construction of a golf club house and associated facilities.

The traffic team has reviewed the following documents:

- Traffic Impact Assessment (TIA), Reference 0623r01v04, prepared by PDC Consultants dated 15/11/2022,
- The *Statement of Environment Effects - Proposed Golf and Community Club (Ancillary Clubhouse and Amenities Building)* prepared by Willowtree Planning Pty Ltd dated 22/11/2023,
- Plans (Master Set) – designed by GROUP Architects, dated 24/01/2023,
- Pre-Lodgement Advice (PLM2022/0078) dated 19 May 2022,
- Plan of Management dated September 2022, and
- TfNSW referral letters (ref: SYD23/00184 dated 24 February 2023).

There were a number of traffic concerns raised in the Pre-Lodgement meeting (PLM) traffic referral comments dated 19 May 2022, which have not been addressed in the Traffic Impact Assessment (TIA) Report. The comments are mainly related to the proposed off-street carparks design, proposed roundabouts design, bus bay and raised marked foot crossing on Kentwell Road. It is however reported in the TIA report that Council was preparing separate design and technical documentation for a wider Masterplan. As part of the Council Masterplan, Council would deliver two (2) off-street carpark areas to serve the proposed development and the wider Council facilities (Warringah Recreation Centre).

It is also noted that there are no proposed changes to the existing golf course and the existing pro-shop / buggy store as part of the subject DA, and it is anticipated their current use, patronage numbers and operation will remain unchanged.

Parking requirement and design:

- *Warringah DCP* applies to the subject site. Under the DCP, there are no designated parking rates applicable to Golf Clubhouse and associated facilities. It states “*The Club shall undertake patronage and user surveys of the existing Club facilities and similar club developments. Additional peak traffic generation is to be assessed using the RMS Guide to*

Traffic Generating Developments, and surveys undertaken by the Club.'

- According to the *TfNSW Guide to Traffic Generating Developments (October 2002)*, analysis of such developments should be based on surveys of similar developments. If this is not possible, a first-principles analysis is required.
- The 'first principles' approach has been used in the Traffic report involving the adoption of an average car occupancy rate (2.0 persons per car) for patrons attending the site. This has been derived from surveys undertaken for similar developments.
- It is noted that the 85th percentile peak demand is assessed for recreation and restaurant component of the development, according to the RMS Guide which recommends that these sites should not be assessed at maximum capacity, and rather use a lower site occupancy rate. This is considered acceptable.
- Car parking surveys and patronage surveys were undertaken by the consultant on a typical weekday and on 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 included counts every 90 minutes on the times of day that the proposed clubhouse would be expected to generate its peak car parking demand. The surveys were undertaken to gain an understanding of the existing parking demands within the vicinity of the site.
- At the survey days, it was observed by the consultant that Kentwell Road parking was typically occupied by users of the golf course, Warringah Recreation Centre parking was typically occupied by patrons utilising the tennis, futsal and squash courts, and the Bowling Green / Council Car Park was used primarily by dog walkers / sports teams using Council pitches south of Kentwell Road.
- 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; users of the proposed clubhouse therefore would likely be able to park their car in those locations.
- Two (2) scenarios have also been assessed in the 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.
- Under the 'first principles' approach, and the 85th percentile peak demand assessment, the development is 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 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 TIA has also 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.
- Although the proposed nine (9) parking space dimensions (minimum space width of 2.5 metres and length of 5.4 metres, with a minimum aisle width of 5.8 metres) and internal driveway width (6.1 metres between kerbs) presented in the report are compliant with Australian Standard requirements, the parking space widths within the carpark and the driveway width have not been dimensioned on the architectural plans. It will be conditioned that dimensioned plans be submitted for the parking area including the driveway width to

confirm that parking bays and the driveway are appropriately sized.

- A single loading bay has been proposed on the north-east corner of the building which accommodates service vehicles up to and including an 8.8-metre-long Medium Rigid Vehicle (MRV). As outlined in the Traffic report, the development would generate a minimal demand for service vehicle parking with only 1-2 deliveries expected per day.
- Swept path plots (for an 8.8-metre MRV) demonstrating satisfactory access to and from the service vehicle parking are included in the traffic report. However, it is conditioned that the turning paths of B85 vehicles accessing the last two (2) parking spaces adjacent to the parked MRV are also included in the Traffic report.
- The WDCP 2011 does not stipulate bicycle or motorcycle parking rates for clubs and the subject DA did not provide any bicycle or motorcycle parking spaces.
- For the retail/office component of the development, bicycle parking stands are required in line with DCP requirements i.e., 1 high-security space for each 200m² of GFA and 1 customer space for every 600m² of GFA. It is conditioned that a minimum of two (2) bicycle parking spaces and one (1) motorcycle parking space be provided on the Architectural Plans to promote sustainable transport mode options for journeys to and from the site.
- The proposed car parks will be accessed via combined entry and exit access driveways onto Kentwell Road, at the locations of the existing vehicular driveway crossings. It is noted that no design assessment has been undertaken for these areas under the subject DA and it is reported in the Traffic report that these driveways, all internal circulation roadways and turning heads, will be delivered by Council.

Traffic Impact

- Neither the RMS Guide nor RMS Guide Update include traffic generation rates for clubhouse developments. The traffic generation of the proposed clubhouse has been determined by considering the 'first principles' approach and modal split. This approach will result in a net increase in traffic generation of 39 vehicle trips/hour, which will 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 therefore will generate minimal vehicular traffic during the peak, and it will not have any unacceptable implications in terms of road network capacity performance.

Conclusion

Subject to conditions, the application can be supported on traffic grounds.

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

Staff and Contractor Parking

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the offstreet parking once available. All necessary

facilities are to be provided to accommodate this requirement including lighting in the carpark, security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

Parking Enclosure

No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained.

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Vehicular Swept Paths

Vehicular manoeuvring paths must be provided to demonstrate that the B85 vehicles can enter or depart from the last two (2) parking spaces by no more than a 3 point turn without encroaching on adjacent loading dock area. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Details demonstrating compliance with this condition must be submitted to the Certifier prior to the issue of the construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

Construction Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by a TfNSW accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to heavy traffic congestion Kentwell Road, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. Truck movements must be agreed with Council's Traffic Engineer prior to submission of the CTMP.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken
- Make provision for all construction materials to be stored on site, at all times
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site

- Make provision for parking onsite. All Staff and Contractors are to use the basement parking once available
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety
- The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent
- Proposed protection for Council and adjoining properties
- The location and operation of any on site crane

The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

Vehicle Access & Parking

All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

With respect to this, the following revision(s) must be undertaken:

- Dimensioned plans to be submitted for the parking area including the driveway width to confirm that parking bays and the driveway are appropriately sized.

- A minimum of two (2) bicycle parking spaces and one (1) motorcycle parking space should be provided on the Architectural Plans to promote sustainable transport mode options for journeys to and from the site.

These amendment(s) must be clearly marked on the plans submitted to the Certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicle. Further, to ensure compliance with Council's DCP and adequate provision for active travel to/from the site.

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Work Zones and Permits

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

Reason: To ensure Work zones are monitored and installed correctly.

Road Occupancy Licence

Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows on Condamine Street, Pittwater Road or the operation of the signalised intersections of Kentwell Road with these two streets.

Reason: Requirement of TMC for any works that impact on traffic flow.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Construction Traffic Management Plan

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.



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