

Pittwater RSL Club

Proposed Permanent Alternative Use of Top Deck Carpark

Traffic and Parking Assessment

Ref: 248/2021
Date: January 2023
Issue: C

Table of Contents

1.0	INTRODUCTION	1
2.0	PROPOSED DEVELOPMENT SCHEME.....	2
2.1	Site, Context and Existing Circumstances.....	2
2.2	Approved Temporary Use	2
2.3	Proposed Permanent Use	3
3.0	ROAD NETWORK AND TRAFFIC CONDITIONS	4
3.1	Road Network.....	4
3.2	Traffic Controls	4
3.3	Traffic Conditions	5
3.4	Transport Services	5
4.0	PARKING	6
5.0	ACCESS, INTERNAL CIRCULATION AND TRAFFIC.....	8
6.0	CONCLUSION	9

List of Figures

Figure 1	Location
Figure 2	Site
Figure 3	Road Network
Figure 4	Traffic Controls

List of Appendices

Appendix A	DA Plan
Appendix B	Parking Survey Results

1.0 Introduction

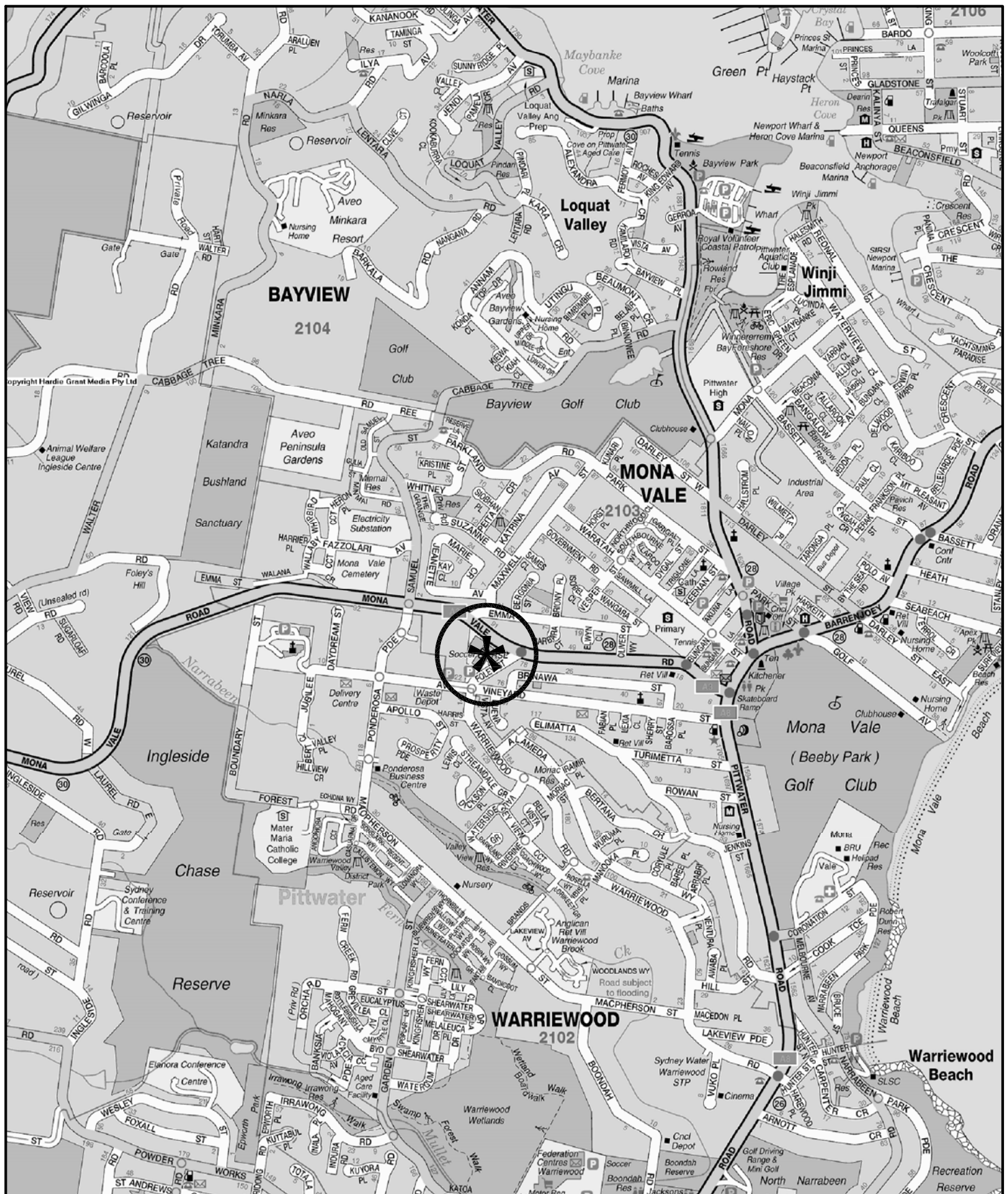
This report has been prepared to accompany a Development Application to Northern Beaches Council for the proposed permanent alternative use of the rooftop carpark at Pittwater RSL Club (Figure 1).

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.

Consent was granted for a Development Application for a temporary use of the top deck of the carpark for consumption of food and beverages following the reopening of the Club "post-COVID". The Club now realising the successful operation of this change and the continuing desire for members and guests to be "COVID-conscious" wish to have this change made permanent.

The purpose of this report is to:

- ❖ describe the existing club, the approved temporary use and proposed permanent 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.

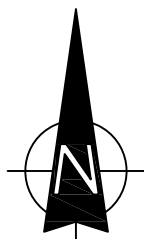
The Club previously had a seating capacity of 2,170 seats, however, this has been reduced as a result of the closure of the Sports Bars and removal of seating in the Games area.

2.2 Approved Temporary Use

Approval was granted to convert the top deck of the existing carpark to provide for outdoor seating and tables for dining and consuming beverages. This change resulted in the loss of 32 parking spaces with some change to the circulation on the adjacent deck.



LEGEND



SITE

FIG 2

Transport and Traffic Planning Associates

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

2.3 Proposed Permanent Use

The Proposal is to simply adopt the changes made for temporary use on a permanent basis.

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

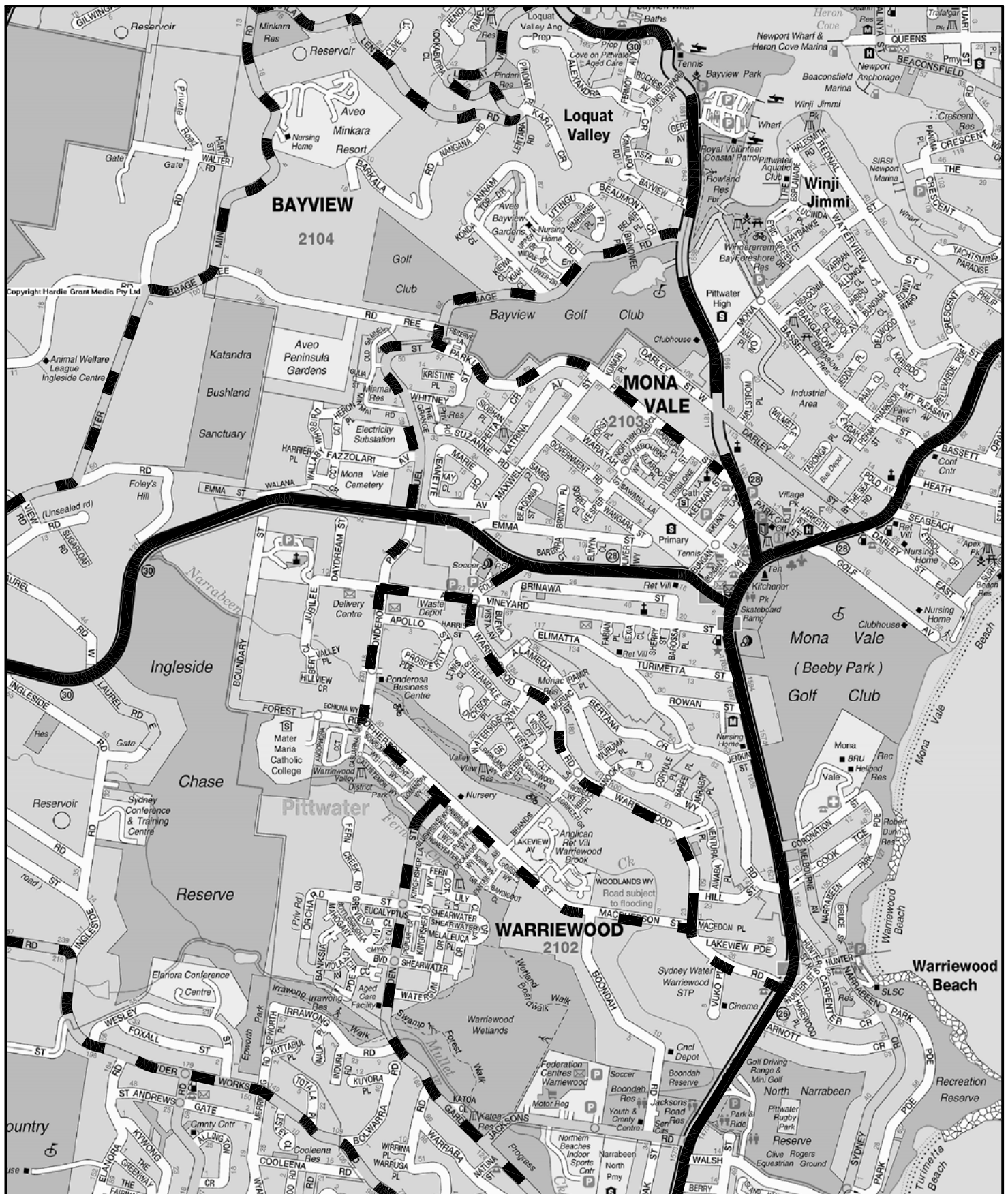
Mona Vale Road is currently subject to major upgrading works.

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



LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR



ROAD NETWORK

FIG 3

- ❖ the NO STOPPING restrictions along both sides of Foley Street and the Mona Vale Road frontage

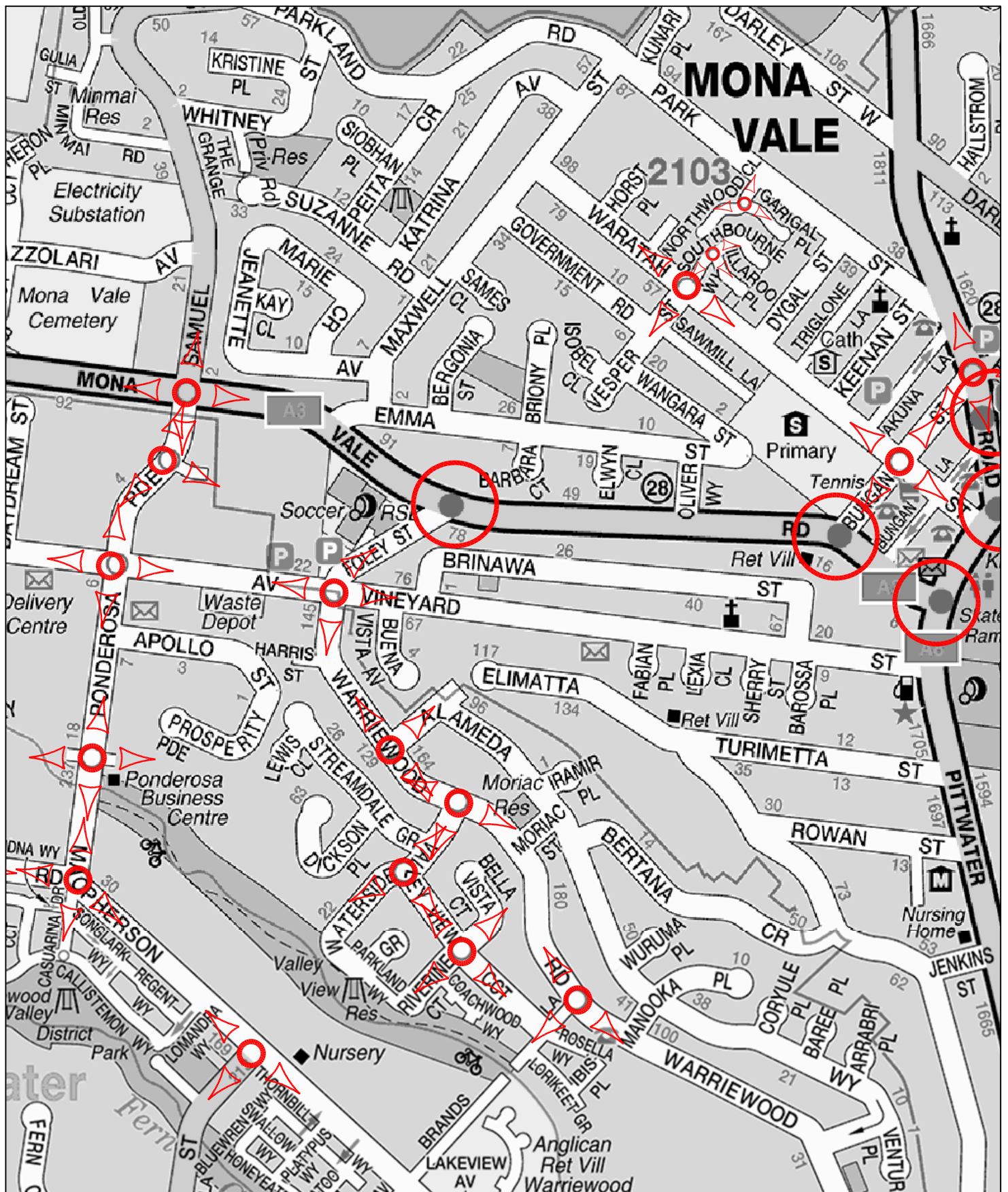
3.3 Traffic Conditions

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.



CADDOGUE--MILLES--LOCALS--ITtemp03045-new1.docx 2/10/2008 12:14:30 PM



Detector		Specifications					
A	FN	A(L)	A(E1)				
	SG/PS	A	A				
	DS	---	---				
A-B-D1 Depart & Approach	FN	B(PR)	D(PR)				
	SG/PS	A	A				
	DS	Z-	Z-z+				
A-B-D1 Approach	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+	Z-	Z-z+		
A-B-D1 Approach	FN	A(E2)		B(F2)		D(E2)	
	SG/PS	A		B		D	
	DS	Z-A-B-D1(P)B(NEXT)A(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 weak	FN	D(E3)					
	SG/PS	D		.			
	DS	A(NEXT)B(NEXT)					
A--C	FN	A(PR)	C(E4)		A(E4)		
	SG/PS	A	C		A		
	DS	A(NEXT)+A(PB)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)	C.C1(WALK)				
	DS	-					
C2 P.B.	FN	C2(PB)	A(L)				
	SG/PS	C2(WALK)	C.C2(WALK)				
	DS	-					

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

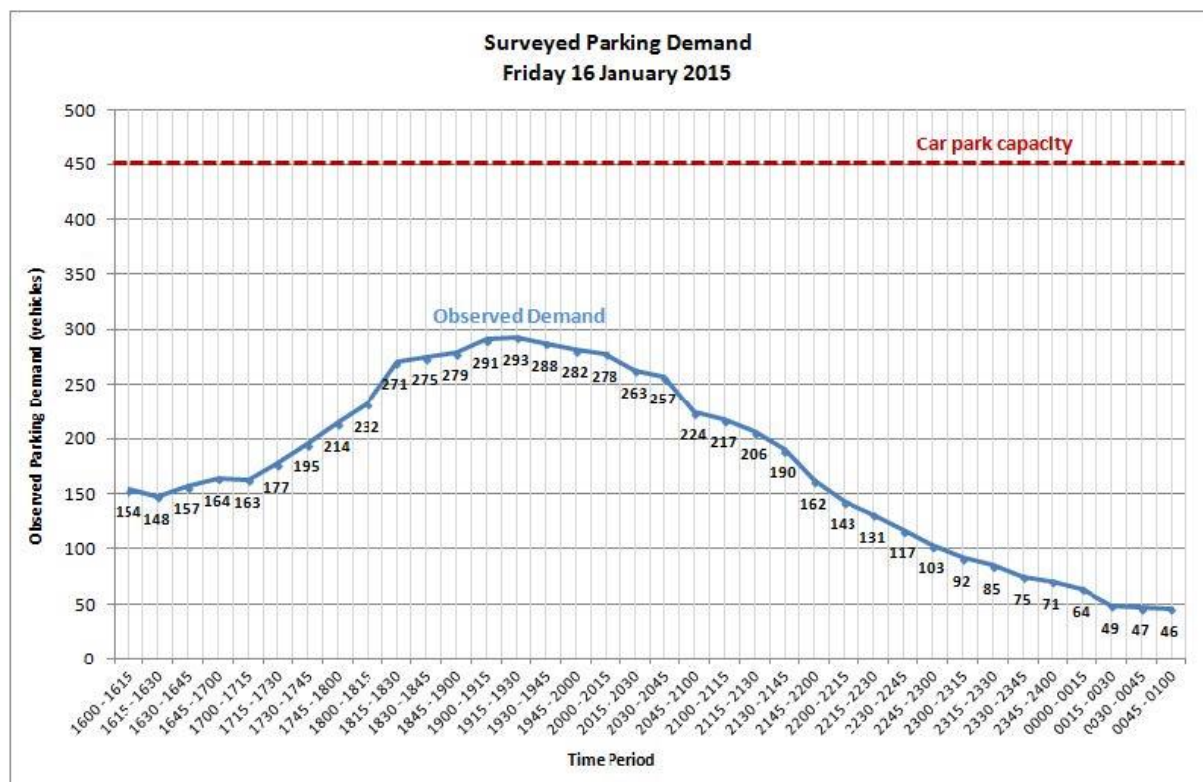
SIGNAL GROUP	TABLE TYPE	REMARKS
A/B/D	3	
B/D (RT)	81	Timed R.A. protection for 'A' pedestrian. Z- filter option.
B/D (LT)	76	Timed R.A. protection for 'C1' pedestrian. Δ
C Cond	74	Timed R.A. protection for 'C2' pedestrian. #
C Cond (LT)	78	Timed R.A. protection for 'A' pedestrian.

1. This site is SCATS linked.
2. All push buttons are audio located.
3. Special STOP sign (RT-4) placed on post 1.
4. Kerb ramps to be constructed at all pedestrian crossings in accordance with Model Drawing MDR.T73.B01.A.1.
5. Roadworks in accordance with Cornell 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.

(C) COPYRIGHT ROBERT AND TERRILL ALLEN

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.

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%.

Transport and Traffic Planning Associates

It is apparent therefore that the permanent loss of the 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

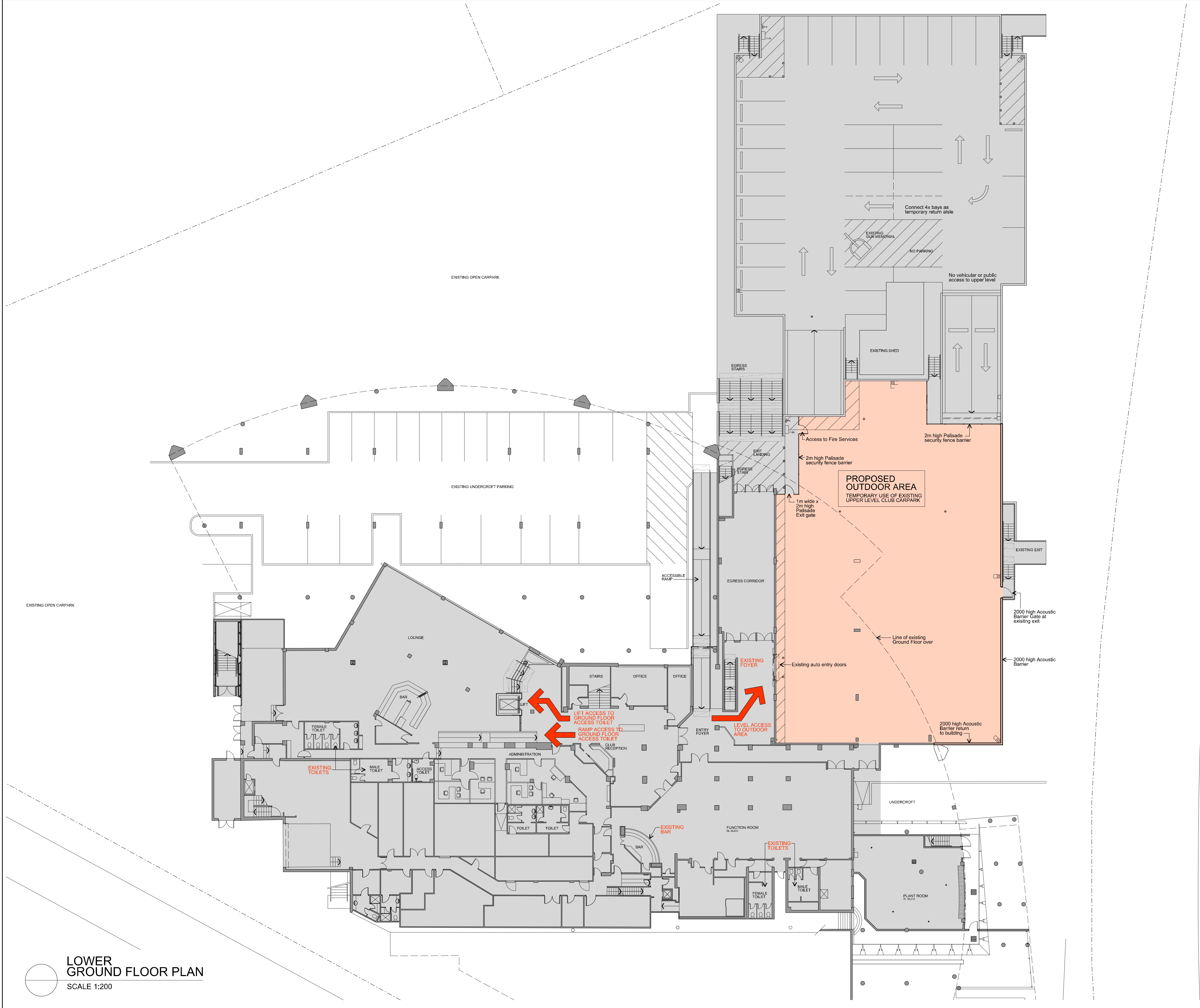
The Pittwater RSL Club is a popular community club and the proposed permanent use scheme involves the reduction of some carparking to provide outdoor dining and drinking applicable to post-Covid circumstances.

Assessment provided in this report has concluded that:

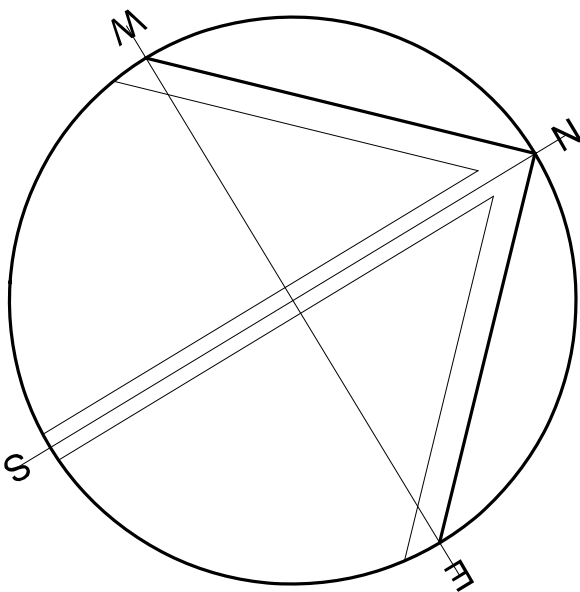
- ❖ the proposed retained parking provision will be adequate to accommodate the peak demands
- ❖ there will be no adverse traffic implications
- ❖ the vehicle access and internal circulation provisions will be suitable and appropriate.

Appendix A

DA Plan



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.

© INTELLECTUAL PROPERTY
COPYRIGHT CURTIN ARCHITECTS PTY LTD. (C.A.), UNLESS OTHERWISE AGREED IN WRITING. ALL RIGHTS TO USE THIS DOCUMENT ARE SUBJECT TO PAYMENT IN FULL OF ALL C.A. CHARGES. THIS DOCUMENT MAY ONLY BE USED FOR THE EXPRESS PURPOSE AND PROJECT FOR WHICH IT HAS BEEN CREATED AND DELIVERED. AS NOTIFIED IN WRITING BY C.A. AND THIS DOCUMENT MAY NOT BE OTHERWISE USED OR COPIED. ANY UNAUTHORIZED USE OF THIS DOCUMENT IS AT THE USER'S SOLE RISK AND WITHOUT LIMITING C.A.'S REMEDY THE USER RELEASES AND INDEMNIFIES C.A. FROM AND AGAINST ALL LOSS OR DAMAGE.

CLIENT

PAYNTER DIXON
CREATING SINCE 1914
Paynter Dixon Constructions Pty Limited
Level 2, 2 Richardson Place
Riverside Corporate Park
North Ryde SYDNEY NSW 2113
Tel (02) 9797 5555 Fax (02) 9797 5533
ABN 84 097 120 315

CURTIN ARCHITECTS
PTY. LIMITED
ABN 43 052 102 744
Reg. No. 4307
Level 2, 52 Ashison Street ST LEONARDS NSW 2065
mail@curtinarchitects.com.au Phone: (02) 9437 1111

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

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

