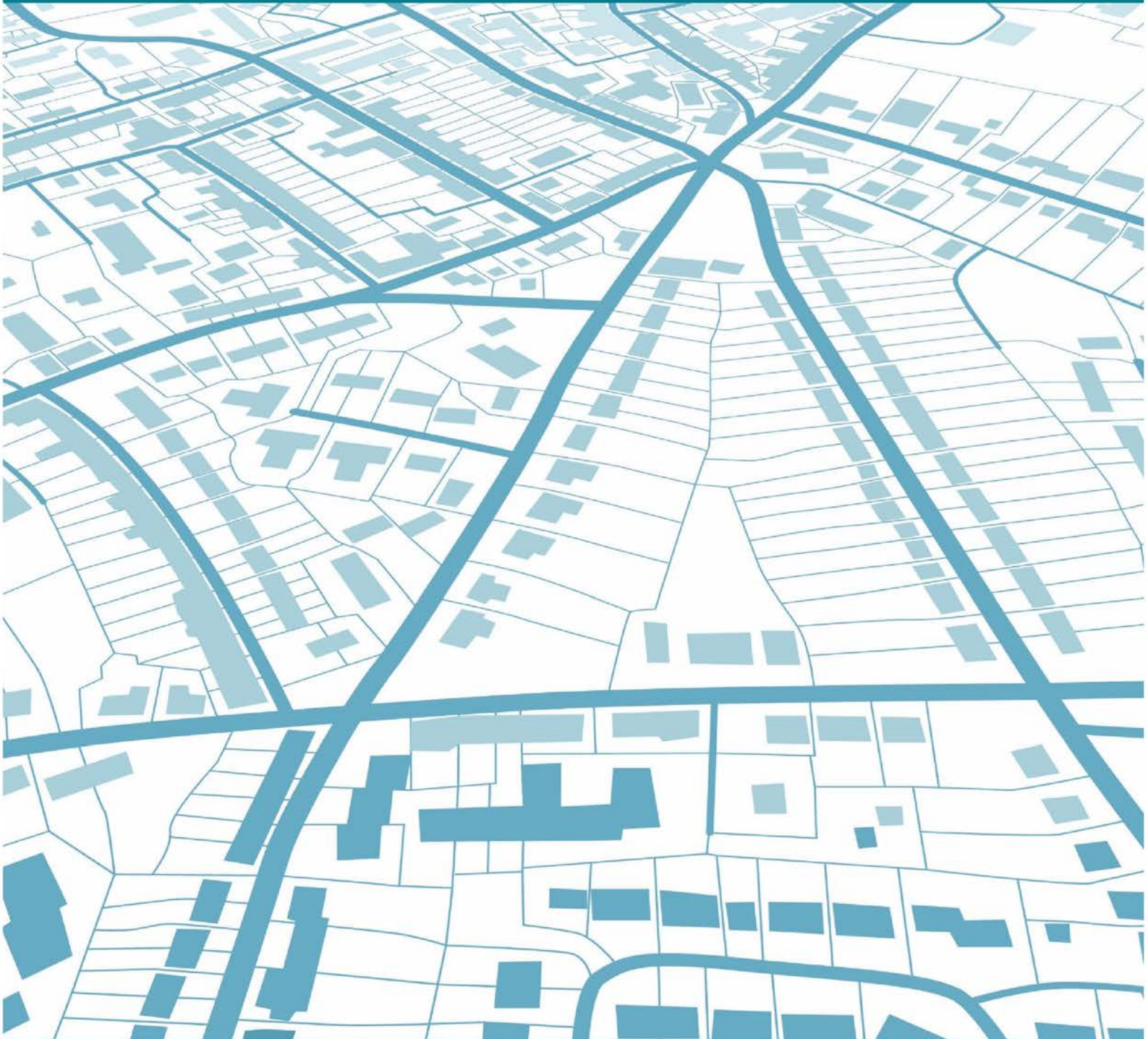




Dee Why RSL Club

Proposed Stage 7 Works

Traffic and Parking Assessment

Ref: 24288
Date: February 2025
Issue: B

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1.0 Introduction

This report has been prepared for Dee Why RSL Club to accompany a Development Application to Northern Beaches Council for proposed Stage 7 works for the club premises at 932 Pittwater Road, Dee Why.

The Club occupies a large site adjacent to the northern edge of the Dee Why Town Centre with frontages to Pittwater Road, Hawkesbury Avenue and Clarence Avenue. Expansion of the club to accommodate the changing needs of the members and local community was contemplated by the Master Plan (approved by Council).

The site is somewhat unique in that it incorporates a large Zone Bowling Centre and there have been considerable changes as the staged development has evolved. To some extent these changes reflect the increasing population (both residential and employment) in the Dee Why Town Centre which has contributed to the popularity of the Club without reliance on patronage from other areas.

It is now proposed to deliver Stage 7 of the planned works with the following resultant minor change to the floor space:

Current	15,208m ² GFA
Proposed Stage 7	15,827m ² GFA

The purpose of this report is to:

- ❖ describe the existing club circumstances and the proposed Stage 7 works
- ❖ describe the road network serving the site and the existing traffic circumstances
- ❖ assess the adequacy of the proposed parking provision
- ❖ assess the potential traffic implications
- ❖ assess the proposed vehicle access, internal circulation and servicing arrangements



LEGEND



LOCATION

FIG 1

2.0 Proposed Development Scheme

2.1 Site, Context and Existing Circumstances

The Dee Why RSL Club site (Figure 2), is Lot 1 DP 706230 which occupies an irregular shaped area of some 14,830m² with frontages to Pittwater Road, Hawkesbury Avenue and to Clarence Avenue. The club is located just to the north of the Dee Why Town Centre which is experiencing ongoing consolidating and redevelopment.

The uses surrounding the site comprise:

- ❖ an independent living unit complex and childcare centre adjoining to the south and west (both owned by the Club)
- ❖ the home unit and apartment buildings along Clarence Avenue and Hawkesbury Avenue
- ❖ the new mixed-use apartment based buildings and shops along Pittwater Road to the south of Dee Why Parade

The existing development on the site comprises:

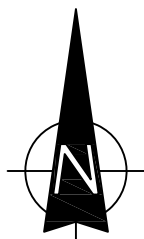
- ❖ the registered Club with 15,208m² GFA total floorspace
- ❖ an Zone Bowling Centre
- ❖ a multi-level car park

There are 680 existing car spaces in the club carpark which are divided into north and south areas with a number of access driveways on the Clarence Avenue frontage including loading dock and porte cochere accesses.



SITE

LEGEND



SITE

FIG 2

2.2 Proposed Stage 7 Works

The proposed works largely only involve the existing Level 2 of the Club and comprise:

- renovation and modification of the gaming area
- expansion of the Taste of Asia dining area
- relocation of the Aqua Café
- a new pedestrian entry arrangement on the Pittwater Road frontage
- relocation of amenities

There will also be a no change to the existing carparking while the total floorspace will increase by 619 m² to 15,827m² GFA and the Club population will consequently increase by 64 persons as a result of the Level 2 changes.

There will be a total of 680 parking spaces in the car park provision while the existing vehicle accesses on Clarence Avenue comprise:

- the existing ingress and egress driveways in the southern part
- the existing loading dock and porte cochere driveways in the centre of the site
- the existing egress driveway in the northern part

There will be no change to the hours of operation.

Details of the proposed Stage 7 works are provided on the plans prepared by Altis Architects which accompany the Development Application and are reproduced in part in Appendix B.

3.0 Road Network and Traffic Conditions

3.1 Road Network

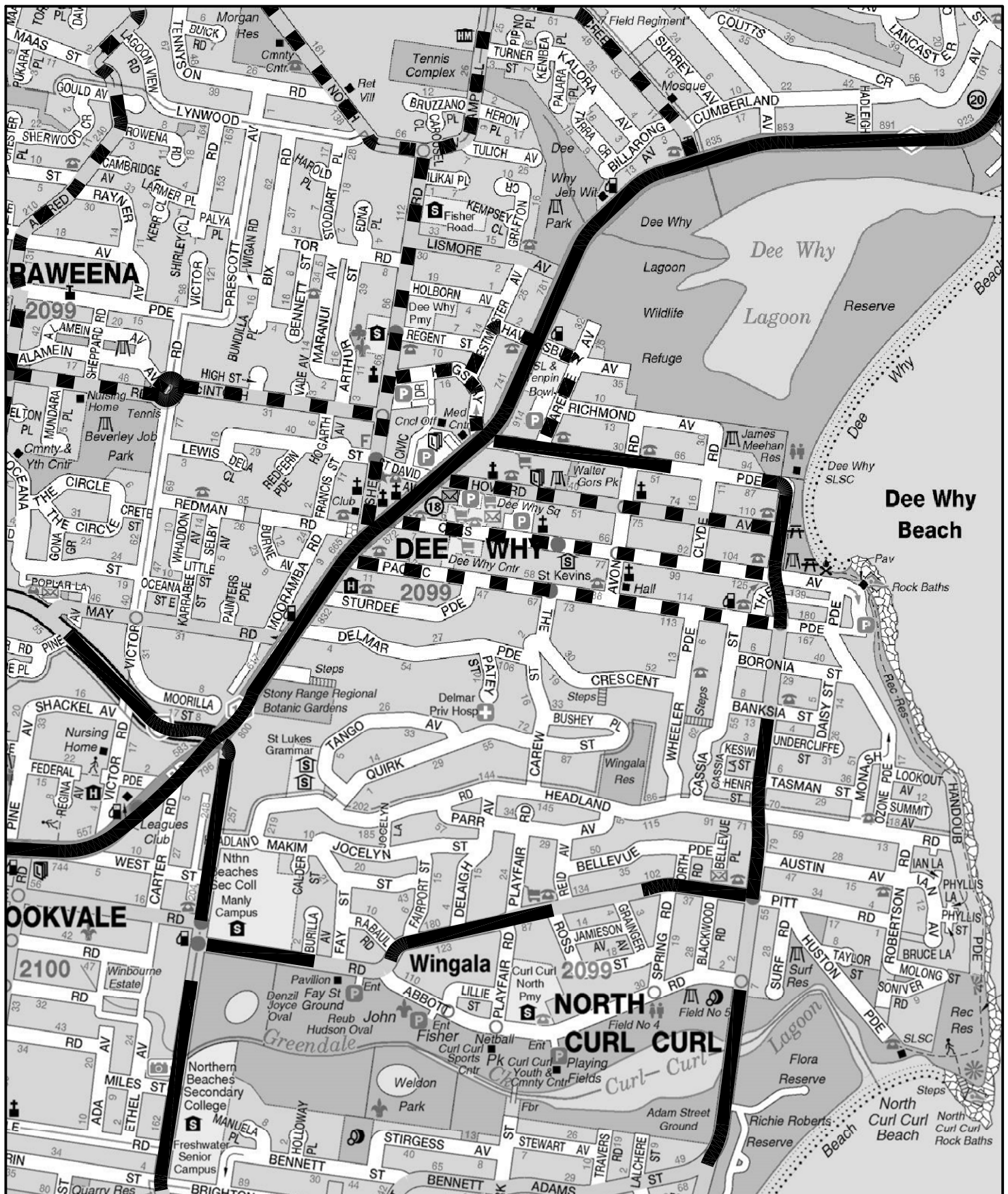
The road network serving the site (Figure 3) comprises:

- ❖ *Pittwater Road* – a State Road and arterial route linking between the City and the Northern Beaches
- ❖ *Dee Why Parade* – a Regional Road and major collector route linking Pittwater Road to The Strand and Griffin Road which also forms part of the Regional Road route
- ❖ *Hawkesbury Avenue / Clarence Avenue* – minor ‘collector’ routes which provide a secondary link from Pittwater Road to The Strand via Dee Why Parade

3.2 Traffic Controls

The existing traffic controls in the vicinity of the site (Figure 4) comprise:

- ❖ the traffic control signals at the Pittwater Road / Hawkesbury Avenue intersection (see details overleaf)
- ❖ the traffic control signals at other intersections along Pittwater Road including Lismore Avenue, Dee Why Parade, Howard Avenue, Oaks Avenue and Fisher Road
- ❖ the GIVE WAY controls on Clarence Avenue at Hawkesbury Avenue
- ❖ the roundabouts on Dee Why Parade at the Clarence Avenue and Avon Road intersections
- ❖ the BUS LANE restrictions on Pittwater Road (AM southbound / PM Northbound)
- ❖ the parking restrictions including:
 - AM and PM CLEARWAYS on Pittwater Road



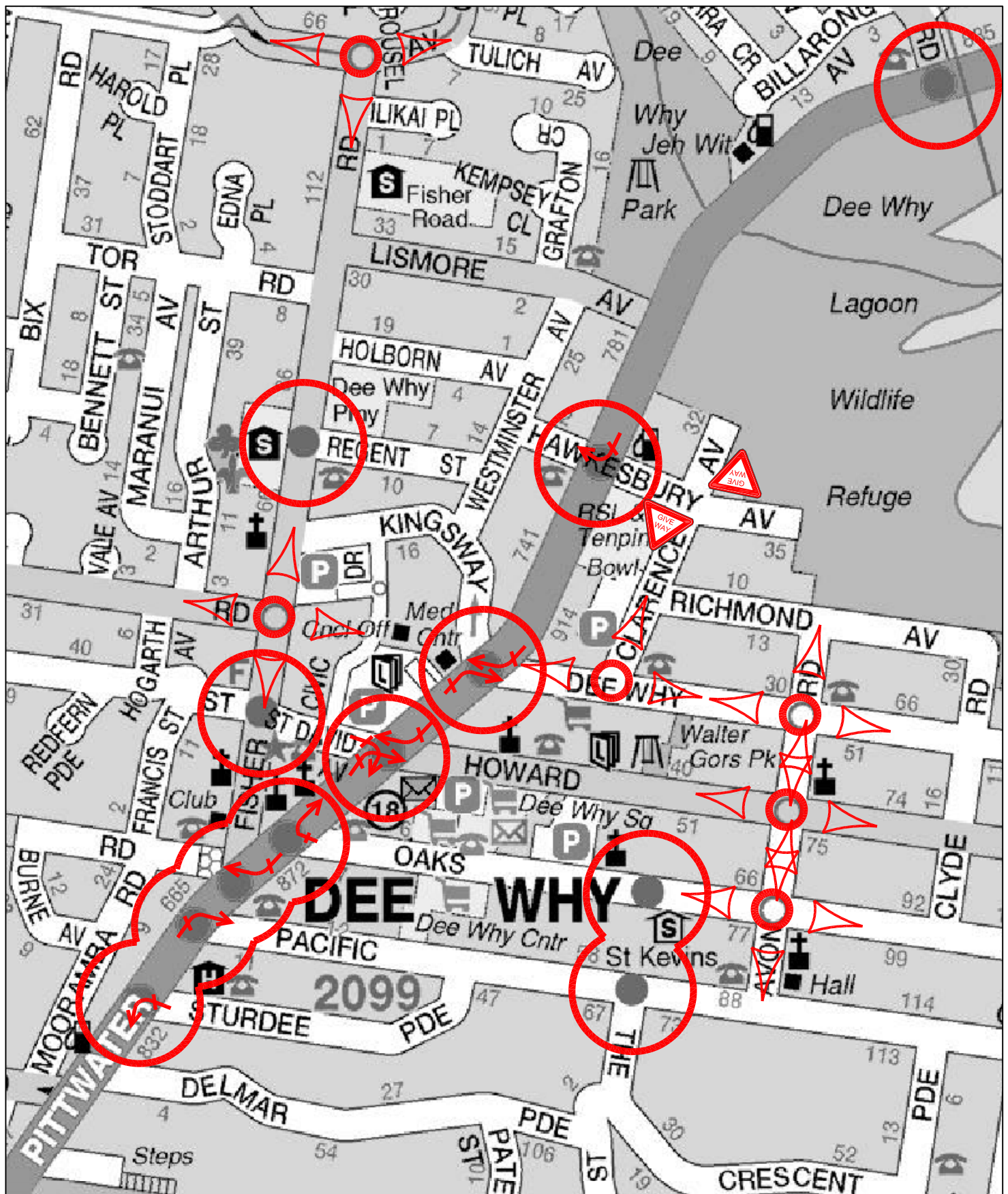
LEGEND

- ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR



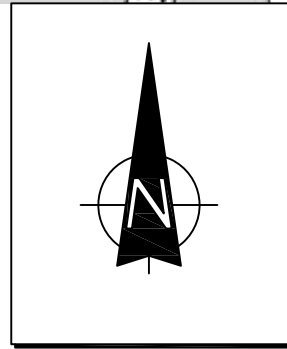
ROAD NETWORK

FIG 3



LEGEND

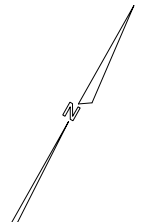
-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



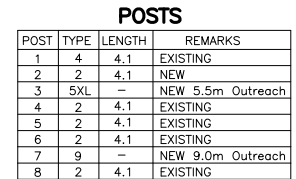
TRAFFIC CONTROLS

FIG 4

PROPOSED 0164.479.W.0940-4A



Detector		Specifications					
A	FN	A(L)	A(E1)				
	SG/PS	A	—				
	DS	—	—				
A-B-D1 Report & Approach	FN	B(P/R)	D(P/R)				
	SG/PS	A	A				
	DS	Z-	Z-+Z				
A-B-D1 Approach	FN	A(L),B(L)		B(L)	D(L)		
	SG/PS	A/B/D	A/B/D	B/D	B/D		
	DS	Z-	Z-+Z	Z-	Z-+Z		
A-B-D1 Approach	FN	A(E1)		B(E1)	D(E1)		
	SG/PS			B	D		
	DS	Z-A-B-D1(P/R),B(NEXT),D(NEXT)	D(NEXT)	B(NEXT)			
A-B-D2	FN	A(L)	A(E2)				
	SG/PS	A/B/D	A		B		
	DS	—	B(NEXT),D(NEXT)		A(NEXT),D(NEXT)		
A-B-D2	FN	D(E2)					
	SG/PS	D					
	DS	A(NEXT),B(NEXT)					
B-C-D	FN	B(P/R)	D(P/R)		B(E1)		
	SG/PS	B,C/D	B,C/D		B		
	DS	C	Z-+Z		C(NEXT),D(NEXT)		
B-C-D	FN	C(E1)			D(E1)		
	SG/PS	C			B		
	DS	B(NEXT),D(NEXT)			B(NEXT),C(NEXT)		
C1	FN	C(L)			C(E2)		
	SG/PS	C	A		—		
	DS	—	—		—		
C2	FN	C(L)	C(E3)				
	SG/PS	C	A		—		
	DS	—	—		—		
A P.B.	FN	A(P/B)			C(L)		
	SG/PS	A(WALK)	A(A(WALK)				
	DS	—	B,C/D		—		
A-B-D P.B.	FN	A(P/B)			C(L)		
	SG/PS	A/B/D,A/B,D(WALK)			A/B/D,A/B,D(WALK)		
	DS	B,D			B,C/D		
C1 P.B.	FN	C(P/B)					
	SG/PS	C1(WALK)	C,C1(WALK)				
	DS	—	B,C,D		—		
C2 P.B.	FN	A(P/B)			C(L)		
	SG/PS	C2(WALK)	C,C2(WALK)				
	DS	—	B,C,D		—		



1. This site is SCATS linked.
2. Lanterns denoted by an asterisk are wired to a separate signal group.
3. All push buttons are audio-tactile type.
4. Special stop sign (R1-4) placed on posts 1 and 5.
5. Kerb ramps to be constructed at all pedestrian crossings in accordance with Model Drawing MD.R173.B01.A.
6. Roadworks are in accordance with TIPA construction drawings.

SIGNAL GROUP	TABLE TYPE	REMARKS
A/B/D	3	—
B/D (RT)	39	Timed R.A. protection for 'A' pedestrians. Z-Filter Option
B/D (LT)	96	Timed R.A. protection for C2 Ped PB on post 6 extends protection subject to Timer.
A/B/D PED	—	— Introduction concurrent with A/B/D overlap. — Walk / Clearance overlap permitted $A \rightleftharpoons B \rightleftharpoons D$. — Timer terminated except under masterlink.

\$DATE\$	\$TIME\$	\$FILEABBREV\$
----------	----------	----------------

U.B.D. Ref. **Mop 178 C4**
 I.S.G. E: **000 000**
 CO-ORDS N: **0 000 000**

DESIGNED R. NETTLE
CHECKED R. NETTLE

R. NETTLE

SITE CHECKED

RECOMMENDED

L	RTA ACCEPTANCE
	RECOMMENDED
POSITION	_____
DATE	_____
	ACCEPTED
POSITION	_____
DATE	_____

WARRINGAH SHIRE COUNCIL AREA
TRAFFIC SIGNALS AT INTERSECTION OF
PITTWATER ROAD (M164) AND
HAWKESBURY AVENUE
DEE WHY

EXISTING ☐		PROPOSED ☒	
CADD FILE: W.0940_4A.dgn			
SCALE		ISSUE	
		A	
FILE 479 TS 156		SUPERSEDES SHEET/ISSUE 1G	
REGN.		SHEET	
0164.479.W.0940		4	

- Bus Zone and NO STOPPING restrictions on Pittwater Road
- NO STANDING/NO STOPPING restrictions on sections of Hawkesbury Avenue, Clarence Avenue and Dee Why Parade

3.3 Traffic Conditions

Previous surveys have established traffic conditions on the road system serving the site is provided by data published by the TfNSW which is expressed in terms of average annual daily traffic (AADT) and the most recent details are provided in the following:

Location	AADT
Pittwater Road north of Lismore Avenue	46,449

An indication of the traffic flows at the intersections around the site and at the club accesses during the Friday afternoon (road network), evening (club) and Saturday (club) peak periods. The existing operational performance of the Pittwater Road / Hawkesbury Avenue and Dee Why Parade / Clarence Street intersections has been assessed with SIDRA. The results of that assessment are summarised in the following:

	Fri 5:00-6:00pm		Fri 6:30-7:30pm		Sat 6:45-7:45pm	
	Network Peak		Club Peak		Club Peak	
	LOS	AVD	LOS	AVD	LOS	AVD
Pittwater / Hawkesbury	C	20.8	B	15.9	B	13.3
Dee Why / Clarence	A	5.5	A	5.4	A	5.1

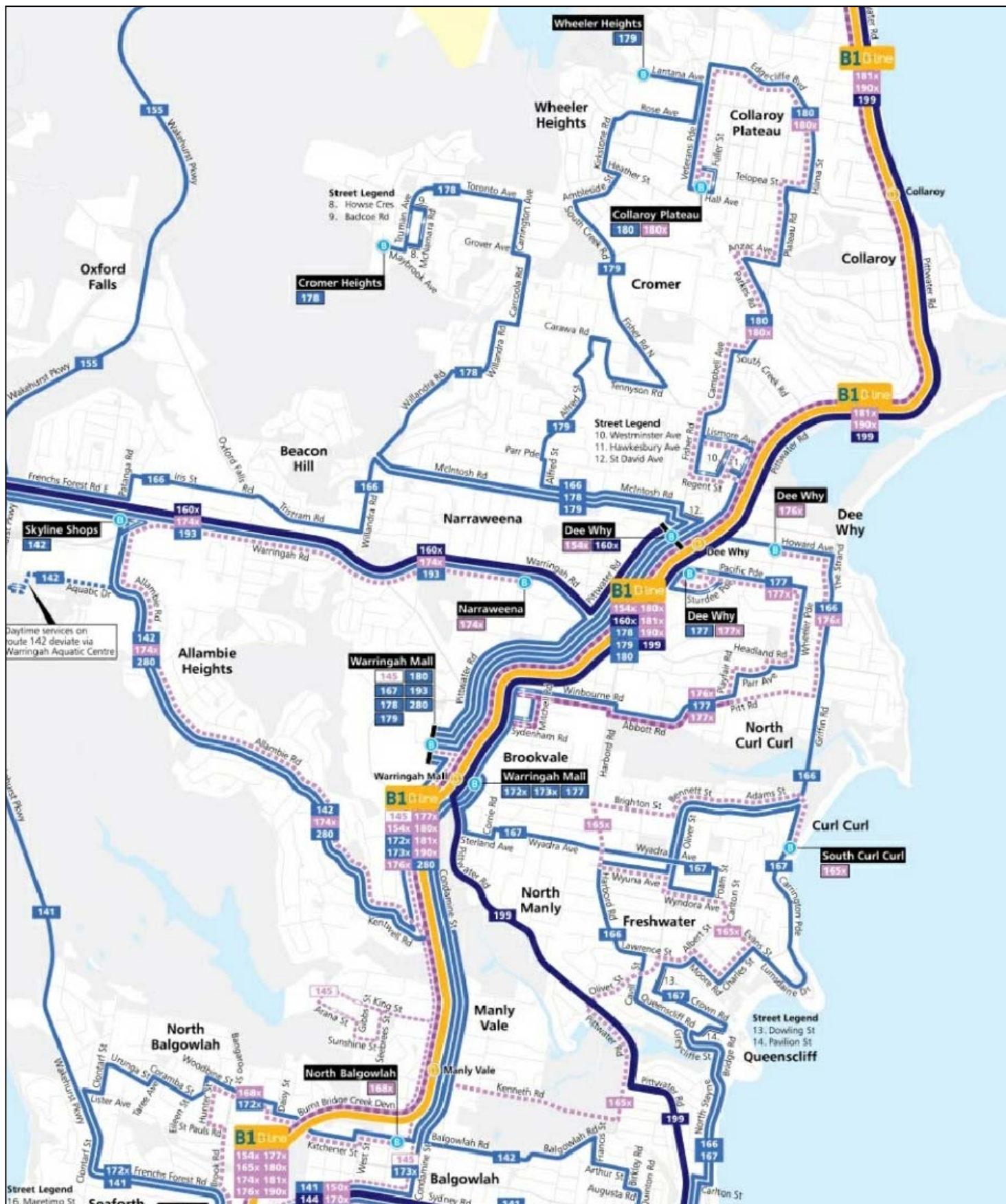
It is apparent that the operational performance of these access intersections is quite satisfactory during the peak operational periods of the club.

3.4 Transport Services

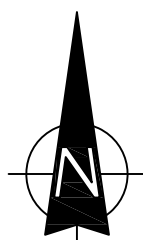
There is an extensive system of bus routes servicing the Northern Beaches Peninsula (see details). These services are mainly centered on the state road corridor of Spit Road, Condamine Street, Pittwater Road and Barrenjoey Road, linking the NBP with North Sydney and the CBD while services also run to/from the Manly Wharf connecting the Manly Ferry services. A significant interchange of bus passengers occurs between 'local' and 'citybound' services at Dee Why principally at the Pittwater Road, Howard Avenue and St David Avenue intersection.

There are numerous bus routes which pass the site along Pittwater Road providing extensive daily services throughout the week. Further routes run to the west of Dee Why linking with Frenchs Forest and Chatswood. Bus routes also run along Dee Why Parade, Howard Avenue, Pacific Parade and Avon Road.

The routes which service Cromer and Collaroy Plateau circulate via Lismore Avenue, Westminister Avenue, Regent Street, Fisher Road returning via Lismore Avenue, Westminister Avenue and Hawkesbury Avenue.



LEGEND

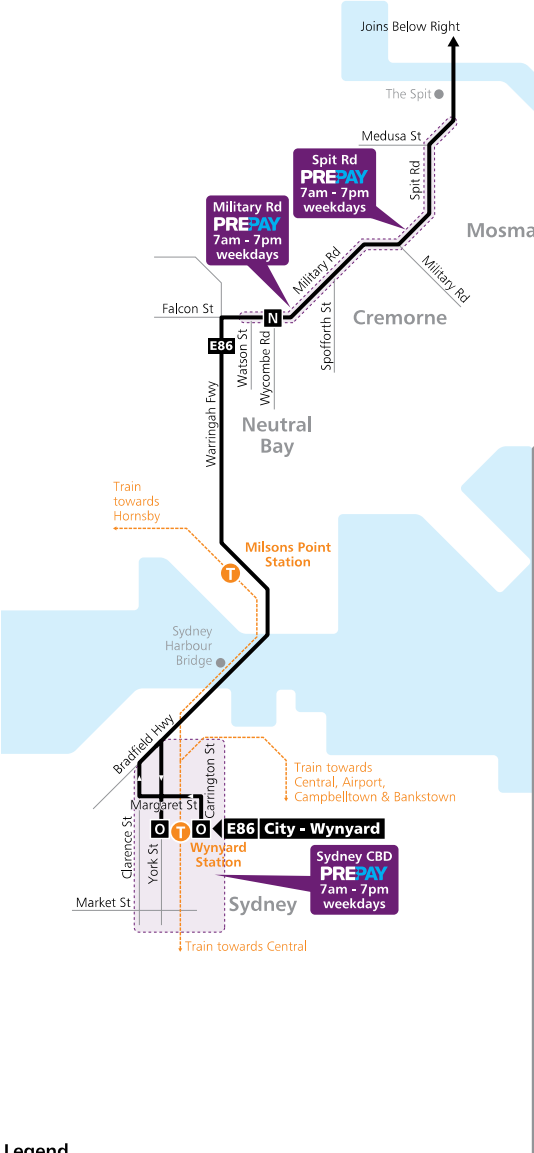


EXISTING BUS ROUTES



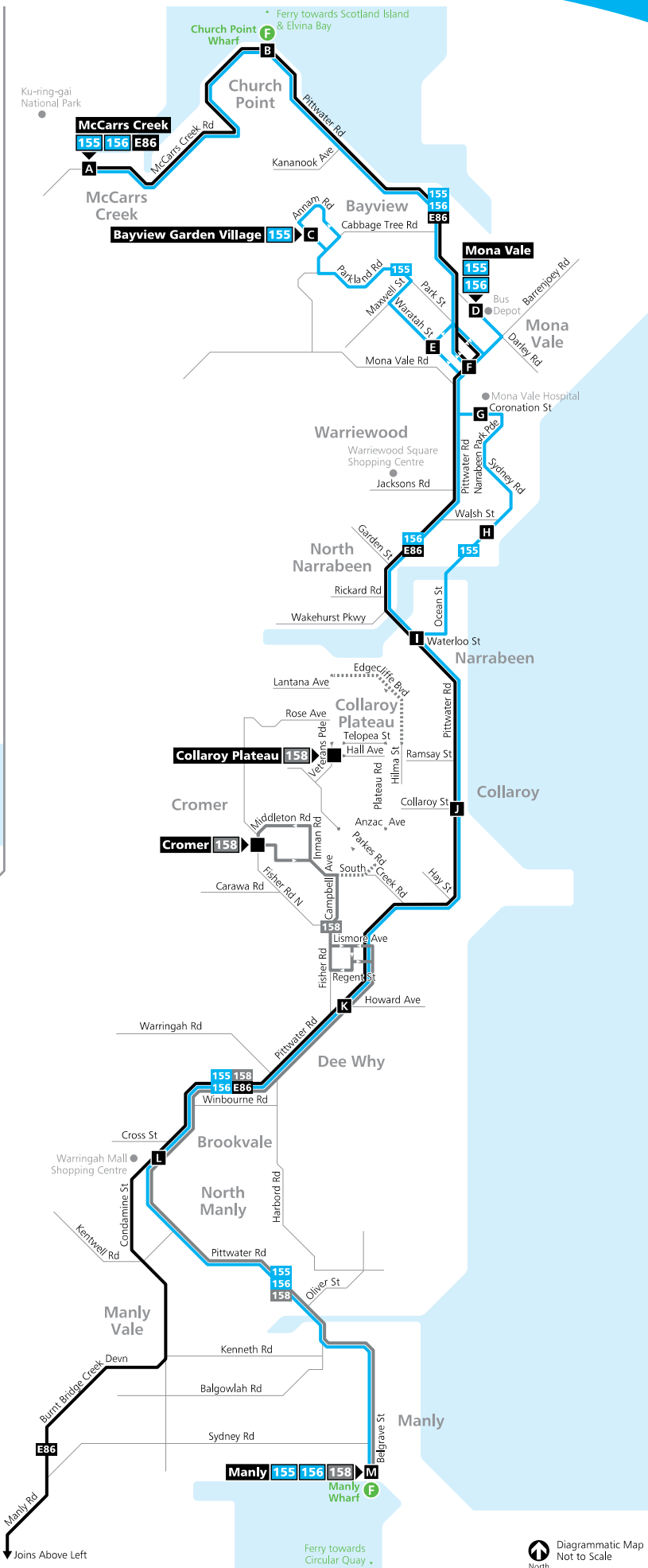
Timing Points

- A** McCarrs Creek McCarrs Creek Road
- B** Church Point McCarrs Creek Road
- C** Bayview Garden Village Annam Road
- D** Mona Vale Bus Depot Darley Road
- E** Mona Vale Waratah Street & Bungan Street
- F** Mona Vale Junction Barrenjoey Road
- G** Mona Vale Hospital Coronation Street
- H** Narrabeen Peninsula Narrabeen Park Parade
- I** Narrabeen Pittwater Road & Waterloo Street
- J** Collaroy Pittwater Road & Collaroy Street
- K** Dee Why Pittwater Road
- L** Warringah Mall Pittwater Road
- M** Manly
- N** Neutral Bay Junction Military Road & Wycombe Road
- O** City - Wynyard



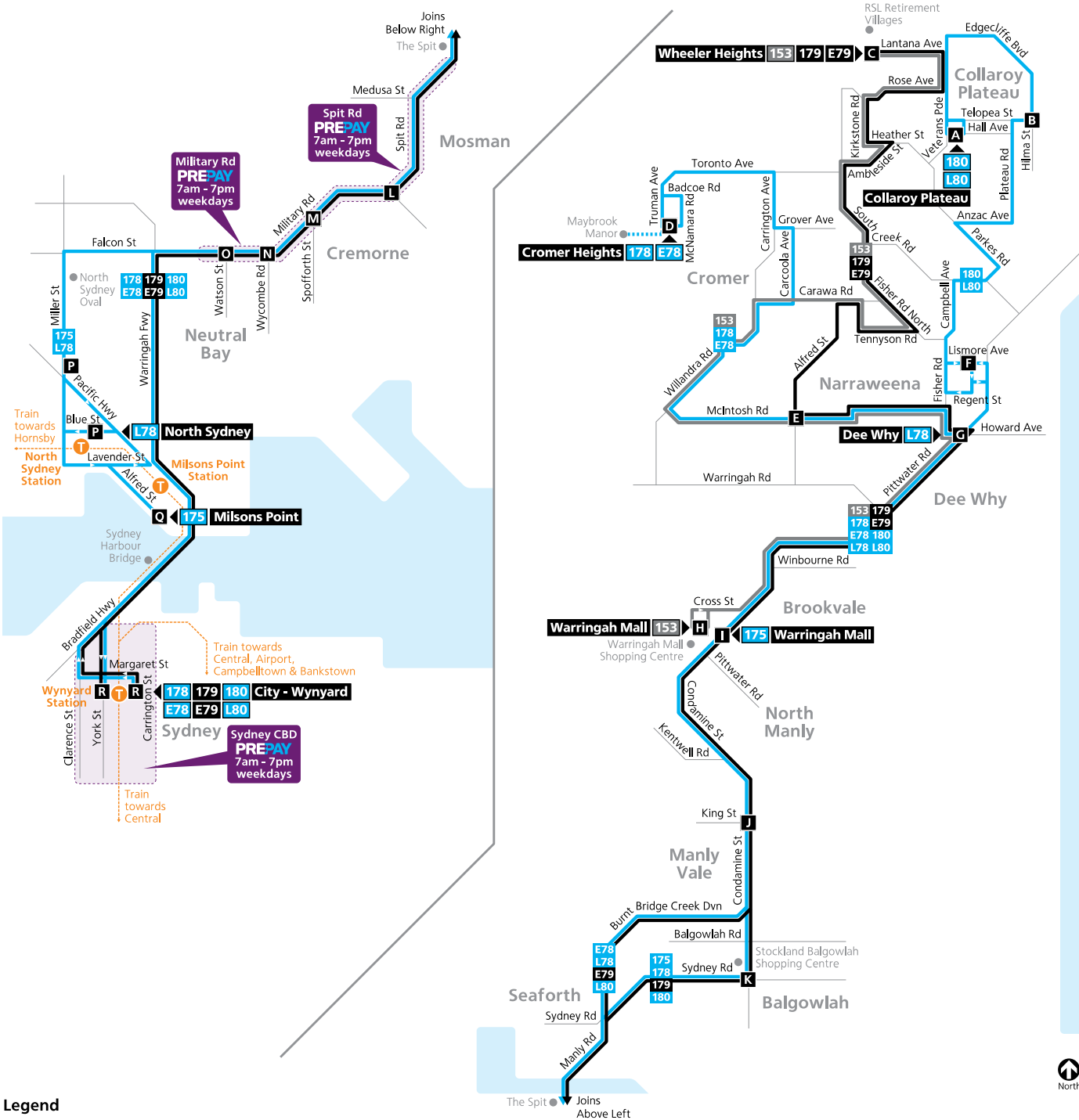
Legend

- Bus route
- Diversion/extended route
- 155 Bus route number
- A Timing point
- T Train line/station
- F Ferry route/wharf



Bus route map

153, 175, 178, E78, L78, 179, E79, 180, L80



Legend

- Bus route
- Bus route number
- Train line/station
- Timing point
- Diversion/extended route

Diagrammatic Map
Not to Scale



4.0 Parking

The proposed Stage 7 works will retain the existing parking spaces, and this retained provision of 680 spaces will be a suitable and appropriate provision for the Club particularly having regard to the excellent bus services available and the number of Club members and visitors who reside within easy walking distance.

5.0 Traffic

Whilst the Stage 7 works will provide a theoretical increase of 64 persons to the Club population this will not present any perceptible change to the existing peak traffic generation. The existing traffic circumstances at the Club access driveways and the intersections in the area are satisfactory, particularly as the peak Club traffic activities do not conflict with the on-street peak periods.

6.0 Access, Internal Circulation and Servicing

Access

The existing vehicle accesses will be retained, and these driveways are located on a straight and relatively level section of roadway where good sight distances are available, and the design of the driveways complies with the requirements of AS2890.1 and 2.

Internal Circulation

The design of the existing internal circulation and parking arrangements complies with the requirements of AS2890.1 & 6 including bays, aisles, ramps (grade/transitions), height clearance and maneuvering.

Servicing

The existing loading dock is located centrally on the Clarence Avenue frontage and this accommodates a 10.2m refuse truck being the largest truck requiring to access the dock. Deliveries and refuse removal are programmed to all occur in the morning periods when club activity is limited. During this time access between the porte cochere and the new southern carpark is closed to avoid any conflict between service vehicles and cars accessing the carpark.

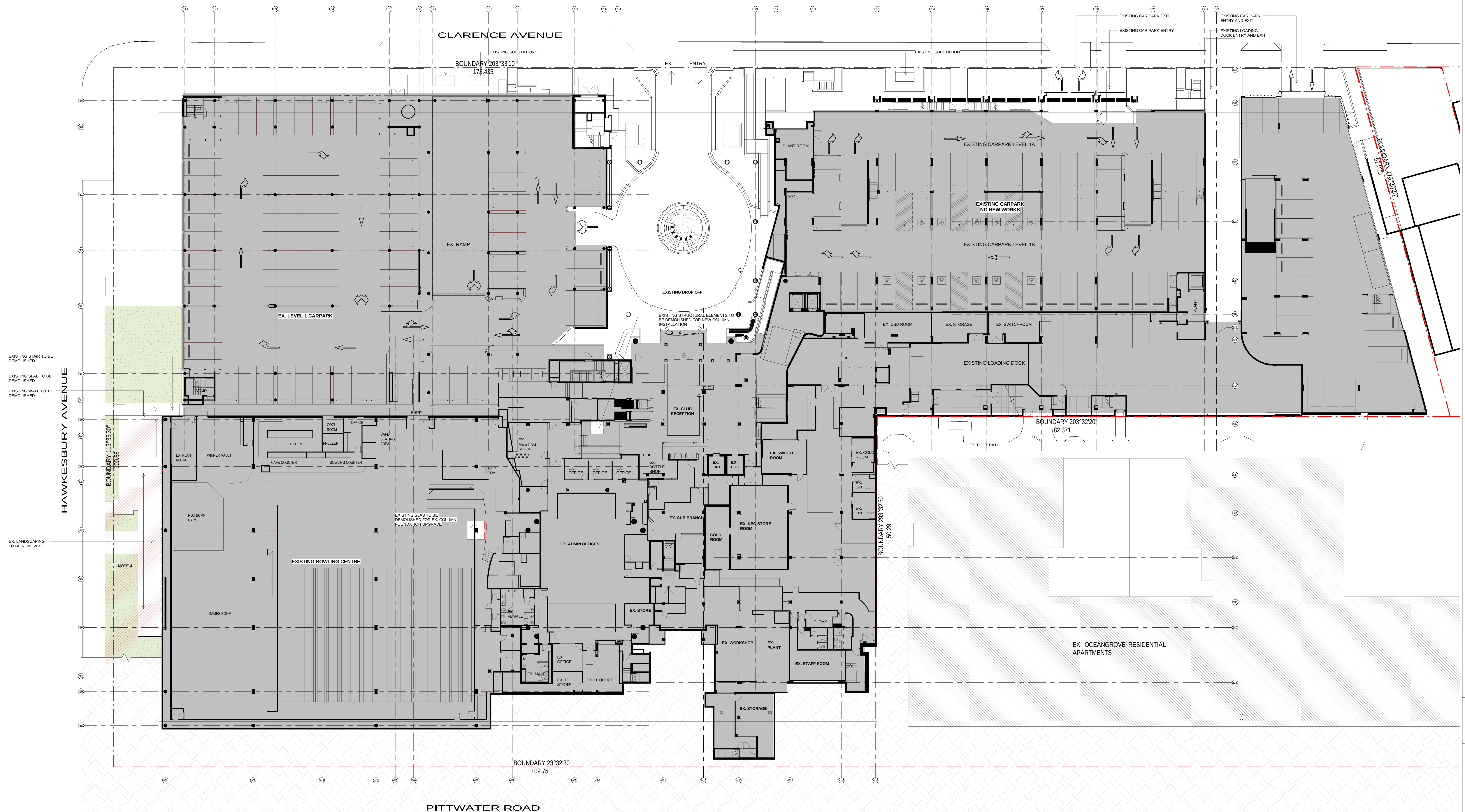
7.0 Conclusion

The proposed development involves the Stage 7 works at the Club and the assessment undertaken has concluded that:

- ❖ there will not be any adverse traffic implications
- ❖ there will continue to be an appropriate parking provision commensurate with the normal peak patron demands plus with a “buffer” to provide for special circumstances
- ❖ the proposed vehicle access, internal circulation and servicing arrangements will continue to be suitable and appropriate

Appendix A

Plans of Existing

[illegible]

- | | |
|--------|--|
| NOTE 1 | ALL INTERNAL WALL, FLOOR AND CEILINGS TO BE DEMOLISHED. BUILDING ENCLOSURE TO BE RETAINED |
| NOTE 2 | BUILDING ENCLOSURE AND ALL INTERNAL ELEMENTS TO BE DEMOLISHED BACK TO EXISTING CONCRETE SLAB BELOW |
| NOTE 3 | ALL PAVING AND PLANTERS TO BE DEMOLISHED |
| NOTE 4 | LANDSCAPING TO BE REMOVED AND REPLACED AS PER LANDSCAPE ARCHITECT'S DRAWINGS |
| NOTE 5 | EXISTING PLANT ROOM INCLUDING ENCLOSURE AND SLAB BELOW TO BE DEMOLISHED |
| NOTE 6 | PORTION OF EXISTING STAGE TO BE DEMOLISHED AND RECONSTRUCTED FOR NEW RISER |
| NOTE 7 | EXISTING PLANT TO BE DEMOLISHED |

LEGEND

- EXISTING STRUCTURE AND ELEMENTS TO BE DEMOLISHED
- NO NEW WORKS TO EXISTING CLUB WITH THE EXEMPTION OF ANY REQUIRED SERVICES UPGRADES.

D E E
W H Y
R S L

STAGE 7 - NORTHWEST ALTERATIONS AND ADDITIONS

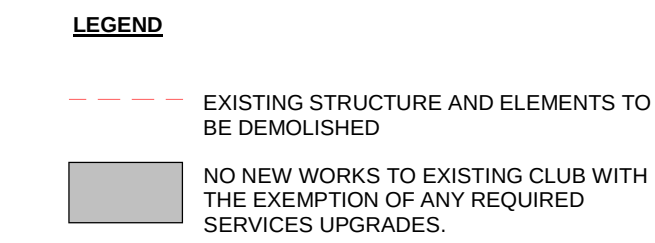
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ARCHITECTURE

EXISTING AND DEMOLITION - LEVEL



Indicated @ A0			DATE: DECEMBER 2023	
BY: C	CHECKED BY: DC / LS	PROJECT NO: 2341.10	DRAWING NO: DA-1001	ISSUE: A

NOTE 1	ALL INTERNAL WALL, FLOOR AND CEILINGS TO BE DEMOLISHED. BUILDING ENCLOSURE TO BE RETAINED
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CLIENT:

D	E	E
W	H	Y
R	S	L

PROJECT: STAGE 7 - NORTHWEST
ALTERATIONS AND ADDITIONS

ARCHITECT:

ALTIS

ARCHITECTURE

DRAWING TITLE:
EXISTING AND DEMOLITION - LEVEL
1A

NOTES:

Nominated architect: Ralfie Latimer - 9535

Copyright remains the property of Alis Architecture Pty Ltd.

Use only figured dimensions.

All discrepancies to be referred to Alis Architecture Pty Ltd prior to construction.

Ensure compliance with the Building Code of Australia and all relevant Australian Standards and Authority requirements.

SCALE: As indicated @ A0

DRAWN BY: MC	CHECKED BY: DC / LS	PL P
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CAD FILE:

DATE: DECEMBER 2023	
DRAWING NO: DA-1002	ISSUE: A

NOTE 1	ALL INTERNAL WALL, FLOOR AND CEILINGS TO BE DEMOLISHED. BUILDING ENCLOSURE TO BE RETAINED
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EXISTING STRUCTURE AND ELEMENTS TO BE DEMOLISHED

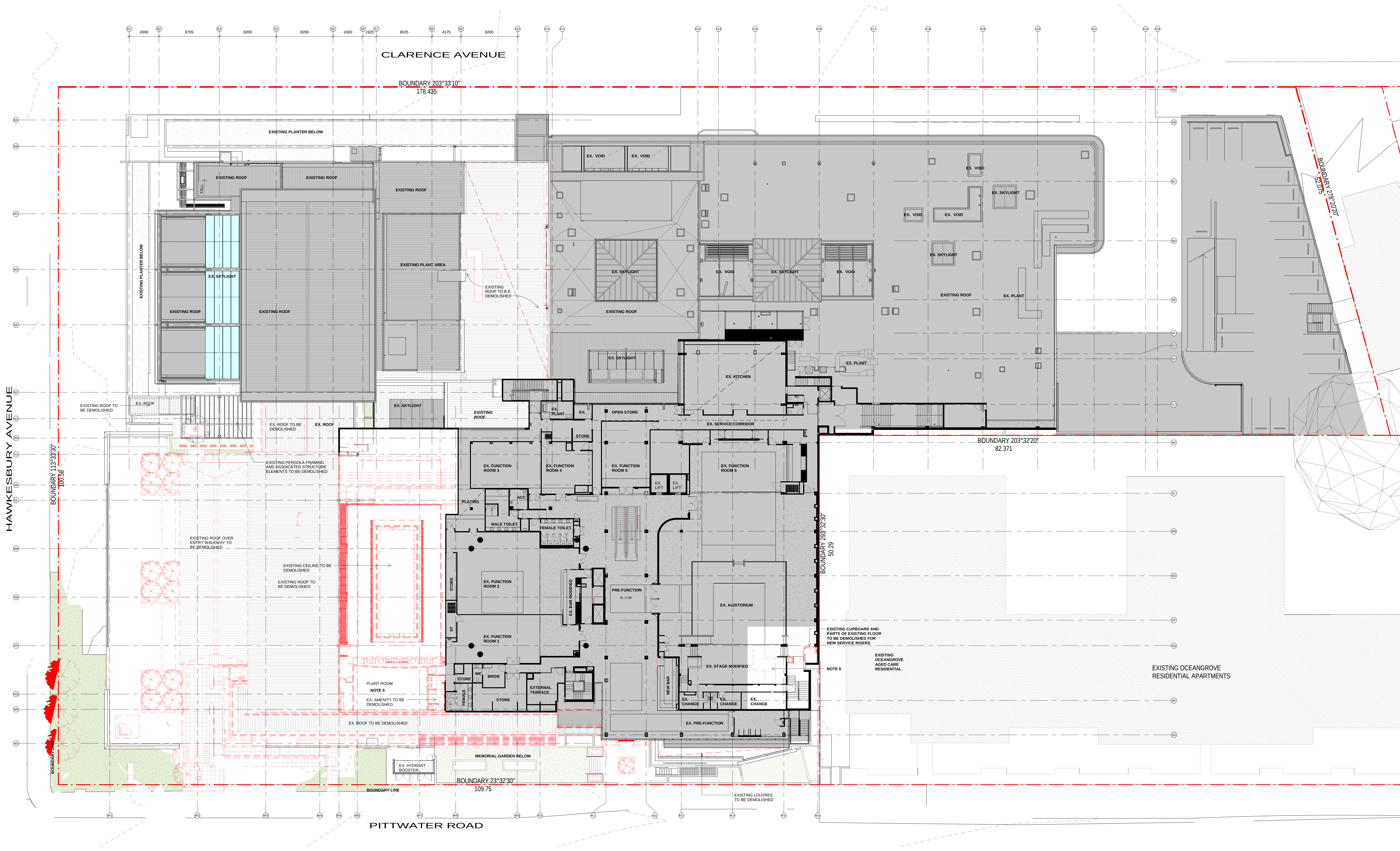
NO NEW WORKS TO EXISTING CLUB WITH THE EXEMPTION OF ANY REQUIRED SERVICES UPGRADES.

STAGE 7 - NORTHWEST ALTERATIONS AND ADDITIONS

EXISTING AND DEMOLITION - LEVEL

As indicated		DATE	
PROJECT NO		DECEMBER 2023	
MC	DC / LS 2341.10	DA-1003	A

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- NOTE 1 ALL INTERNAL WALL, FLOOR AND CEILINGS TO BE DEMOLISHED. BUILDING ENCLOSURE TO BE RETAINED
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- LEGEND
- EXISTING STRUCTURE AND ELEMENTS TO BE DEMOLISHED
 - NO NEW WORKS TO EXISTING CLUB WITH THE EXEMPTION OF ANY REQUIRED SERVICES UPGRADES

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STAGE 7 - NORTHWEST
ALTERATIONS AND ADDITIONS

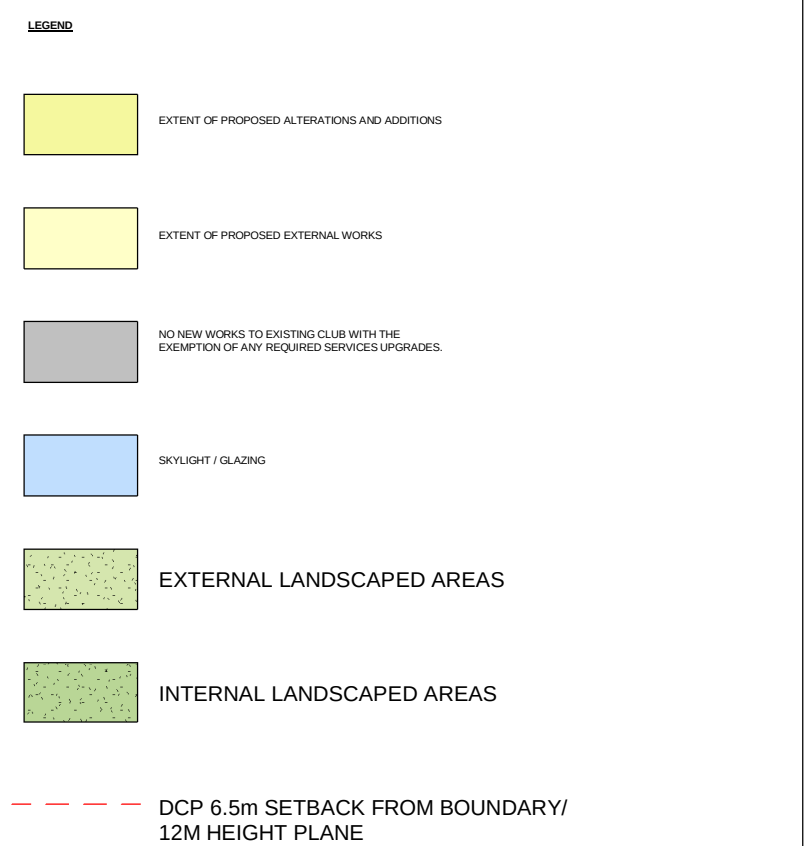
ALTIS
ARCHITECTURE

EXISTING AND DEMOLITION - LEVEL
3

Appendix B

Development Plans

GENERAL NOTES	
NOTE 1:	NEW LANDSCAPING. REFER TO LANDSCAPE ARCHITECTS DRAWINGS.
NOTE 2:	NEW RISERS TO SUIT EXPANDED KITCHEN ON LEVEL 2.
NOTE 3:	NEW MECHANICAL EQUIPMENT - FINAL SIZE, QUANTITIES & LOCATION TO BE CONFIRMED BY MECHANICAL ENGINEER PRIOR TO CONSTRUCTION CERTIFICATE.
NOTE 4:	NEW CONCRETE PATH BETWEEN EXISTING STREET PAVEMENT AND BOUNDARY.
NOTE 5:	EXISTING LANDSCAPING TO BE RETAINED
DO:	
SMOKE EXHAUST	DRAINAGE OUTLET, HYDRAULIC ENGINEER TO CONFIRM NUMBER & LOCATION OF OUTLETS PRIOR TO CONSTRUCTION CERTIFICATE.
MECH	SMOKE EXHAUST, FINAL LOCATION TO BE CONFIRMED BY MECHANICAL ENGINEER PRIOR TO CONSTRUCTION CERTIFICATE.
FF001	NEW METAL DECK ROOF
RF002	NEW CONCRETE ROOF WITH FALLS TO DRAINAGE OUTLETS & WATERPROOF MEMBRANE.
RF003	NEW SKYLIGHT



STAGE 7 - NORTHWEST ALTERATIONS AND ADDITIONS

ALTIS
ARCHITECTURE

OVERALL ARRANGEMENT PLAN -
LEVEL 1A

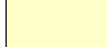
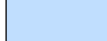
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GENERAL NOTES

- | | |
|---------|---|
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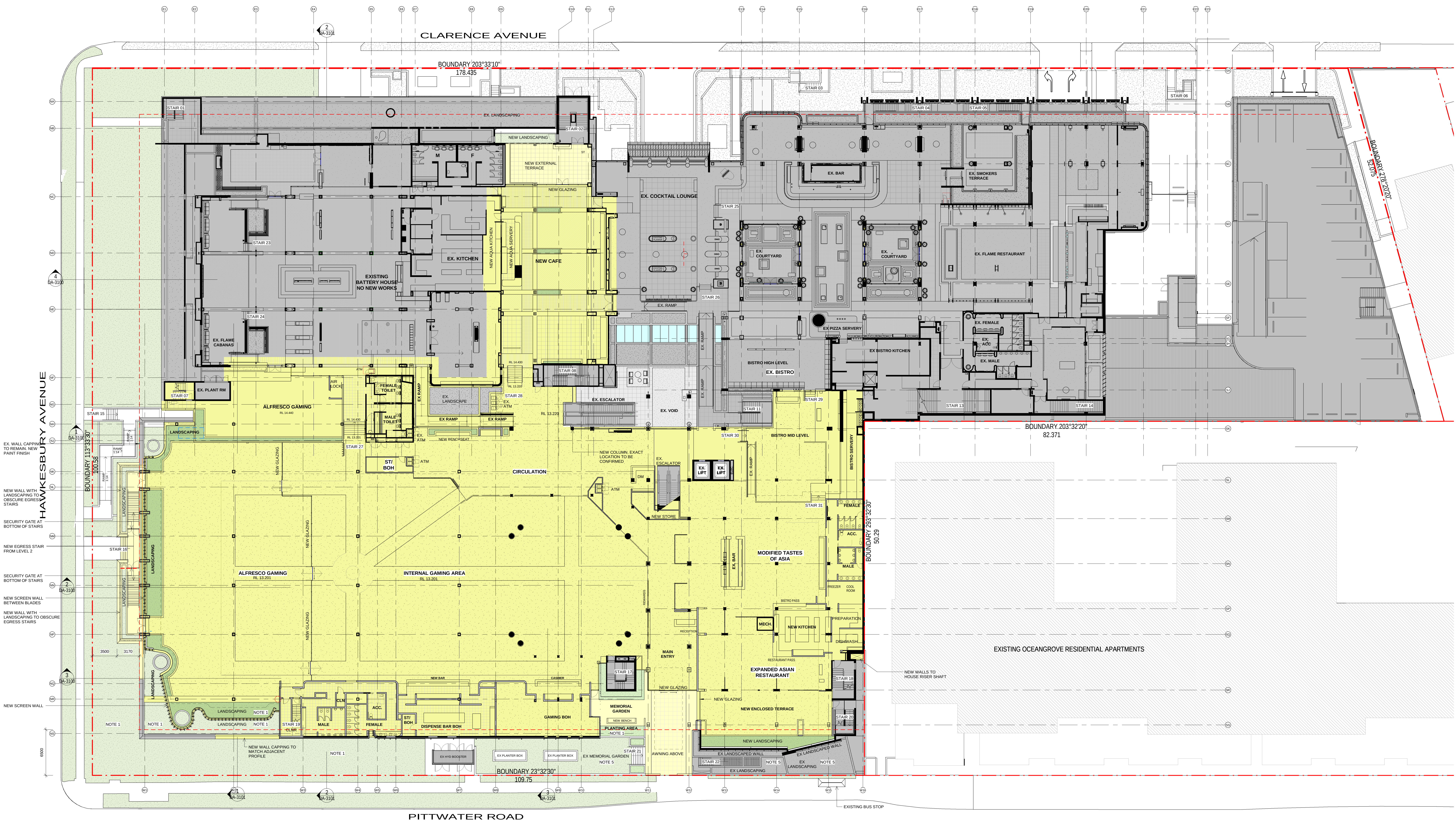
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|---|--|
| DO: | DRAINAGE OUTLET, HYDRAULIC ENGINEER TO CONFIRM NUMBER & LOCATION OF OUTLETS PRIOR TO CONSTRUCTION CERTIFICATE. |
| <div> <div>SIE</div> <div>INFO</div> <div>INFO</div> <div>RF01</div> </div> | SMOKE EXHAUST, FINAL LOCATION TO BE CONFIRMED BY MECHANICAL ENGINEER PRIOR TO CONSTRUCTION CERTIFICATE. |
| RF02 | NEW METAL DECK ROOF |
| RF02 | NEW CONCRETE ROOF WITH FALLS TO DRAINAGE OUTLETS & WATERPROOF MEMBRANE. |
| RF03 | NEW SKYLIGHT |

LEGEND	
	EXTENT OF IMPROVED/REGULATIONS AND MONITORING
	EXTENT OF IMPROVED EXTERNAL MONITORING
	DO NOT MONITOR TO EXTERNAL CLUB WITH THE SUPPORT OF THE REGULATOR (INTERNAL MONITORING)
	DISCOUNT (CLUBS)
	EXTERNAL LANDSCAPED AREAS
	INTERNAL LANDSCAPED AREAS

D E E
W H Y
R S L

STAGE 7 - NORTHWEST
ALTERATIONS AND ADDITIONS

ALTIS
ARCHITECTURE

OVERALL ARRANGEMENT PLAN -
LEVEL 2[illegible]

— EXISTING BUS STOP

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