

Traffic Engineer Referral Response

Application Number:	DA2019/1190
Date:	25/05/2020
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 651395 , 9999 Pittwater Road BROOKVALE NSW 2100 Lot 1 DP 784268 , 9999 Pittwater Road BROOKVALE NSW 2100 Lot B DP 966128 , 9999 Pittwater Road BROOKVALE NSW 2100 Lot 6 DP 785409 , 9999 Pittwater Road BROOKVALE NSW 2100

Officer comments

Revised traffic comments:

Council acknowledges and accepts the comments provided in the Urbis response dated 18 May 2020, subject to the following:

- o The Applicant shall prepare a Green Travel Plan to promote the modal shift figures adopted as part of the original report
- o The applicant shall provide additional motor bike and bicycle parking to comply with Council's DCP requirements.
- o The applicant shall be required to provide a boom-gate to restrict access to the proposed car park to staff/players only during non-game days, and unrestricted access on game days and non-school days.

Therefore the proposal can be supported subject to conditions.

Initial traffic comments:

General

The proposed redevelopment of the existing Brookvale Oval includes an upgraded 3,000 seat covered grandstand, provision of up-graded facilities for the oval and provision of a community room to serve as a flexible education space to be accessed by community groups outside of business hours. Upon completion the site is anticipated to accommodate in the order of 36 players and 50 staff during typical non-game days.

The proposal does not seek to increase the existing numbers of spectators who attend the site on game days.

Parking Provision

The proposal includes the provision of the total of 60 parking spaces for the expected 86 attendees on

a typical non-games day. The traffic report has taken into account the Journey to work data within Brookvale Travel Zone and the result of a staff survey to estimate the parking requirement. Then further reduction in the parking rate has been considered taking into account the assumptions such as possible increase in use of public transport once staff get familiar with the public transport within area, and also significant increase in active travel based on the provision of end of trip facilities.

The further assumptions have disregarded that the survey undertaken on the existing staff reflecting 83% private vehicle use, has incorporated the assumption of the staff being familiar with public transport within the area. Also while the end of trip facilities will be beneficial to encourage active travel, the applicant should not count on the approximately 20% increase in active travel in compare with the result of existing survey. All measures and assumption in the report has focused on the staff and no information is provided on non-staff patrons.

In accordance with the RMS Guide to Traffic Generating Developments, the parking provision shall be identified based on a comparison study on an existing similar use. The applicant has failed to provide a comprehensive comparison study.

The result of the online survey distributed to staff of the existing Brookvale Oval and Manly Warringah Sea Eagles offices in Narrabeen with the total of 6 and 25 responses (with no mention of the portion of the staff who responded), indicates that 83% of staff at Brookvale Oval and 100% of staff at the Narrabeen site currently travel as a car driver, and the second most common mode of transport was via motorcycle. While no comprehensive comparison study has been provided, it is expected that the parking provision should be more in line with the result of staff survey.

Despite the result of staff survey which indicates that motorcycle is the second mode of travel for the existing Brookvale Oval staff, no provision of motorcycle parking is proposed.

The applicant has failed to provide bicycle spaces in compliance with Warringah DCP. The bicycle spaces are to be designed and provided in compliance with Australian Standard AS2890.3- Bicycle Parking Facilities.

Given the above, the proposed parking provision is not considered satisfactory.

Site Access

The vehicular access to the car park is proposed to be provided via the existing Alfred Road driveway to the south-east of the site opposite Gulliver Street. This is in accordance with the Council advice on the Pre-DA notes and is supported.

Loading and servicing

It is proposed that loading and service vehicles will access the oval from Alfred Road opposite Federal Parade as per the existing condition and this is due to constraints of existing trees on site and location of the existing waste facility. However, the timing of the service vehicle movement is proposed to be outside of school peak pick up and drop off times. Restriction on the time of delivery and size of vehicle would need to be considered if approval was to be granted. Most likely restricted to 9.30 am - 12.30 pm only.

An Operational Management Plan shall be provided and to include the above-mentioned and the

measures in place to minimise any negative impact on the surrounding area given the location of the driveway in close proximity to a school.

Traffic assessment

The trip generation of the development has been calculated at an increase of 22 vehicles in the morning peak and 20 vehicles in the afternoon peak by staff and players. It appears that the traffic generation is calculated based on the existing arrival and departure of staff with no consideration given to the players and community members which is indicated to be maximum expected of 40 community members. The report has failed to provide thorough information on the expected additional trip generation.

The intersection of Alfred Road and Pittwater Road can be sensitive to additional right and left turns onto Pittwater Road which is to be addressed in the report.

Public amenities

To improve active travel accessibility to the site and given the proposed intensification, provision of shared path on Federal Parade and Alfred Road will be required as per the Northern Beaches Council Draft Bike Plan.

Conclusion

In review of the above, the proposal is not supported in its current form. In summary, the following is to be submitted to Council for review and approval:

- Further extension to the proposed car parking area to accommodate all car spaces required for the staff and patrons driving to the site. The minimum parking requirements will be 72 car spaces in accordance with the result of survey undertaken on the existing staff at Brookvale Oval.
- Provision of bicycle parking spaces in accordance with the DCP and Australian Standards AS2890.
- Provision of thorough information on the total traffic generating by the site and addressing any potential adverse impact on the intersection of Alfred Road and Pittwater Road.
- Improve pedestrian and bicycle connectivity to and from the site by construction of shared path along Federal Parade and Alfred Road.

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 TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Compliance with Standards

The development is required to be carried out in accordance with all relevant Australian Standards.

(Note: At the time of determination the following (but not limited to) Australian Standards applied:

- (a) AS2601.2001 - Demolition of Structures**
- (b) AS4361.2 - Guide to lead paint management - Residential and commercial buildings**
- (c) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting**
- (d) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) **
- (e) AS 4970 - 2009 'Protection of trees on development sites'**
- (f) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking**
- (g) AS 2890.2 - 2002 Parking facilities - Off-street commercial vehicle facilities**
- (h) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities**
- (i) AS 2890.5 - 1993 Parking facilities - On-street parking**
- (j) AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities**
- (k) AS 1742 Set - 2010 Manual of uniform traffic control devices Set**
- (l) AS 1428.1 – 2009* Design for access and mobility - General requirements for access – New building work**
- (m) AS 1428.2 – 1992*, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities**

*Note: The Australian Human Rights Commission provides useful information and a guide relating to building accessibility entitled "the good the bad and the ugly: Design and construction for access". This information is available on the Australian Human Rights Commission website [www.hreoc.gov.au/disability rights /buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/good.htm). <www.hreoc.gov.au/disability%20rights%20/buildings/good.htm>

**Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Certifying Authority to ensure compliance with this condition and that the relevant Australian Standards are adhered to.)

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards.
(DACPLC02)

Green Travel Plan

The Applicant shall prepare a Green Travel Plan to promote the modal shift figures adopted as part of the traffic report. The report shall also identify the process of ongoing implementation, review and improvements.

The applicant shall submit the report to Council for review and approval prior to the issue of a construction certificate.

Reason: To achieve the use of sustainable transport mode adopted in the proposal (DACTRCPC1)

Motorcycle parking provision

The applicant shall provide 9 motorcycle parking spaces in compliance with the Australian Standards

AS2890.1:2004.

Reason: To satisfy the parking provision for the adopted modal share figures in traffic report (DACTRCPC2)

Bicycle parking provision

The applicant shall provide additional bicycle parking to comply with Council's DCP requirements.

Reason: To comply with Council's DCP (DACTRCPC3)

**CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE
OCCUPATION CERTIFICATE**

Installation of boom-gate

The applicant shall install a boom-gate to restrict access to the proposed car park to staff/players only during non-game days, and unrestricted access on game days and non-school days.

Reason: To ensure the availability of parking spaces for the staff and patrons during non-games days (DACTRFPOC1)

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

Provision of annual progress reports on the approved Green Travel Plan

On-going monitoring of the implementation of approved Green Travel Plan shall be conducted for five years and annual reviews shall be submitted to Council to enable ongoing monitoring.

Reason: To enable Council to monitor the actions and progress in modal share targeted in the Green Travel Plan (DACTRGOG1)