

Traffic Engineer Referral Response

Application Number:	DA2024/1297
Proposed Development:	Alterations and additions to a building and use as recreational facility (indoor) including signage
Date:	11/12/2024
Responsible Officer	
Land to be developed (Address):	Lot A DP 962291 , 3 - 5 Pittwater Road MANLY NSW 2095 Lot B DP 962291 , 3 - 5 Pittwater Road MANLY NSW 2095

Officer comments

Proposal description: Alterations and additions to a building and use as a recreational facility (indoor) including signage

The proposal is for the expansion of the existing Indoor Recreation Facility, Anytime Fitness, located in Manly, by utilising an adjacent Ground Floor Level Tenancy at 3-5 Pittwater Road, Manly. This proposal involves changing the land use of the current Tenancy to accommodate the Indoor Recreational Facility. The project will unify the land uses and include an internal fit-out for the proposed extension, along with the installation of associated business identification signage.

The traffic team has reviewed the following documents:

- Traffic Impact Assessment (TIA), prepared by AusWide Consulting dated 23 September 2024,
- Statement of Environmental Effects prepared by PTP Consulting dated 23 September 2024,
- Plans (Master Set) - Amended, Revision B – designed by Archi Spectrum, dated 22/11/2024, and
- Pre-Lodgement Advice (PLM2020/0267) dated 19 November 2020.

The current gymnasium, located on the ground and first floors, has a GFA of 567 m². The space available for tenancy, which is to be expanded into, has a GFA of 185 m². Therefore, the total proposed Gross Floor Area for the development will be 784 m².

The proposed operating hours of the development are from 10am to 7:00pm, Monday – Thursday, from 10am to 4:00pm, Friday, from 10am to 2:00pm, Saturday and unstaffed on Sunday.

The proposed change of use application does not include any additional on-site parking provisions. With the proposed additional gross floor area (GFA), no extra staff members are anticipated at the site.

Parking requirements and design

- The site is zoned E1 Local Centre under the Manly Local Environmental Plan 2013.
- Manly DCP applies to the subject site. The Manly DCP does not nominate a parking rate for the Indoor Recreational Facility or Gymnasium; however, it advises that rates provided in TfNSW documents should be used where a rate is not specified. The TfNSW Guide to Traffic Generating Development nominates a minimum rate of 3 spaces per 100m² of GFA

for gym uses if it is located within a regional centre and is in close proximity to rail/bus services. For this site, with an additional GFA of 185m², this would equate to 5.6 spaces (rounded up to 6 spaces).

- The Traffic report suggests no parking spot will be provided on-site. The off-street parking shortfall of 6 parking spaces and relying upon on-street parking opportunities is considered appropriate for the following reasons:
 - the site is located within short walking distance of the Manly town centre, and bus stops are located within close walking distance. Manly Wharf is located at just 8 minutes' walking distance from the site.
 - The site is designed to support a pedestrian-dominant environment in the CBD. The Manly Centre features several pedestrian-friendly areas, providing high-quality public spaces and ensuring easy access to key locations such as the ferry wharf and the beach. The footpaths adjacent to the roadways are well-constructed and generally in good condition, with pedestrian crossings available at most key points. Additionally, there is an established network of cycling routes that facilitate access to the site.
 - according to the Traffic report, the proposed gymnasium does not provide the facilities found in a typical fitness centre/gymnasium. Analysis of such developments, therefore, should be based on surveys of similar developments. If this is not possible, a first-principles analysis is required.
 - on-street parking surveys were undertaken on a typical weekday in the adjacent street. The surveys included counts every 30 minutes on the times of day that the proposed centre 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.
 - the developer's Traffic consultant has undertaken a travel mode survey of patrons attending Anytime Fitness Manly on a typical weekday.
 - The parking surveys demonstrated that there was a peak demand of some 70 parking spaces occupied out of 75 spaces in the adjacent street, representing little parking availability; however, the parking surveys also found that there were some ample parking opportunities in the early morning hours and late evening, which coincide with the peak operational hours at Anytime Fitness, Manly.
 - The travel mode survey also found that for the average hourly usage of approx. 15-20 patrons for the current Anytime Fitness, there was a generated parking demand of some 11 spaces. This equates to a site-specific parking demand of 1.94 parking spaces per 100m² of GFA. With the application of this parking rate on the proposed additional GFA of 185m², the development could generate an additional parking demand of 4 parking spaces.
 - 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 a typical weekday; users of the proposed indoor recreational facility therefore would likely be able to park their car in those locations.

Traffic Impact

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.

Pedestrian impacts:

- The installation of the proposed signage is required to comply with the 2.5m clearance from the ground and needs to be outside the clear zone to any road users/infrastructure.

- No safety concern is to be expected to be imposed by the proposed signage.
- During the installation of the proposed signage, there would be some impacts on pedestrian activity in the vicinity of the proposal. This needs to be detailed in the Construction Traffic Management Plan (CTMP).

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

Road Occupancy Licence (ROL) from Roads and Maritime Services

The developer shall apply for a Road Occupancy Licence (ROL) from the TfNSW Transport Management Centre (TMC) prior to commencing work within the classified road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified with 'Prepare a Work Zone Traffic Management' accreditation or equivalent. Should the TMP require a reduction of the speed limit, a Direction to Restrict will also be required from the TMC.

Reason: To inform the relevant Roads Authority of proposed disruption to traffic flows.

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

Construction Traffic Management Plan

a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencement of works. The CTMP to detail how the fitout and signage works will be undertaken and how pedestrian safety and amenity will be managed during the managed. 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 vehicular access and pedestrian safety are appropriately managed>
(DACTRDPC1)

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.

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.