

Reference: 16.397r03v03

15 November 2024

Freshwater Surf Life Saving Club
Koolooro Ave, Freshwater NSW 2096
C/- Bonus & Associates

Attention: Michael Kirkby, Director Facilities

**RE: Freshwater Surf Life Saving Club (DA2023/0998)
Response to Request for Information - Traffic Engineering Consultant Services**

Dear Michael,

We refer to the subject development involving alterations and additions to a Community Facility. Crown land - Part Lot 2797 DP820312, Lot 1 DP909023 & Lots 21 to 23 Section 2 DP975183 - Part Reserves D500403 and R64997 for Public Recreation.

TRAFFIX has been forwarded comments from Northern Beaches Council as contained in the letter dated 10 November 2023. TRAFFIX has reviewed all relevant traffic comments and has responded to each item below. Reference should be made to the amended Architectural plans presented in **Attachment 1** and the travel mode survey results presented in **Attachment 2**.

Parking requirement and design:

- The site is zoned "RE1 Public Recreation", according to Warringah LEP. The Warringah DCP applies to the subject site. Under the DCP:
 - 15 parking spaces per 100 sqm of GFA or 1 space per 3 seats are required for restaurants although consideration can be given to a reduced rate if there is available parking in the vicinity at the restaurant's hours of operation. With the proposed maximum of 168 seats, this equates to 56 spaces.

➤ **TRAFFIX Response:**

The above relates to additional nominal parking spaces required above existing levels (+56 spaces) when assessed against Council's DCP which is consistent with the parking assessment provided in Section 5.1 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX which accompanied the original proposal.

- For the Café component of the proposal, 12 parking spaces per 100 sqm of GFA or greater of 1 space per 5 seats (internal and external) and 1 space per 2 seats (internal) are required. This equates to -11 spaces.

➤ **TRAFFIX Response**

The above is consistent with the parking assessment discussed in Section 5.1 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX which accompanied the original proposal.

- *The badminton court was considered equivalent to a tennis court in terms of parking demand given that a maximum of 4 players can play at any one time. This is considered acceptable. Under the DCP, 3 spaces per court is required and with the proposed one (1) indoor badminton court, this equates to 3 spaces.*

➤ **TRAFFIX Response**

The above is consistent with the parking assessment discussed in Section 5.1 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX which accompanied the original proposal.

- *In accordance with Council's DCP requirements, the proposed modification would result in a total parking demand of 48 car parking spaces. In response, no additional parking spaces are proposed under this DA application.*

➤ **TRAFFIX Response**

The above is consistent with the parking assessment discussed in Section 5.1 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX which accompanied the original proposal.

- *The 'first principles' approach has been used in the Traffic report involving the adoption of an average car occupancy rate (3.5 persons per car) for patrons attending the site, an 80% arrival rate by private vehicle, an estimated 50% of patrons being locals expected to walk to the restaurant/café or beachgoers who are already present in the locality.*

➤ **TRAFFIX Response**

The above is consistent with the parking assessment discussed in Section 5.1 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX which accompanied the original proposal.

- *'It is noted that the 85th percentile peak demand is assessed for café/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.*

➤ **TRAFFIX Response**

The above is consistent with the parking assessment discussed in Section 5.1 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX which accompanied the original proposal.

- *'It is noted that the 85th percentile peak demand is assessed for café/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.*

➤ **TRAFFIX Response**

The above is consistent with the parking assessment discussed in Section 5.1 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX which accompanied the original proposal.

- *'Under the 'first principles' approach, and the 85 the percentile peak demand assessment, the development is assessed to generate a demand for 17 car*

parking spaces (14 additional restaurant/café spaces and three additional badminton court spaces) during the busy weekend.'

➤ **TRAFFIX Response**

The above is consistent with the parking assessment discussed in Section 5.1 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX which accompanied the original proposal.

- *'On-street and off-street car parking surveys were undertaken by the consultant on a typical busy weekend (Sunday 5th March) and weekday (Friday 3rd March) during the peak times of beach users. The surveys included counts every 60 minutes on the times of day that the proposed surf club 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.'*
- *'Based on the surveys undertaken, it was concluded that:*
 - *on a typical weekday, there was an abundance of spare car parking spaces in the vicinity of the site; users of the proposed surf club with a new restaurant, café, museum, and badminton court would therefore likely be able to park their car in those locations.*
 - *on a typical weekend, parking demand was at near 100% capacity between the hours of 12:00pm – 1:00pm and at more than 90% at other times. It is noted that the survey results for a busy weekend is a worst-case scenario, and it is expected that demand for parking would be lower during the colder month of the year.*

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➤ **TRAFFIX Response**

The above is consistent with the parking assessment discussed in Section 5.1 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX which accompanied the original proposal.

- *'Although the site is located within the accessible area (within 400m walking distance of multiple bus stops), and bus services run along Charles Street to the north of the subject site, and bus stops are located within close walking distance, the off-street parking shortfall of approximately 17 parking spaces and reliance upon on-street parking/adjacent public parking areas opportunities is not considered appropriate given the following reasons:*
 - *There is a very high parking demand on the street nearby and Moore Road Parking Area and Freshwater Beach Carpark (especially on weekends).*
 - *Although parking analysis has been undertaken and demonstrated some parking availability to cater for the off-street parking shortfall, this is not considered acceptable given that:*
 - *Parking occupancy rates in excess of 85% are generally accepted to result in drivers having to circulate looking for vacant parking with vacant parking spaces being difficult to find. Although the surveys may have identified parking availability at most times, in practice any times with parking availability less than 35 spaces out of 352 would, in*

practice, be at levels where vacant parking was difficult to obtain, particularly for longer term use.

- *The surveys identified that at midday on the Sunday there was 0 - 1 parking space available within 300m of the site. This situation is expected to be found on many other occasions at peak times.*
- *Evans Street, Charles Street and Moore Road currently suffer from high levels of traffic congestion, particularly in peak periods and drivers circulating looking for vacant parking will add to that congestion.*
- *As there are high levels of congestion and high traffic volumes on street, the ongoing availability of kerbside parking on Koolara Avenue, Moore Road, Charles Street and Gore Street cannot be guaranteed.'*

➤ **TRAFFIX Response**

TRAFFIX acknowledges that whilst on-street parking demand is high in the local area, consideration should also be given to the reasons for the non-provision of parking as discussed in Section 5.1.2 of the TIA (document reference: 16.397r01v01, dated 22/02/2023) prepared by TRAFFIX.

In addition, TRAFFIX has been advised the proposed café/restaurant will be an expansion of the existing café with no change to the existing café use (a combination of table service and takeaway food and drink service) and therefore staff and patron travel behaviour in relation to the existing café will remain consistent with the proposed café. As such, the opportunity was taken to conduct travel mode surveys of existing café patrons which is considered a more accurate method of determining parking rates compared with adopting Council's DCP parking rates which are generic in nature and do not account for local conditions.

Patron travel mode questionnaire and head count surveys were undertaken on Sunday 3rd November 2024 between 10:00am and 2:00pm to understand café patron travel behaviour. The weather was fine and sunny on the day of the surveys. Reference should be made to the survey results presented in **Attachment 2**.

Survey results demonstrated that 14.7% of café patrons drove and parked within surrounding streets and there was a vehicle occupancy rate of 1.9 passengers per vehicle. There was a maximum of 41 patrons onsite between 10:00am-10:30am. Therefore, following maximum number of patrons arrived by private vehicle and parked in surrounding streets:

- Six (6) patrons.

Notwithstanding, the travel questionnaire survey also required patrons to nominate the primary reason for their trip. Eight (8) percent of patrons indicated the primary reason for their trip was to visit the café. On this basis it is reasonable to assume the other 92 percent of patrons are considered "foot traffic" given these patrons were already in the vicinity of the subject site and had primarily visited the locality for other reasons including to visit the beach/park (65%), to visit another café/restaurant (3%) and 24% visited for other purposes. These patrons would very likely have arrived and parked in the locality irrespective of whether the café was operating, given other café options are available in the locality.

Having regard for the above, the existing café generated demand for the following number of parking spaces:

- 0.48 parking spaces.

The above results in the following parking rate:

- 0.012 parking spaces per patron (0.48 parking space / 41 patrons).

The proposal involves an increase of +147 seats. Application of the above rate to the proposed +147 additional seats results in the following additional parking demand:

- + 2 parking spaces.

It can be seen that notwithstanding the proposed +147 additional seats (based on the travel mode survey results) this increase in capacity (+147 seats) will result in demand for two (+2) additional parking spaces which is considered minor with negligible impacts to on-street parking. Therefore, considering the minor additional patron parking demand (+2 parking spaces) as a result of the subject development, these impacts are considered acceptable notwithstanding the high level of parking demand in the locality which primarily occurs on weekends when weather conditions are favourable with ample on-street parking capacity available at other times.

- *'Some information about the anticipated number of restaurant/café staff and staff travel mode should be included in the traffic report.'*

➤ **TRAFFIX Response**

TRAFFIX has been advised that the existing café operates with a maximum of six (6) staff and the proposed café will operate with a maximum of 12 staff onsite, an increase of six (+6) staff members above existing staffing levels. It is reasonable (and conservative) to assume that all staff members drive to work and park in surrounding streets since they arrive to work early in the morning when parking availability is ample. Therefore, assuming all staff arrive by private vehicle and park in surrounding streets, the six (+6) additional staff would generate the following additional demand for parking assuming all staff members arrived by private vehicle and parked:

- +6 on-street parking spaces occupied by staff.

Therefore, additional parking demand generated by staff and patrons with respect to the proposed expansion is in the order of eight (+8) additional parking spaces (+6 staff spaces and +2 patron spaces) which is considerably less than the +14 additional parking spaces required by the café as originally assessed based on Council's DCP which does not account for local conditions.

- *'Bicycle parking spaces are not presented in the architectural plans and their presence in compliance with DCP requirements will contribute towards reducing reliance on private motor vehicle travel. The location and number of bicycle parking spaces should be confirmed on the amended plan.'*

➤ **TRAFFIX Response**

Five (5) public bicycle racks are provided adjacent to the east of the subject site at the access to the beach and these bicycle racks would be available for patron and staff use as required.

- *'No information about the deliveries/loading and waste management have been included in the Traffic report. It is reported that no changes are proposed to the existing refuse collection and loading arrangements via Kooloorra Avenue and the modification is expected to continue to operate satisfactorily. Some information regarding future deliveries/loading arrangements, together with details of the delivery arrangements for the proposed development is required. This should include an analysis of future delivery frequency and the suitability of such servicing arrangements being from Kooloorra Avenue should be discussed. Servicing should be accommodated off-street, and it is required to demonstrate*

that the development can operate effectively without any reliance on an on-street loading bay.'

➤ **TRAFFIX Response**

Reference should be made to the Loading Dock Management Plan (LDMP) prepared by TRAFFIX (document reference: 16.397r02v01, dated 15/11/2024) which details the proposed servicing and loading arrangements.

Traffic Impact:

- *'An indication of the traffic generation potential of the development proposal should be provided by reference to the TfNSW Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002). Restaurant Trip Generation and the travel mode Surveys (car driver, taxi, car passenger and share/uber trips) should also be used to determine potential trip generation attributed to the restaurant component of the proposed development. This is not discussed in the traffic report.'*

➤ **TRAFFIX Response**

Reference should be made to Section 6 of the TIA prepared by TRAFFIX (document reference: 16.397r01v01, dated 22/02/2023) which assessed traffic impacts based on the TfNSW Guide to Traffic Generating Developments (2002). However, the travel mode surveys referenced in **Attachment 2** were undertaken, providing a site-specific assessment which is considered more accurate than an assessment based on TfNSW Guideline rates which are generic in nature. The travel mode surveys demonstrate that 17.3 percent of patrons either arrived by private vehicle and parked or were dropped off, equivalent to seven (7) patrons during the café operating peak between 10:00am-11:00am.

When accounting for the percentage of patrons whose main reason for travelling to the locality was to specifically visit the café (eight (8) percent of patrons), the number of patrons who arrived by private vehicle and parked or were dropped off is as follows:

- 1 patron

The above results in the following vehicle trips associated with the existing café:

- 2 vehicle trips per hour (1 in, 1 out).

Application of the above vehicle trips to the maximum number of patrons onsite (41 patrons onsite at 10:00am) results in the following vehicle trips per patron:

- 0.049 vehicle trips per patrons (2 vehicle trips / 41 patrons).

Application of this rate to the proposed +147 additional seats would result in the following additional vehicle trips:

- +7 vehicle trips per hour (+4 in, + 3 out).

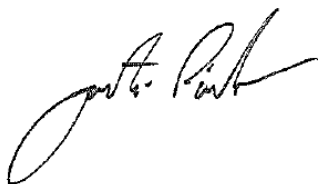
Staff vehicle trips do not coincide with the operating peak of the café since staff will arrive early in the morning, well before the café peak, and are therefore not included.

It can be seen that based on the travel modal survey results, the proposed café would generate in the order of seven (+7) additional vehicle trips per hour, equivalent to less than one additional trip every nine (9) minutes which is considered minor and will have no noticeable impact to the operation of surrounding street or intersections.

On the basis of the above, continued support is given to the proposed development on transport planning grounds. We trust the above is of assistance and please contact the undersigned should you have any queries. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix

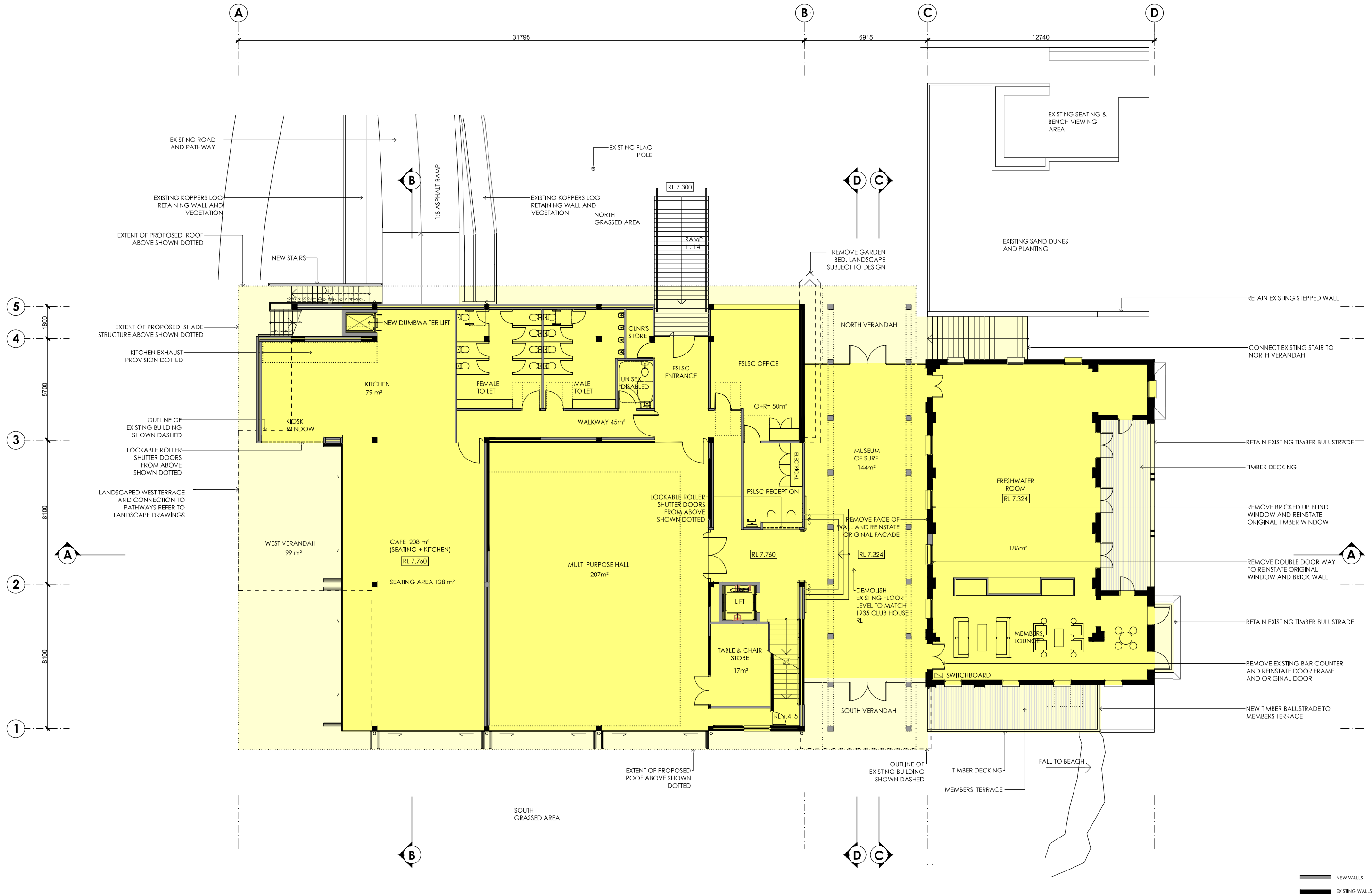


Justin Pindar
Director

Attachment 1: Updated Architectural Plans
Attachment 2: Travel Mode Survey Results

ATTACHMENT 1

Updated Architectural Plans

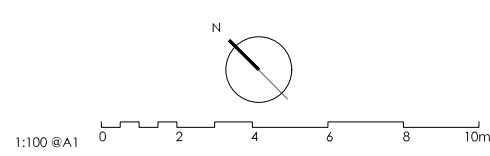


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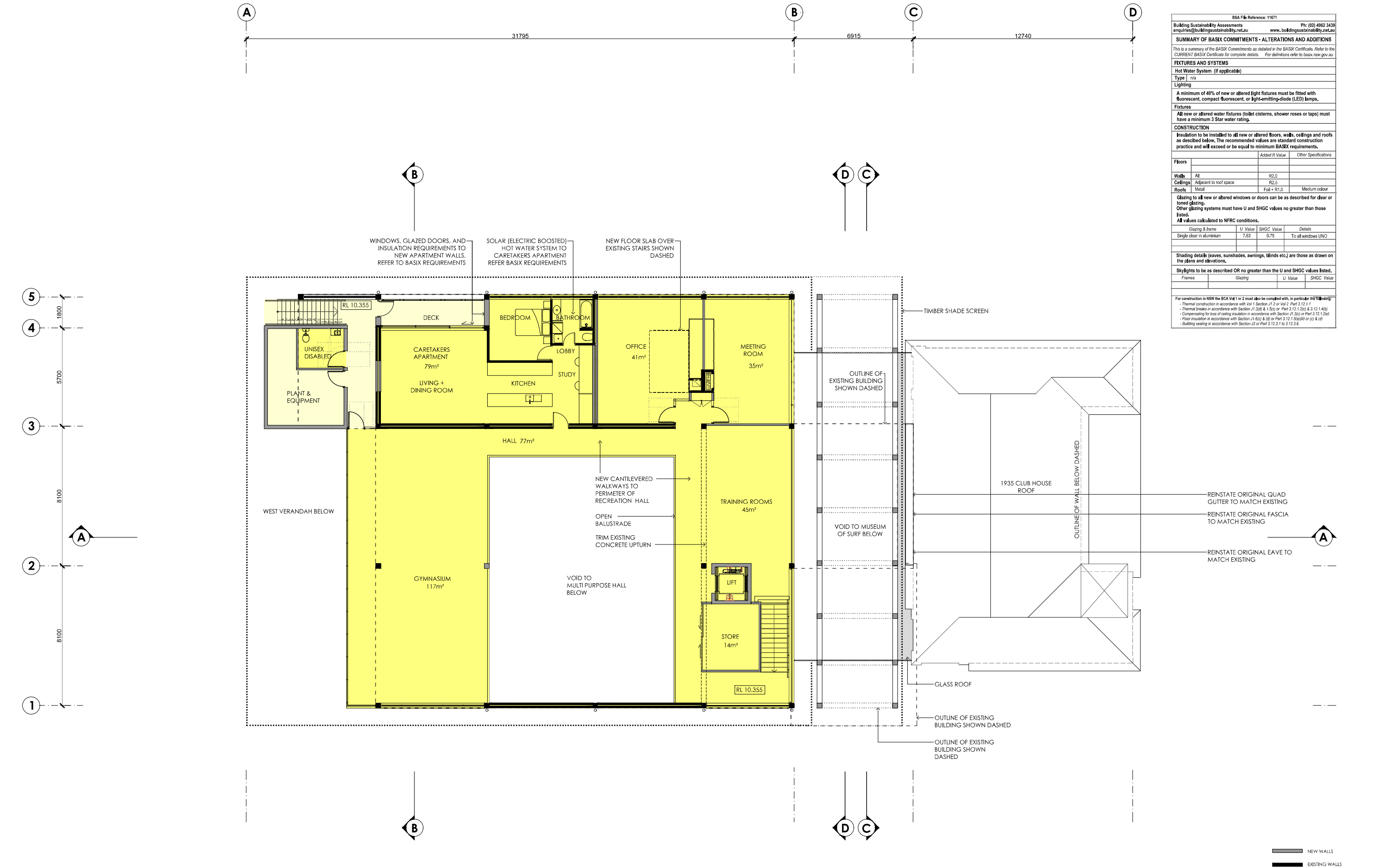
museum of surf
 ALTERATIONS & ADDITIONS TO
 FRESHWATER SLSC
 FOR
 FRESHWATER SLSC & NORTHERN BEACHES COUNCIL



REV	DATE	AMENDMENT
A	08.05.23	DA ISSUE
B	11.04.24	REVISED DA ISSUE
C	11.09.24	REVISED DA ISSUE
D	14.11.24	REVISED DA ISSUE

DRAWING TITLE
LEVEL 2 FLOOR PLAN

DRAWING NO.
DA208
 ISSUE
D



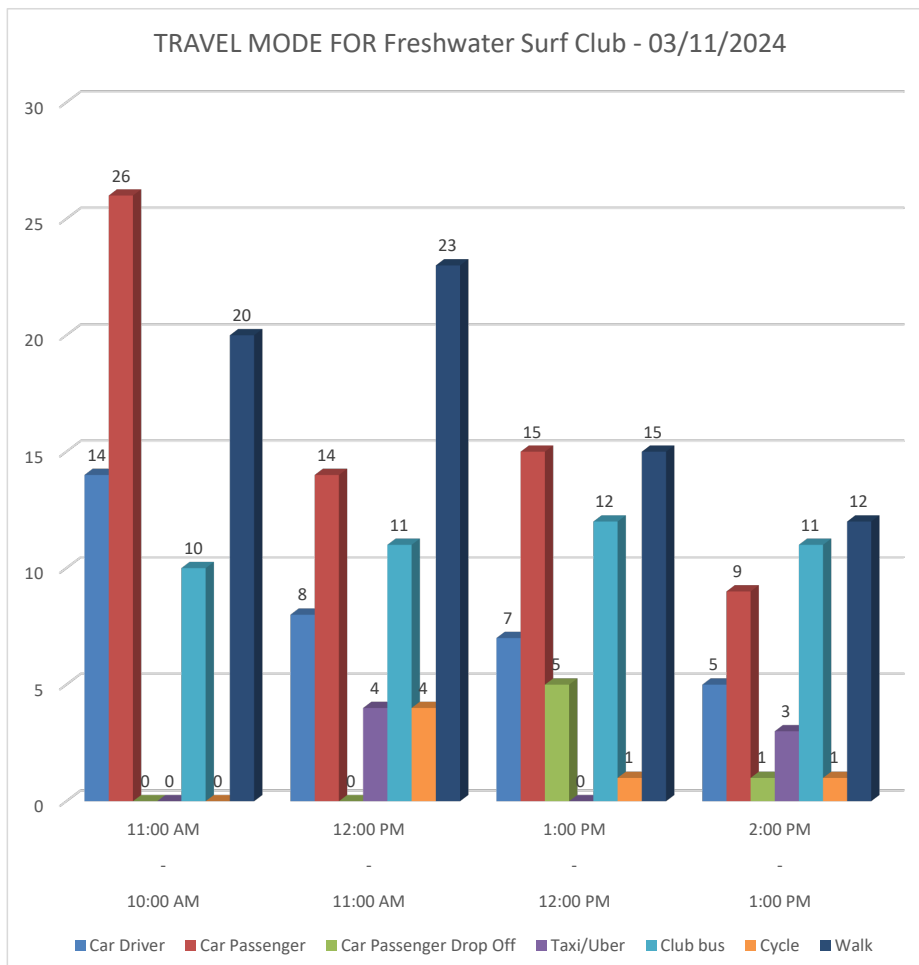
BSA File Reference: 11671			
Building Sustainability Assessments		Ph: (02) 4962 3439	
enquiries@buildingsustainability.net.au		www.buildingsustainability.net.au	
SUMMARY OF BASIX COMMITMENTS - ALTERATIONS AND ADDITIONS			
This is a summary of the BASIX Commitments as detailed in the BASIX Certificate. Refer to the CURRENT BASIX Certificate for complete details. For definitions refer to basix.nsw.gov.au			
FIXTURES AND SYSTEMS			
Hot Water System (if applicable)			
Type n/a			
Lighting			
A minimum of 40% of new or altered light fixtures must be fitted with fluorescent, compact fluorescent, or light-emitting-diode (LED) lamps.			
Fixtures			
All new or altered water fixtures (toilet cisterns, shower roses or taps) must have a minimum 3 Star water rating.			
CONSTRUCTION			
Insulation to be installed to all new or altered floors, walls, ceilings and roofs as described below. The recommended values are standard construction practice and will exceed or be equal to minimum BASIX requirements.			
		Added R Value	Other Specifications
Floors			
Walls	All	R2.0	
Ceilings	Adjacent to roof space	R2.0	
Roofs	Metal	Foil + R1.0	Medium colour
Glazing to all new or altered windows or doors can be as described for clear or tinted glazing.			
Other glazing systems must have U and SHGC values no greater than those listed.			
All values calculated to NFRC conditions.			
	Glazing & frame	U Value	SHGC Value
Single clear in aluminium	7.63	0.75	To all windows UNO
Shading details (eaves, sunshades, awnings, blinds etc.) are those as drawn on the plans and elevations.			
Skylights to be as described OR no greater than the U and SHGC values listed.			
Frames	Glazing	U Value	SHGC Value
For construction in NSW the BCA Vol 1 or 2 must also be complied with, in particular the following:			
- Thermal construction in accordance with Vol 1 Section 3.12 or Vol 2 Part 3.12.1.1			
- Thermal breaks in accordance with Section 3.12.1.1(c) or Part 3.12.1.1(c) or Part 3.12.1.1(c)			
- Compensating for loss of ceiling insulation in accordance with Section 3.12.1.1(c) or Part 3.12.1.1(c)			
- Floor insulation in accordance with Section 3.12.1.1(c) or Part 3.12.1.1(c) or (c) or (c) or (c)			
- Building sealing in accordance with Section 3.12.1.1(c) or Part 3.12.1.1(c) or (c) or (c) or (c)			

ATTACHMENT 2

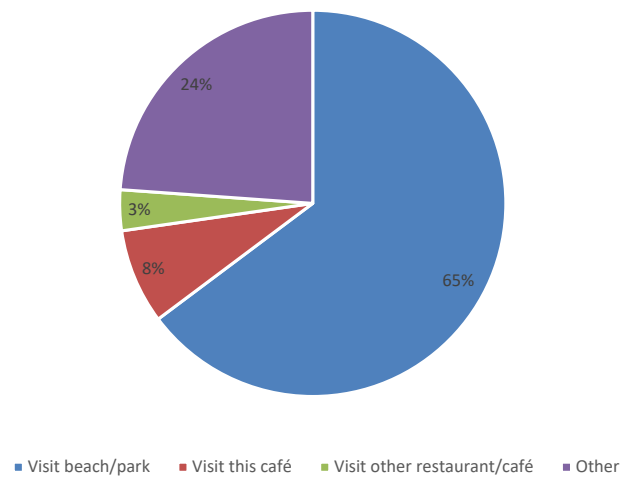
Travel Mode Survey Results

Location	Freshwater Surf Club
Suburb	Freshwater Beach
Client	TRAFFIX
Job No/Name	24273
Survey Duration	4 HOURS
Day/Date	Sunday, 3 November 2024

Mode of Travel		10:00 AM	11:00 AM	12:00 PM	1:00 PM
		-	-	-	-
		11:00 AM	12:00 PM	1:00 PM	2:00 PM
1	Car Driver	14	8	7	5
2	Car Passenger	26	14	15	9
3	Car Passenger Drop Off	0	0	5	1
4	Taxi/Uber	0	4	0	3
5	Club bus	10	11	12	11
6	Cycle	0	4	1	1
7	Walk	20	23	15	12
Total Pantrorage		70	64	55	42



What was the main reason for your trip today?



Location	Freshwater Surf Club
Suburb	Freshwater Beach
Client	TRAFFIX
Job No/Name	24273
Survey Duration	4 Hours
Day/Date	Sunday, 3 November 2024

Patronage Survey

Location/Area		10:00 AM - 10:30 AM	10:30 AM - 11:00 AM	11:00 AM - 11:30 AM	11:30 AM - 12:00 PM	12:00 PM - 12:30 PM	12:30 PM - 1:00 PM	1:00 PM - 1:30 PM	1:30 PM - 2:00 PM
1	Café	41	37	29	33	27	31	25	32
Total People in Premise		41	37	29	33	27	31	25	32

