

Pittwater RSL Club

Proposed Temporary Use of Top Deck Carpark

Traffic and Parking Assessment

Ref: 248/2021
Date: September 2021
Issue: B

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1.0 Introduction

This report has been prepared to accompany a Development Application to Northern Beaches Council for a proposed temporary use of part of the 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.

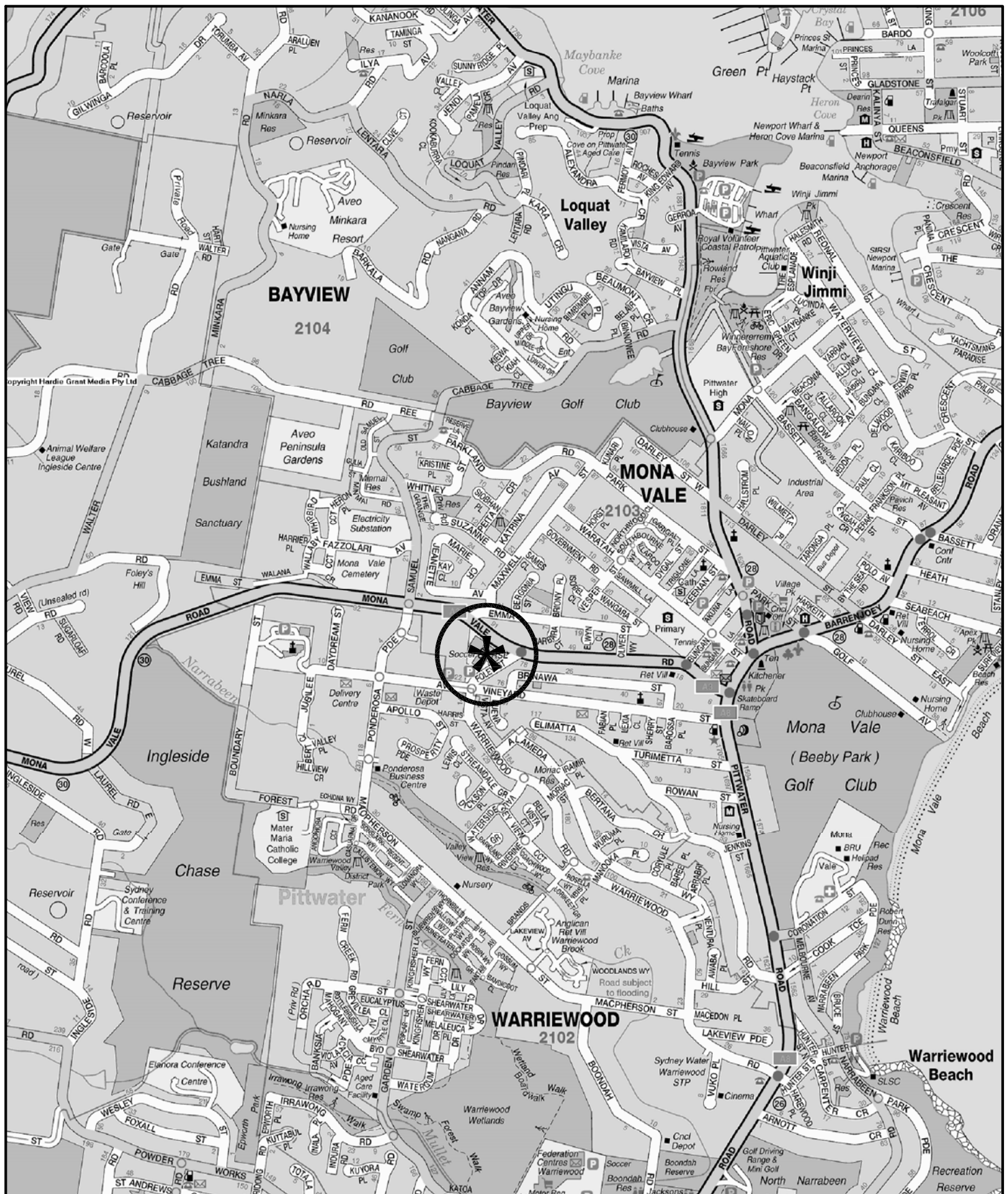
The Club management is planning towards the reopening after the current closure for Covid when:

- there will inevitably be Government restrictions in relation to the minimum floor area required per patron
- many patrons will initially prefer to be seated outdoors

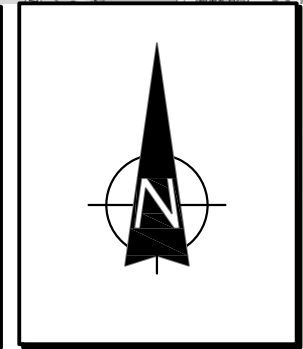
With this in mind, the Development Application proposes that for 12 months after reopening that the top deck of the carpark be utilised for consumption of food and beverages.

The purpose of this report is to:

- ❖ describe the existing club and the proposed temporary 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

2.1 Site, Context and Existing Circumstances

The Pittwater RSL Club site (Figure 2) is an irregular shaped consolidation of lots occupying some 39,400m² 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 4,155m² with a total of some 450 parking spaces principally at-grade but also in a decked parking area.

The Club previously had a seating capacity of 2,170 seats, however, this has been reduced as a result of the closure of the Sports Bars and removal of seating in the Games area.

2.2 Proposed Temporary Use

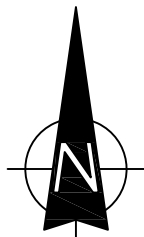
The proposal is to convert the top deck of the existing carpark to provide for outdoor seating and tables for dining and consuming beverages. This change would result in the loss of 32 parking spaces with some change to the circulation on the adjacent deck.

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



SITE

LEGEND



SITE

FIG 2

3.0 Road Network and Traffic Conditions

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

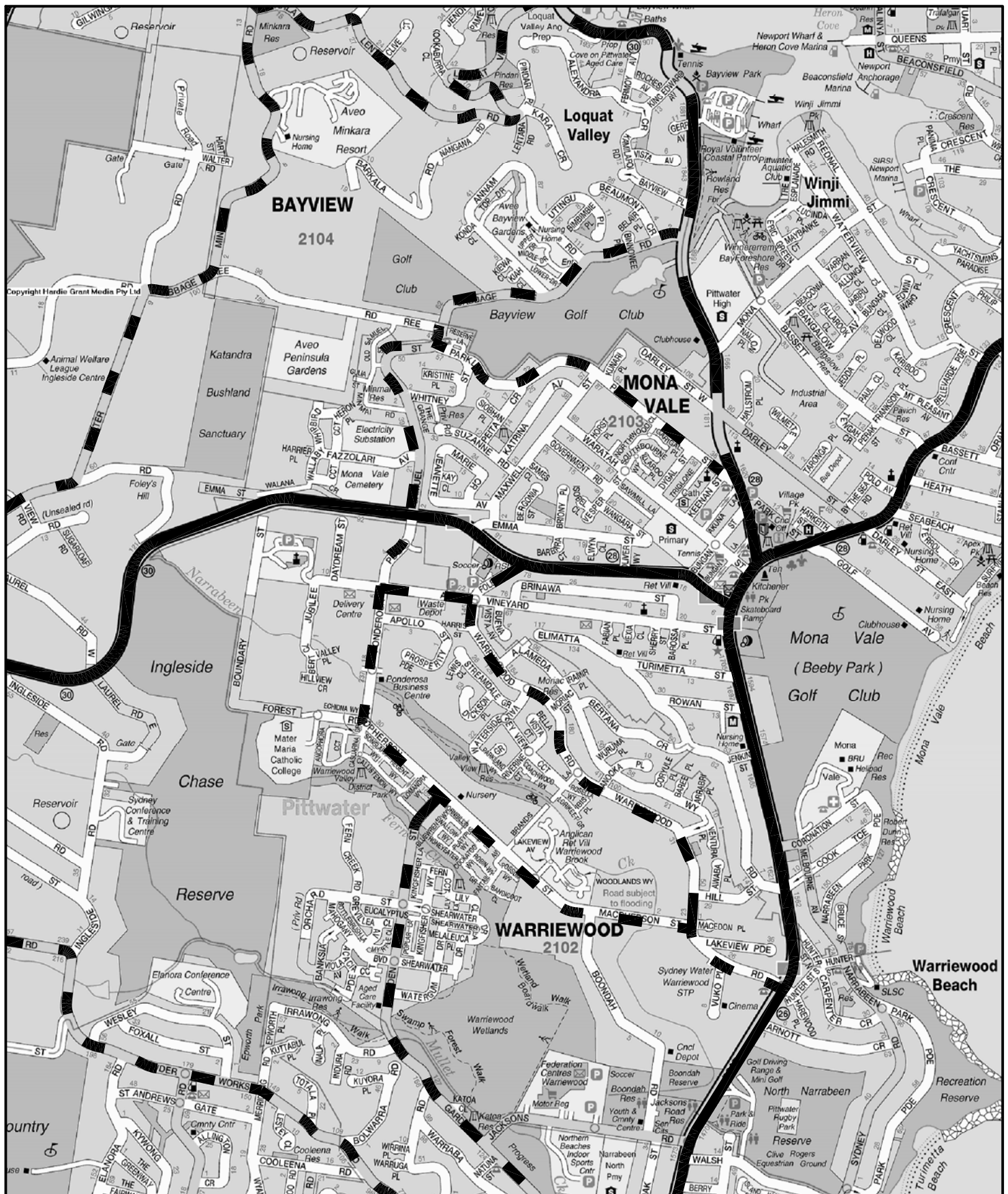
Mona Vale Road is currently subject to major upgrading works.

3.2 Traffic Controls




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

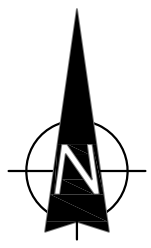
These existing controls comprise:

- ❖ the traffic signals at the Mona Vale Road/Foley Street intersection (see details overleaf)
- ❖ the large two-lane roundabout 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 with resultant queuing and congestion particularly during the morning peak. However, this circumstance will change when the current upgrading works are completed. 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.

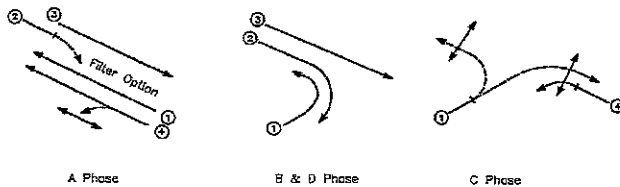
3.4 Transport Services

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.

DRAWN BY CADD
DO NOT AMEND MANUALLY

DATE IN SERVICE : 00/00/00



MOVEMENTS

DETECTOR SPECIFICATION

Detector	Specifications
A	FN A(L) A(E1) SG/PS A A DS - -
A-B-D1	FN B(PR) D(PR) SG/PS A A DS Z- Z-Z+
A-B-D1	FN A(L)B(L) D(L) B(L) D(L) SG/PS A/B/D A/B/D B/D B/D DS Z- Z-Z+ C Z-Z+ D(E2)
A-B-D1	FN A(E2) B(E2) D(E2) SG/PS A B D DS Z-A-B-D1(PR)B(NEXT)B(NEXT) D(NEXT) B(NEXT)
A-B-D2	FN A(L) A(E3) B(E3) SG/PS A/B/D A B DS B/D B(NEXT)D(NEXT) A(NEXT)D(NEXT)
A-B-D2	FN D(E3) SG/PS D DS A(NEXT)B(NEXT)
A-C	FN A(PR) C(E4) A(E4) SG/PS A C DS - A(NEXT)+A(PR)A-C(PR) -
B-C-D	FN C(PR) B(E1) C(E1) D(E1) SG/PS C B C D DS - C(NEXT)D(NEXT)B-C-D(PR) - B(NEXT)C(NEXT)B-C-D(PR)
A P.B.	FN A(PB) B(L) SG/PS A(WALK) A(WALK) DS - C
C1 P.B.	FN C1(PB) A(L) SG/PS C1(WALK) C1(WALK) DS - -
C2 P.B.	FN C2(PB) A(L) SG/PS C2(WALK) C2(WALK) DS - -

POSTS

POST	TYPE	LENGTH	REMARKS
1	2	4.1	NEW
2	2	4.1	NEW
3	9	-	NEW 6m OUTREACH
4	2	4.1	NEW
5	5L	-	NEW
6	2	3.2	NEW

SPECIAL SIGNAL GROUP DISPLAY SEQUENCE

SIGNAL GROUP	TABLE TYPE	REMARKS
A/B/D	3	-
B/D (RT)	81	Timed R.A. protection for 'A' pedestrian. Z- filter option.
B/D (LT)	76	Timed R.A. protection for 'C1' pedestrian. Δ
C Cond	74	Timed R.A. protection for 'C2' pedestrian. #
C Cond (LT)	78	Timed R.A. protection for 'A' pedestrian.

P.B. on post 5 extends R.A. protection subject to timer.
Δ P.B. on post 3 extends R.A. protection subject to timer.

NOTES

1. This site is SCATS linked.
2. All push buttons are audio tactile.
3. Special STOP sign (R1-4) placed on post 1.
4. Kerb ramps to be constructed at all pedestrian crossings in accordance with Model Drawing MD.R175.B01.A.1.
5. Roadworks in accordance with Connell Wagner construction drawings.
6. Supply to be determined on site by a Level 2/3 service provider.
7. O/H Electrical cables to be bundled if necessary to provide clearance to Post 3.

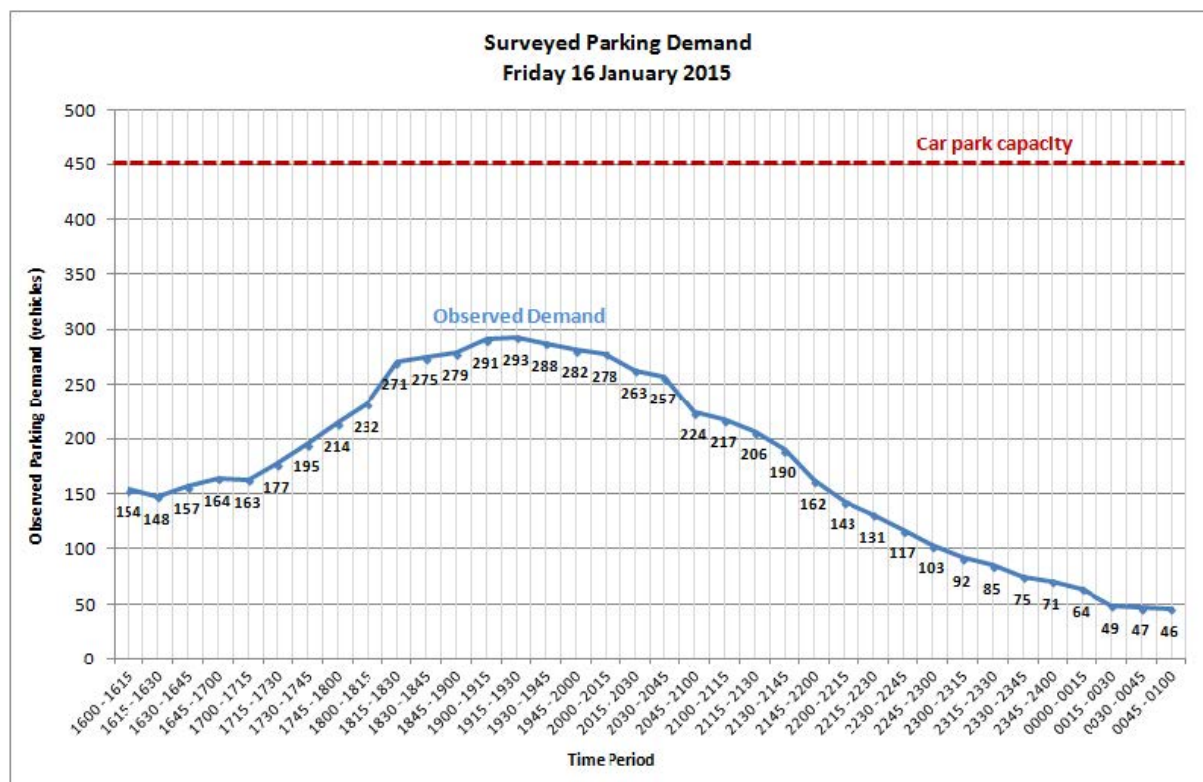
DESIGNER	REFERENCE PLANS	U.A.D. No.	DESIGN APPROVAL	RTA ACCEPTANCE
DESIGNER	DESIGNER	DESIGNER	DESIGNER	DESIGNER
DESIGNER	DESIGNER	DESIGNER	DESIGNER	DESIGNER
DESIGNER	DESIGNER	DESIGNER	DESIGNER	DESIGNER
DESIGNER	DESIGNER	DESIGNER	DESIGNER	DESIGNER

Roads and Traffic Authority, N.S.W.
PITTWATER COUNCIL AREA
TRAFFIC SIGNALS AT THE INTERSECTION OF
MONA VALE ROAD AND FOLEY STREET
MONA VALE

EXISTING	PROPOSED
CADD FILE: W3945_1A.dgn	SCALE: 5 10 15 20
FILE: 365 TS 123	SHEET: 1
0162.366.W.3945	

4.0 Parking

The results of the most recent “Pre Covid” survey of parking demand on a normal peak Friday in mid January are provided on the following graph which indicates a peak occupancy of only some 65%.



The post-Covid regulations and patron reluctance will mean that it will take some considerable time to return to normal pre-Covid patron levels.

It is apparent therefore that the temporary loss of 32 parking spaces will not have any adverse parking implications. While there will be some accessible spaces removed, there will continue to be a very significant number of existing accessible spaces available.

5.0 Access, Internal Circulation and Traffic

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 on the deck adjoining the closed deck, 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

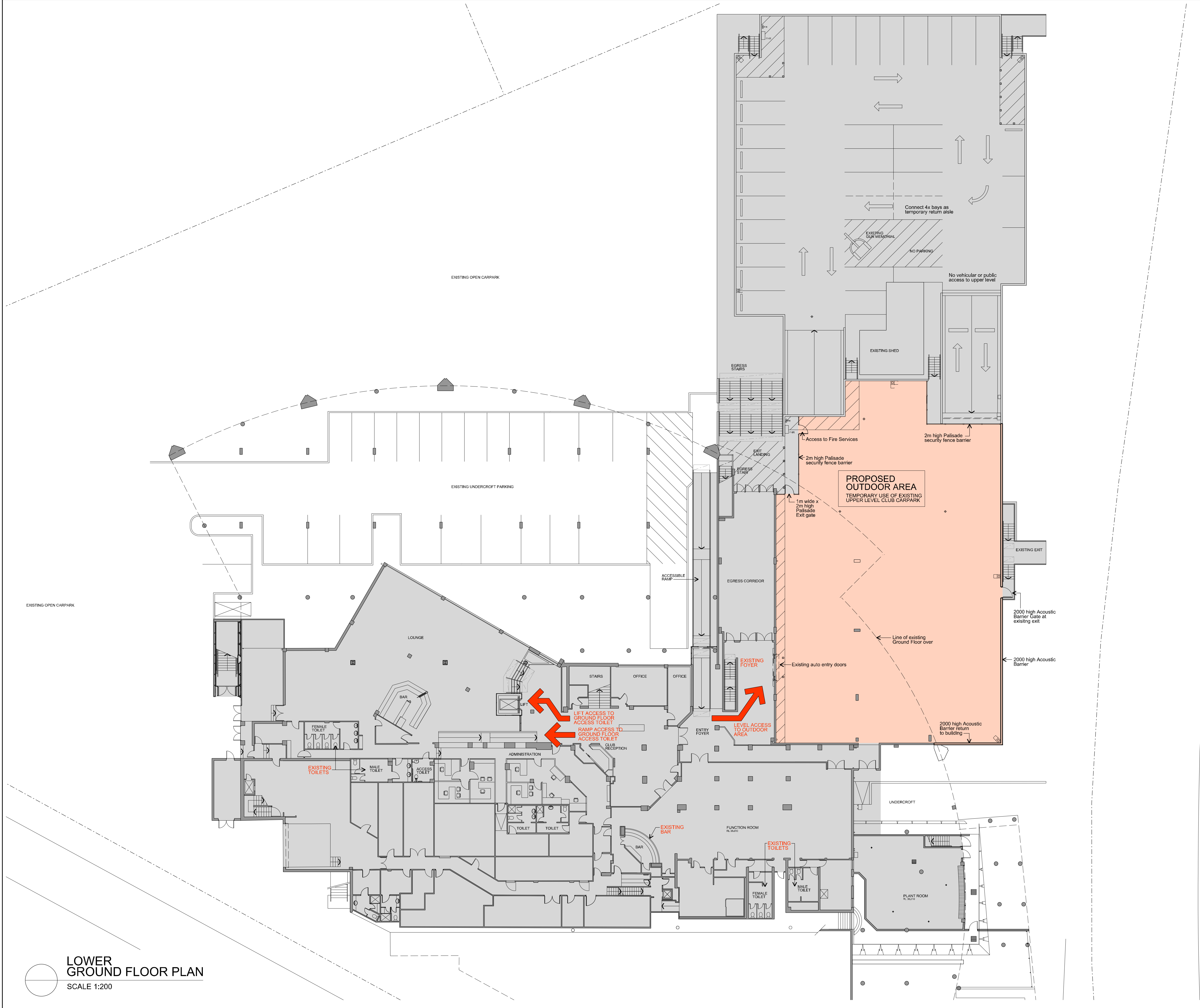
The Pittwater RSL Club is a popular community club which has been closed due to Covid. The proposed temporary use scheme involves the reduction of some carparking to provide outdoor dining and drinking applicable to post-Covid circumstances.

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



LOWER
GROUND FLOOR 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	13.09.21
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:

P
Pittwater

TEMPORARY OUTDOOR AREA
PITTWATER RSL CLUB
82 Mona Vale Road
Mona Vale NSW 2103

DRAWING TITLE:
LOWER GROUND FLOOR PLAN

DRAWN BY: PM	SCALE: 1:200 @ A1
PROJECT No: 6711	DATE STARTED: SEPTMEBER 2021
PRL 0141	DRAWING No: DA-02
	ISSUE: A

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

FILE NAME: \$FILES