

Memo

Development Assessment

To: Northern Beaches Local Planning Panel (NBLPP)

Cc: Adam Richardson
Acting Executive Manager, Development Assessment

From: Darren Laybutt
Consultant Planner (GAT & Associates)

Date: 14 September 2026

Subject: Item No. 4.2 – DA2026/0489 – The Esplanade NARRABEEN

Record Number: 2026/1047523

The purpose of this memo is to advise the Panel that a late submission has been received from Chris Leyland who raised the following:

- That the parking assessment was undertaken on days that the club doesn't actually sail.
- That there was an opportunity to use a cordoned off area behind the proposed building to be used for overflow car parking for exclusive use of the club to free up Jamieson Park car parking for the public.

Issue 1 – The Parking Assessment

In response to the submission, further advice was sought from Council's Traffic Engineer regarding the adequacy of the submitted traffic assessment. Council's Traffic Engineer has stated the following:

Council's Traffic Team has assessed the development application in accordance with the relevant provisions of Council's Development Control Plan (DCP) and applicable Australian Standards.

The proposal involves the construction of a new sports amenities building within Jamison Park to support existing water-based and community recreation activities. No changes are proposed to the primary vehicular access arrangements to the site or the overall parking supply and access arrangements within the park will remain substantially unchanged.

We note the concerns around the adequacy of the parking occupancy surveys however, it should be noted that traffic and parking assessments are generally based on representative peak demand periods rather than the absolute busiest day or event occurring within a year. Accordingly, the survey dates of Thursday 26 February and Saturday 28 February were considered appropriate and sufficient for assessing the parking and traffic impacts of the proposal noting that the peak occupancy observed on those days revealed 7 of 58 spaces vacant (88% occupancy).

Furthermore, SIDRA modelling demonstrated that the surrounding intersections are expected to operate at Level of Service A (free flow conditions with minimal delays) during both weekday and weekend peak periods, indicating that the surrounding road network has sufficient capacity to accommodate anticipated traffic demand. In addition, traffic surveys, including a seven-day tube count and intersection turning movement counts, identified the highest recorded activity occurring on Sunday mornings, with up to 114 vehicle movements recorded between 10:00 am and 11:00 am.

As the proposal represents the formalisation and enhancement of an existing use rather than the introduction of a new land use, it is not expected to generate a significant increase in traffic or parking demand beyond current levels. Accordingly, it is considered that the proposed parking provision is acceptable.

Comment: The above rationale is considered acceptable from the planning perspective. It is a reasonable statement that the club currently operates without a dedicated building to store equipment and so the proposal to construct a replacement (and enlarged) building does not inherently generate additional traffic associated with the club, the main user on sail days.

The operation of the café is likely to serve existing visitors/users rather than attract dedicated new trips based on its size and location in an existing park. On non-sail days, there is existing capacity of at least seven (7) spaces, as demonstrated in the parking survey. While there is no 'café' parking rate under the Warringah Development Control Plan 2011 (Appendix 1), the 29m² café generates up to five (5) car parking spaces using the restaurant parking rate of 15 spaces per 100m² GFA. Consequently, if the café were not ancillary to the use of the proposed building and current park uses, adequate parking would still be available.

The multi purpose room would similarly not give rise to any conflict in parking provision outside of the peak periods of the sailing club. However, as detailed in the Traffic Engineer response, the parking assessment is considered with a representative peak rather than the worst case scenario.

The objective of C3 Parking Facilities in the Warringah Development Control Plan 2011 is "To provide adequate off street carparking." Based on the above, the parking is adequate, and it is maintained that the existing car park is acceptable.

Issue 2 – The Overflow Parking Option

Based on the response to Issue 1, it is deemed that there is no need to consider an overflow parking area behind the proposed sail club building.

However, it is noted that Council is separately exploring upgrades to the car park. This option can remain open for consideration should it be determined there is a need for additional parking.

Conclusion

It is considered that the existing assessment undertaken in the full assessment report and Council Traffic referrals adequately addresses the car parking demand of the development, including on the busiest periods. No further action is deemed necessary.

Recommendation

That the application be approved as recommended.

