

# **Pittwater RSL Club**

## **Proposed Permanent Alternative Use of Top Deck Carpark**

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### **Traffic and Parking Assessment**

Ref: 248/2021  
Date: March 2024  
Issue: A

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## 1.0 Introduction

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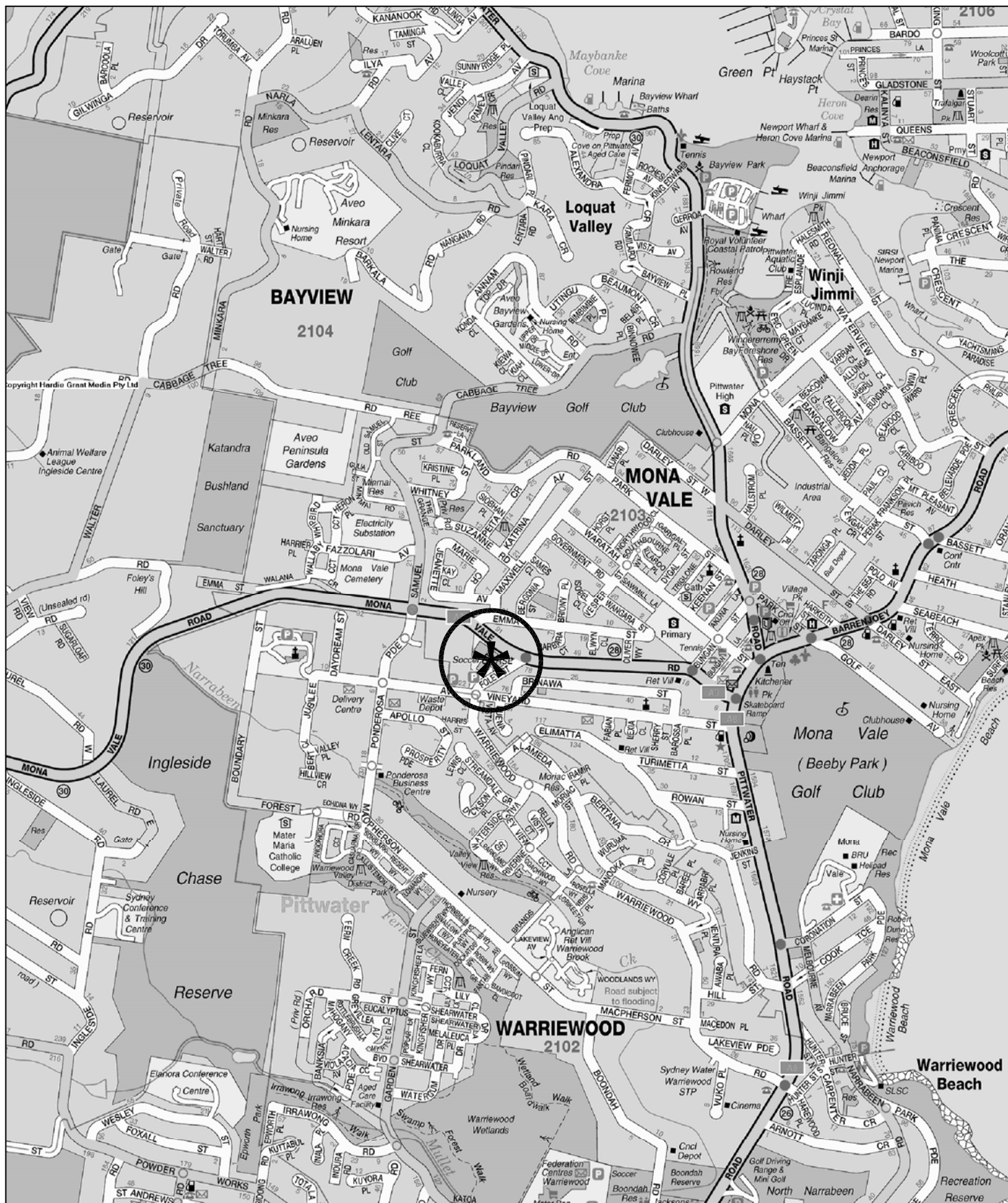
This report has been prepared to accompany a Development Application to Northern Beaches Council for proposed playing court use on part of the rooftop carpark at Pittwater RSL Club (Figure 1).

Pittwater RSL Club is a popular 'Community Club' which is located on the western edge of the Mona Vale Centre. The club fills a significant 'niche' for local residents, particularly for those who do not necessarily seek the type of facilities provided by large 'resort' style clubs.

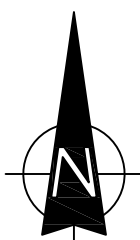
There have been ongoing changes to the Club premises reflecting the preferences of members and the evolving trends, particularly after the Covid event. Pickle Ball is a relatively new and popular sporting/playing activity that Club members have expressed to desire to accommodate in the Club and the proposal is to provide a number of pickle ball courts on part of the existing rooftop carpark.

The purpose of this report is to:

- ❖ describe the existing club and the proposed playing courts use
- ❖ describe the road network serving the site and the prevailing traffic conditions
- ❖ assess the adequacy of the available parking provision to continue to serve the Club
- ❖ assess the suitability of the vehicle access, internal circulation and traffic implications



LEGEND



LOCATION

FIG 1



## 2.0 Proposed Development Scheme

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### 2.1 Site, Context and Existing Circumstances

The Pittwater RSL Club site (Figure 2) is an irregular shaped consolidation of lots occupying some 39,400m<sup>2</sup> located on the western edge of the Mona Vale town centre. The site, which has a significant change in levels, has frontages to the southern side of Mona Vale Road and the north-western side of Foley Street. The adjoining and surrounding uses include:

- ❖ the industrial/mixed use area adjoining to the west
- ❖ the older style residential dwellings to the north, east and south
- ❖ the new residential dwellings to the north-west and south-west in the Warriewood Valley redevelopment.

The existing club building, which is located on the eastern part of the site, has a total public floor area of some 4,500m<sup>2</sup> with parking spaces principally at-grade but also in a decked parking area.

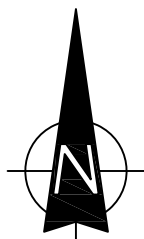
In 2021, the Club made permanent the previous (Covid times) temporary use of part of the rooftop carpark for outdoor dining and beverage consumption and this resulted in a parking provision of 400 spaces.

### 2.2 Proposed Use

As with the earlier conversion of part of the rooftop carpark for outdoor dining, the circumstances have continued where the club patronage has only been using some 30% of the available carparking. In response to the desire of club members, it is now proposed to convert the remaining part of the rooftop carpark (34 spaces) to provide 6 pickle ball courts.



**LEGEND**



**SITE**

**FIG 2**

## Transport and Traffic Planning Associates

Details of the proposed change are provided on the plans prepared by Paynter Dixon which accompany the Development Application and are reproduced in part in Appendix A.

## 3.0 Road Network and Traffic Conditions

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### 3.1 Road Network

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

- ❖ *Mona Vale Road* – a State Road and arterial route providing a major east/west connection between the Northern Beaches Area and the Pacific Highway/Ryde Road
- ❖ *Pittwater Road/Barrenjoey Road* – a State Road and arterial route (sub-arterial north of Barrenjoey Road)
- ❖ *Ponderosa Parade-Macpherson Street* – a ‘collector’ road which provides the major access for the northern Warriewood industrial area
- ❖ *Jubilee Avenue, Foley Street and Warriewood Road* – a minor collector road system

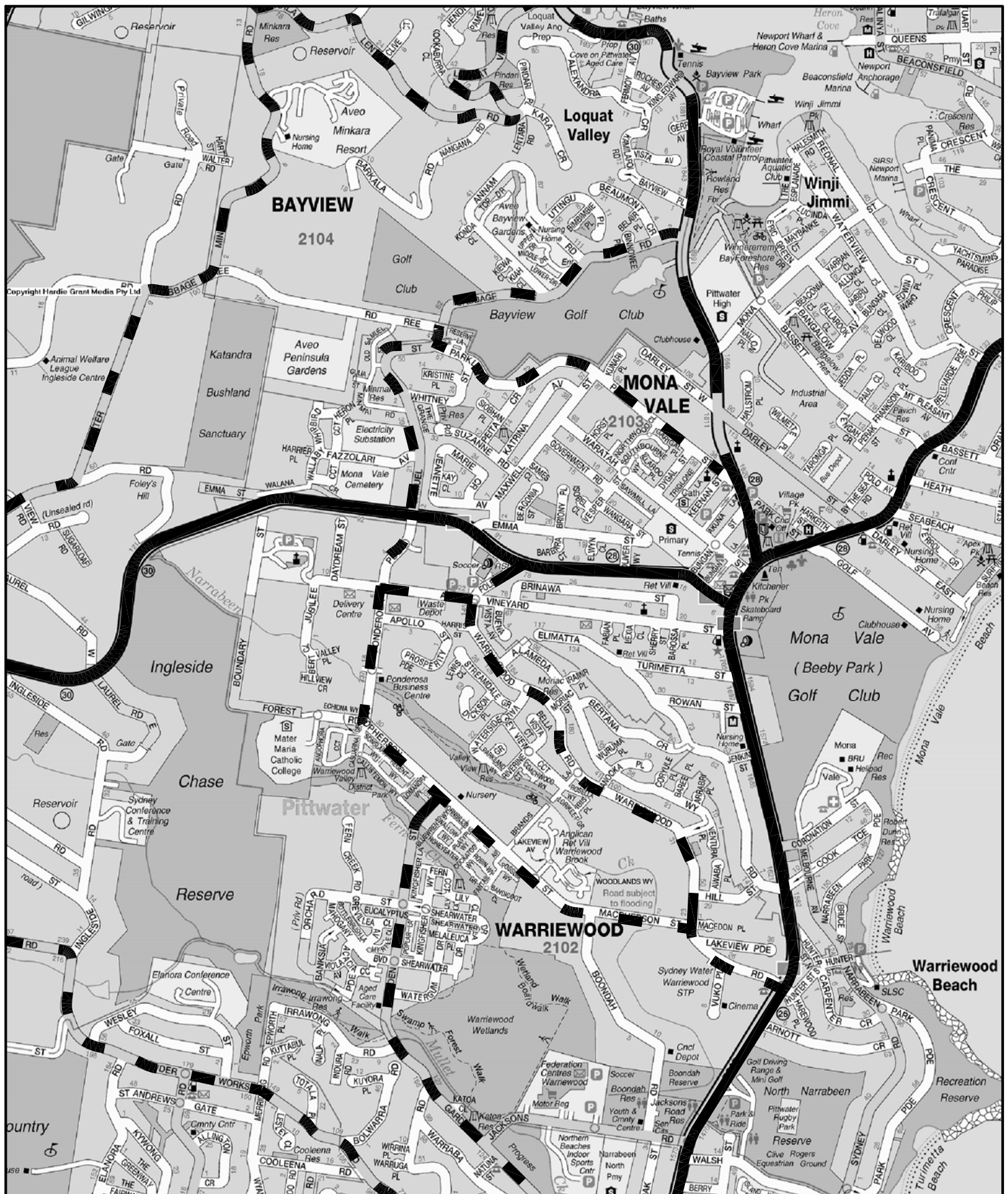
### 3.2 Traffic Controls

There are relatively few traffic controls on the road system serving the area (Figure 4).




These existing controls comprise:

- ❖ the traffic signals at the Mona Vale Road/Foley Street intersection
- ❖ the traffic signals at the Mona Vale Road/Ponderosa Parade/ Samuel Street intersection
- ❖ the roundabout at the Ponderosa Parade/Jubilee Avenue intersection
- ❖ the 60 kmph speed restriction on Mona Vale Road
- ❖ the 50 kmph speed restriction on the local roads
- ❖ the Bus Stops in Mona Vale Road and Foley Street at the site frontage
- ❖ the NO STOPPING restrictions along both sides of Foley Street and the Mona Vale Road frontage





## LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR



## ROAD NETWORK

**FIG 3**

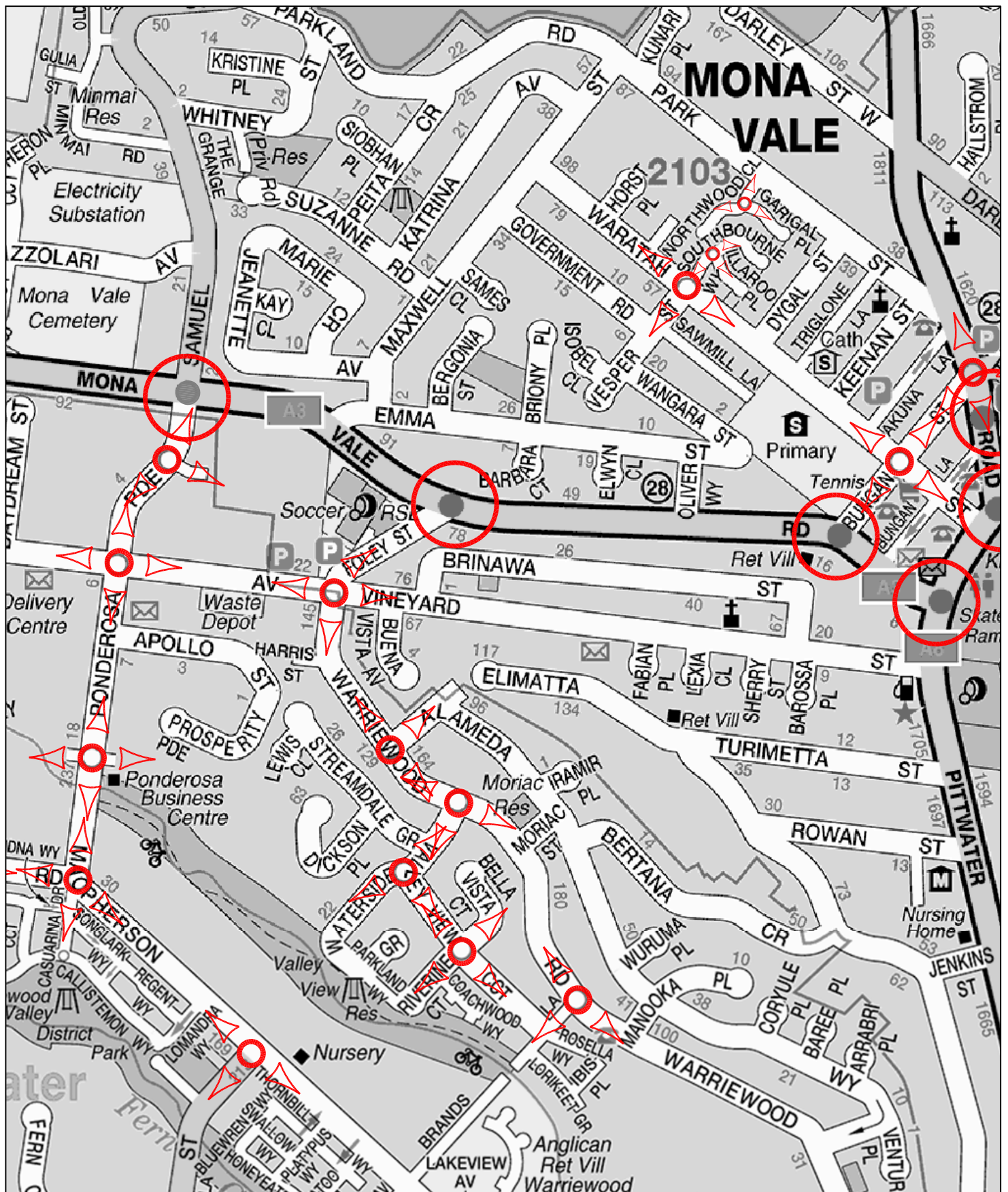
### 3.3 Traffic Conditions

There are significant arterial flows along Mona Vale Road, however, there are only relatively minor traffic movements along Foley Street and traffic movements are facilitated by the traffic signals at the Mona Vale Road intersections and the roundabouts along Warriewood Road to the south.




### 3.4 Transport Services

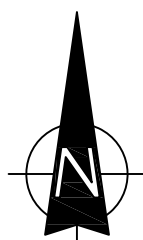
The site is located in close proximity to a number of a number of bus services comprising routes 182, 185, E85 and L85 which operate along the Mona Vale Road and Foley Street routes.

The Club also operates a courtesy bus for patrons from Wednesday to Sunday and it is also available for on-demand movements at other times.



## LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



## TRAFFIC CONTROLS

**FIG 4**

## 4.0 Parking

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Parking surveys were undertaken at the Club on Friday 20.01.2023 for the period between 4.0pm and 1.0am. The results of those surveys are provided in Appendix B indicating that the maximum occupancy of the available 400 parking spaces was only 32%. Recent observations at the peak club trading times reveal that the parking demand remains about the same with only some 35% of spaces ever occupied.

The use of the proposed pickle courts will essentially be limited to Club members who already visit the site and the proposal will not result in any perceptible increased parking demand.

It is apparent therefore that the loss of the 34 parking spaces (366 spaces retained) will not have any adverse parking implications, and there will continue to be a very significant number of existing accessible spaces available.



## 5.0 Access, Internal Circulation and Traffic

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### Access

Vehicle access for the club will retain the existing driveways as follows:

- ❖ separate adjacent ingress and egress driveways on Jubilee Avenue located to the west of Foley Street
- ❖ an ingress driveway on Foley Street midway between Mona Vale Road and Jubilee Avenue
- ❖ an egress driveway on Foley Street to the north of Jubilee Avenue.

These access arrangements have operated satisfactorily for many years and accord with AS2890.1. The accesses provide adequate capacity and manoeuvring space for all vehicles requiring to enter and exit the site.

### Internal Circulation

There will be a minor change to the existing circulation arrangement with the closure of the rooftop parking, however generous access, manoeuvring and parking arrangements will be retained and the design will be compliant with the criteria specified in AS2890.1.

### Traffic

The traffic generation of the Club has not caused any adverse traffic issues in the past and it is not expected that these generated movements will return to the former level for some significant time. It is apparent therefore that the proposal will result in any adverse traffic implications.

## 6.0 Conclusion

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The Pittwater RSL Club is a popular community club and the proposed pickle ball use scheme involves the reduction of some carparking.

Assessment provided in this report has concluded that:

- ❖ the proposed retained parking provision will be adequate to accommodate the peak demands
- ❖ there will be no adverse traffic implications
- ❖ the vehicle access and internal circulation provisions will be suitable and appropriate.

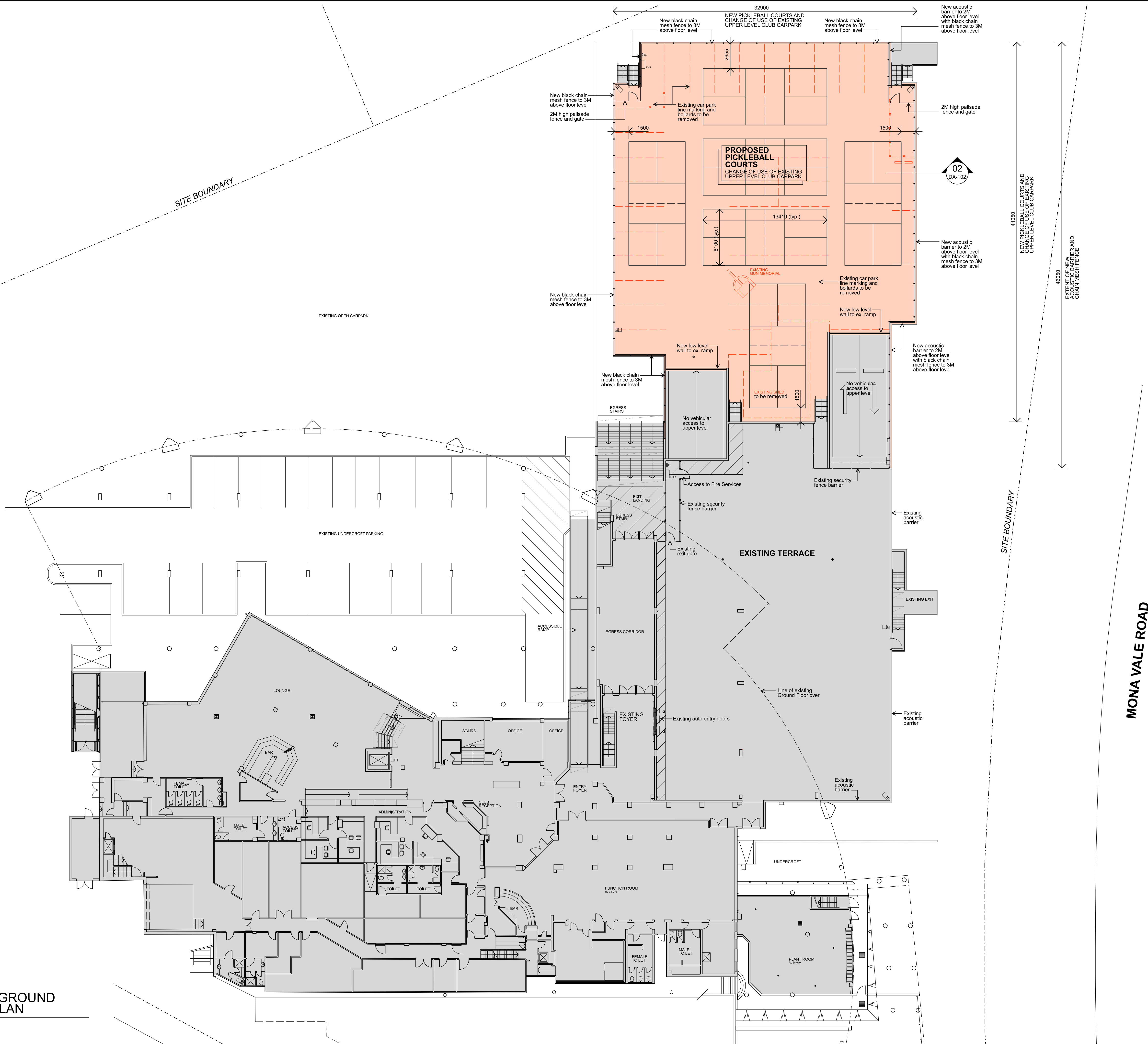
# Appendix A

## DA Plan

01

LOWER GROUND  
LEVEL PLAN

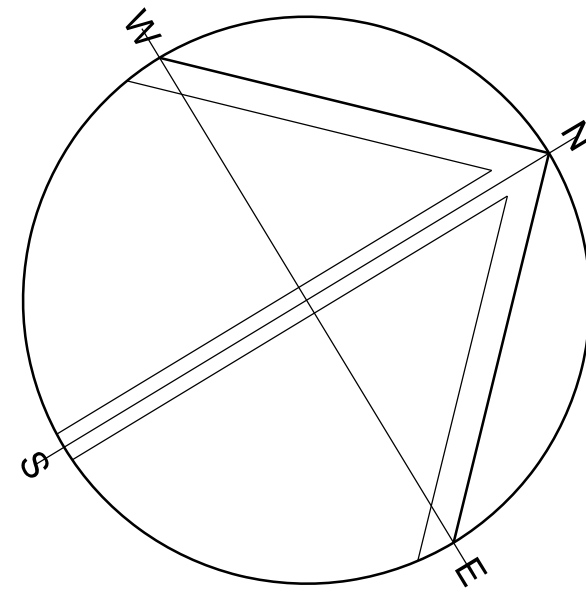
SCALE 1:200



20	40	100
10	30	50

THIS BAR REPRESENTS 100mm ON ORIGINAL

Curtin Architects accepts no responsibility for dimensions scaled off drawing. Check all copies and electronic drawings of any type for accuracy in scaling.



## GENERAL LEGEND

	EXISTING CLUB PREMISES No work to toned area
	DA WORKS

A	DA ISSUE	07.03.24
Issue	Amendment Description	Date

## AMENDMENTS

1. Figured dimensions to be taken in preference to scaling.  
2. Builder to check all dimensions on site where relevant and notify of any discrepancies.  
3. All dimensions are given in millimetres except levels and drawings to scale 1:500 and smaller which are in metres.

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## PROJECT:

**Pittwater**

**PITTWATER RSL CLUB  
PICKLEBALL COURTS**

82 Mona Vale Road Mona Vale NSW 2103

DRAWING TITLE:  
**LOWER GROUND  
LEVEL PLAN**

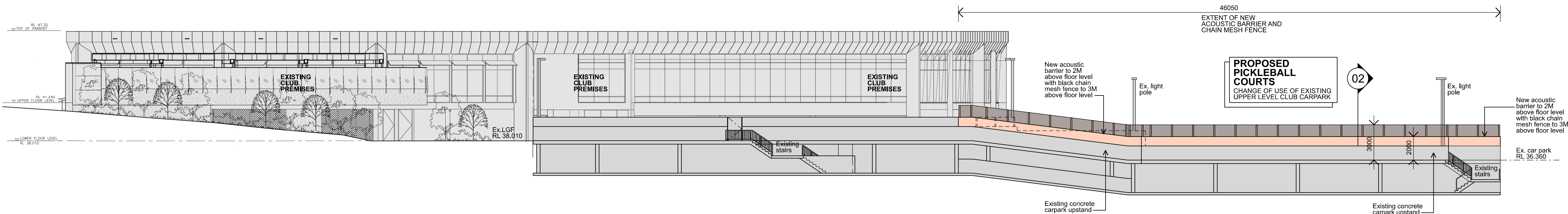
DRAWN BY: JEH	SCALE: 1:200 @ A1
PROJECT No: 6774 PRL0145	DATE STARTED: FEBRUARY 2024
	DRAWING No: DA-101
	ISSUE: A

PLOT DATE: \$DATES

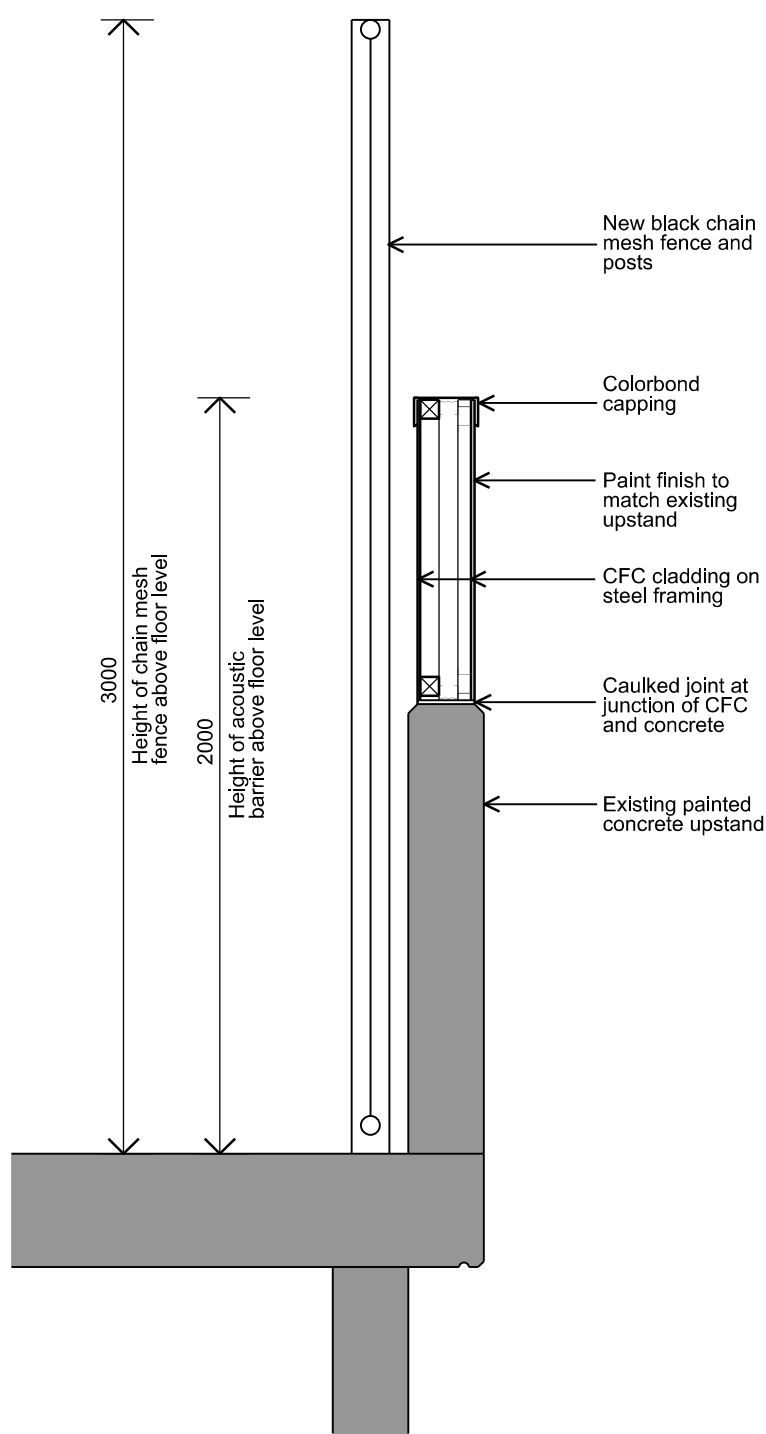
PLOT TIME: \$TIMES

FILE NAME: \$FILES

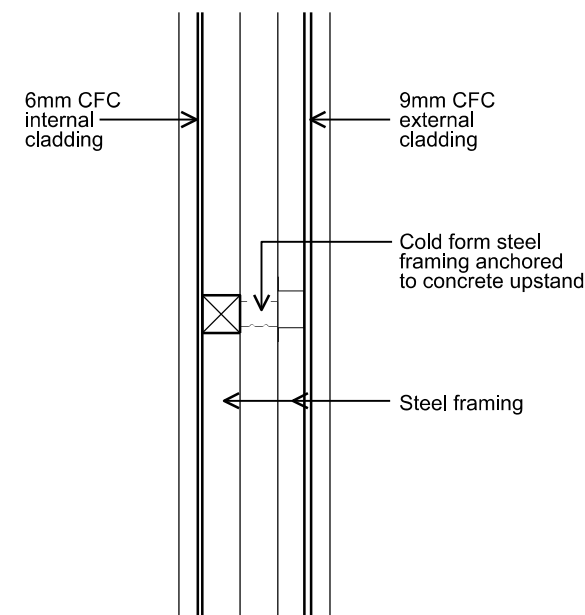




01 NORTH-EASTERN ELEVATION  
SCALE 1:200



02 ACOUSTIC BARRIER AND CHAIN MESH FENCE  
DETAIL SECTION  
SCALE 1:20



03 ACOUSTIC BARRIER  
DETAIL PLAN  
SCALE 1:10

20

40

100

10

30

50

THIS BAR REPRESENTS 100mm ON ORIGINAL

Curtin Architects accepts no responsibility for dimensions scaled off drawing. Check all copies and electronic drawings of any type for accuracy in scaling.

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EXISTING CLUB PREMISES  
No work to toned area

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PROJECT:

P

Pittwater

PITTWATER RSL CLUB  
PICKLEBALL COURTS

82 Mona Vale Road Mona Vale NSW 2103

DRAWING TITLE:  
ELEVATION  
BARRIER DETAILS

DRAWN BY: JEH

SCALE: 1:200, 1:20, 1:10 @ A1

PROJECT No: 6774  
PRL0145

DATE STARTED: FEBRUARY 2024

DRAWING No: DA-102

ISSUE: A

PLOT DATE: \$DATES PLOT TIME: \$TIMES

FILE NAME: \$FILES

## Appendix B

### Parking Survey Results

Parking Pittwater

Parking Occupancy Survey

Date:	Friday, 20 January 2023
Location:	82 Mona Vale Road, Mona Vale
GPS:	-33.678060, 151.292091
Weather:	Fine
Customer:	ITPA

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy									
								16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00
1		Pittwater RSL Club Carpark			Unrestricted		376	98	101	116	122	108	81	56	45	33	24
1					Disabled		24	3	2	3	4	2	2	1	0	0	0
PUBLIC CAPACITY								400	400	400	400	400	400	400	400	400	400
PUBLIC OCCUPANCIES								101	103	119	126	110	83	57	45	33	24
PUBLIC VACANCIES								299	297	281	274	290	317	343	355	367	376
PUBLIC % OCCUPANCIES								25%	26%	30%	32%	28%	21%	14%	11%	8%	6%

not available for public parking

