

Pittwater RSL Club

Proposed Upgraded Access Provisions

Traffic and Parking Assessment

Ref: 24166

Date: November 2024

Issue: A

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1.0 Introduction

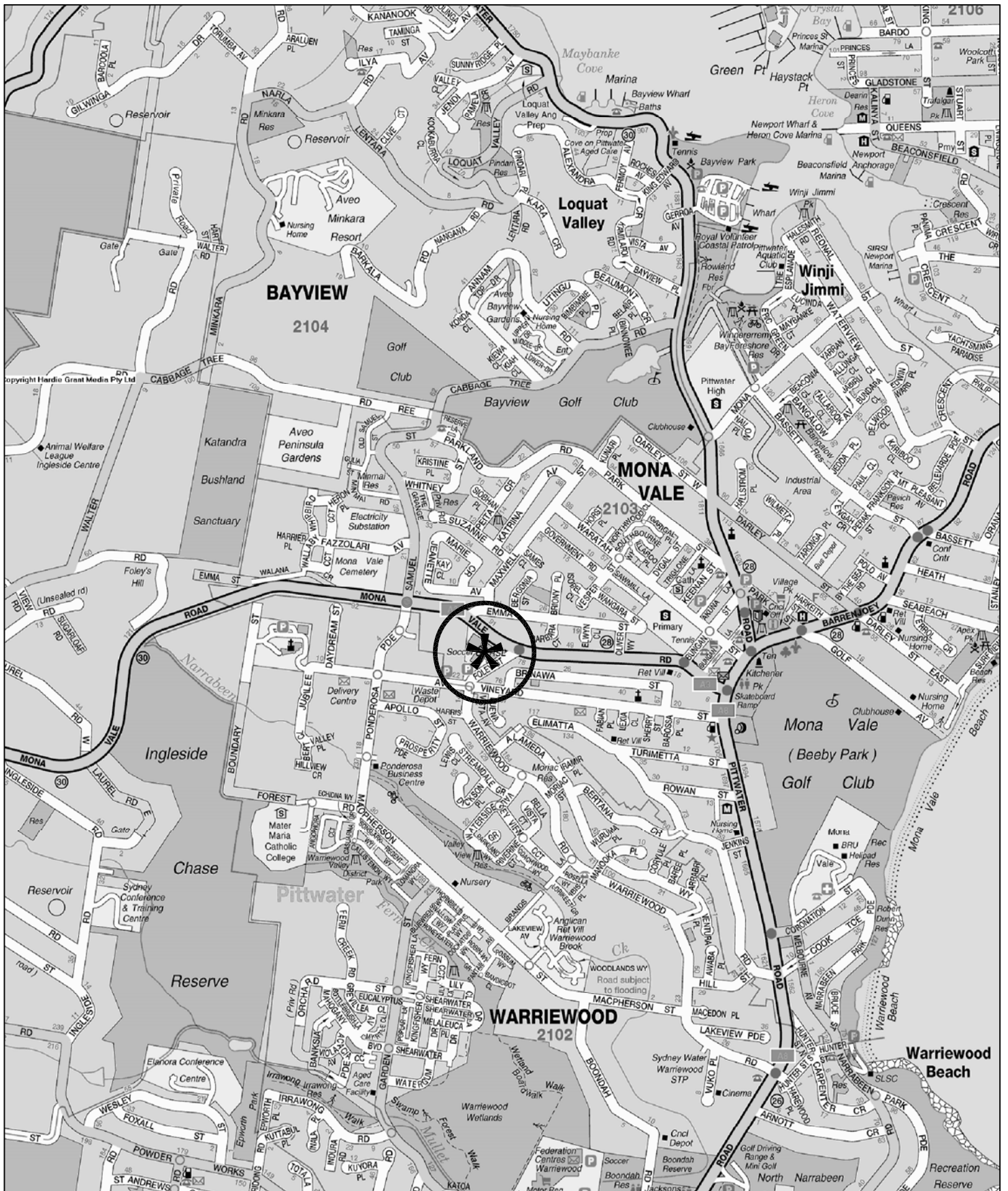
This report has been prepared to accompany a Development Application to Northern Beaches Council for the proposed upgrade of the pedestrian and vehicle access and reception provisions for Pittwater RSL Club (Figure 1).

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.

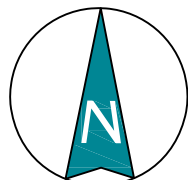
There have been ongoing changes to the Club premises reflecting the preferences of members and the evolving trends. This has continued with a current application to convert some roof top parking to Pickleball Courts. The new proposal responds to the desire to upgrade and modernise some elements and to particularly improve the access and reception arrangements with some minor changes to the carparking and circulation provisions.

The purpose of this report is to:

- ❖ describe the existing club and the proposed upgrade scheme
- ❖ describe the road network serving the site and the prevailing traffic conditions
- ❖ assess the adequacy of the available parking provision
- ❖ assess the suitability of the vehicle access, internal circulation arrangements
- ❖ assess the potential 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 Lot 52 in DP1237461 which occupies a triangular shaped area of some 14,700m² 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 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 4,500m² with parking spaces principally at-grade but also in a decked parking area. Part of the at-grade Club carpark is used for Sunday markets for some 45 days per year when the available carparking is reduced to provide for the market stalls.

In 2021, the Club made permanent the previous (Covid times) temporary use of part of the rooftop carpark for outdoor dining and beverage consumption. In 2024 an application was made to Council to convert the remaining part of the rooftop carpark for 6 pickle ball courts which will result in the loss of 34 parking spaces. Details of this proposal are provided overleaf.

2.2 Proposed Upgrade

The proposed works involve an upgrading and modernisation to enhance the access arrangements along with the Clubs facilities and functionality. It is proposed to:



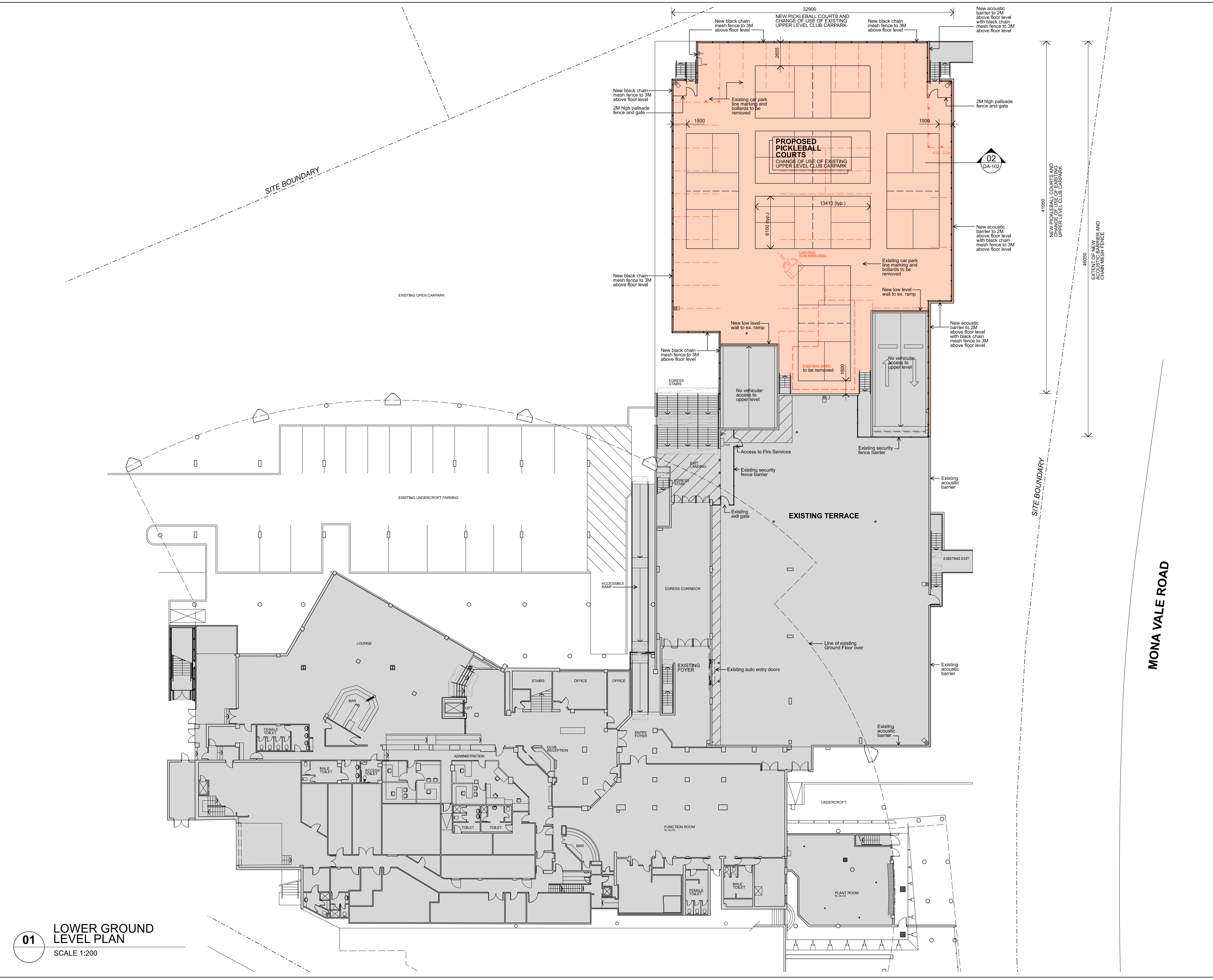
SITE

LEGEND



SITE

FIG 2



20 40 50 100

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 |

01

LOWER GROUND LEVEL PLAN
 SCALE 1:200

Transport and Traffic Planning Associates

- demolish some internal and external building elements
- reconfigure the basement and ground level parking
- construct a new entrance foyer with installation of a lift on the ground floor
- upgrade the drop off and pick up areas
- improve access on level one including provision of a new staircase
- undertake various other minor changes

These proposed changes will result in a minor increase of 219m² to the total floorspace however this will be in foyer and circulation areas and will not add to patron capacity while the total car parking provision will be reduced by 11 spaces.

Details of the proposed upgrade scheme are provided on the plans prepared by Bergstrom Architects which accompany the Development Application and are reproduced in part in Appendix A.

3.0 Road Network and Traffic Conditions

3.1 Road Network

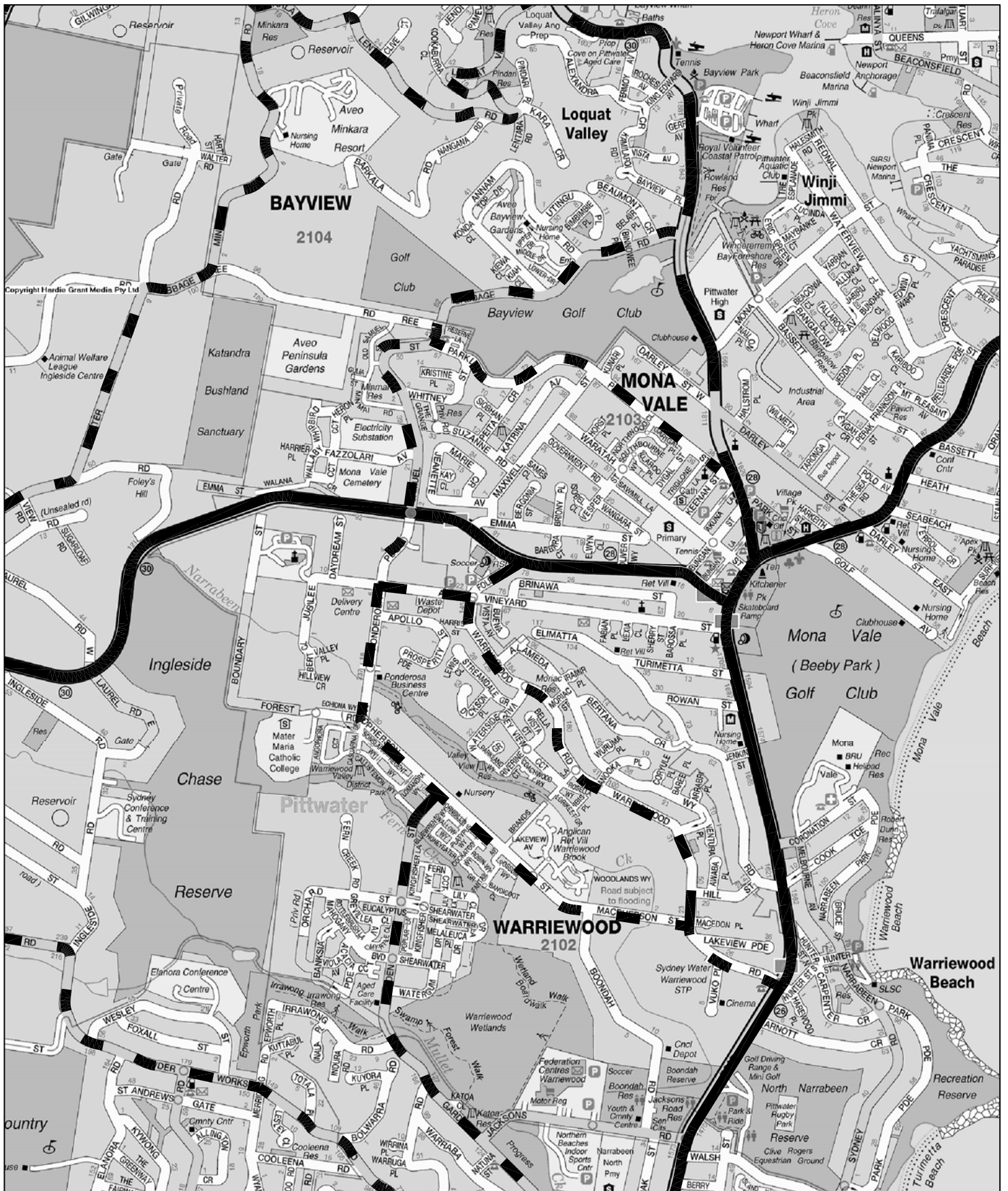
The road network serving the site (Figure 3) comprises:

- ❖ *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




3.2 Traffic Controls

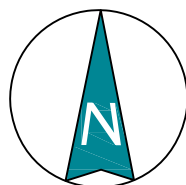
There are relatively few traffic controls on the road system serving the area (Figure 4). These existing controls comprise:

- ❖ 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

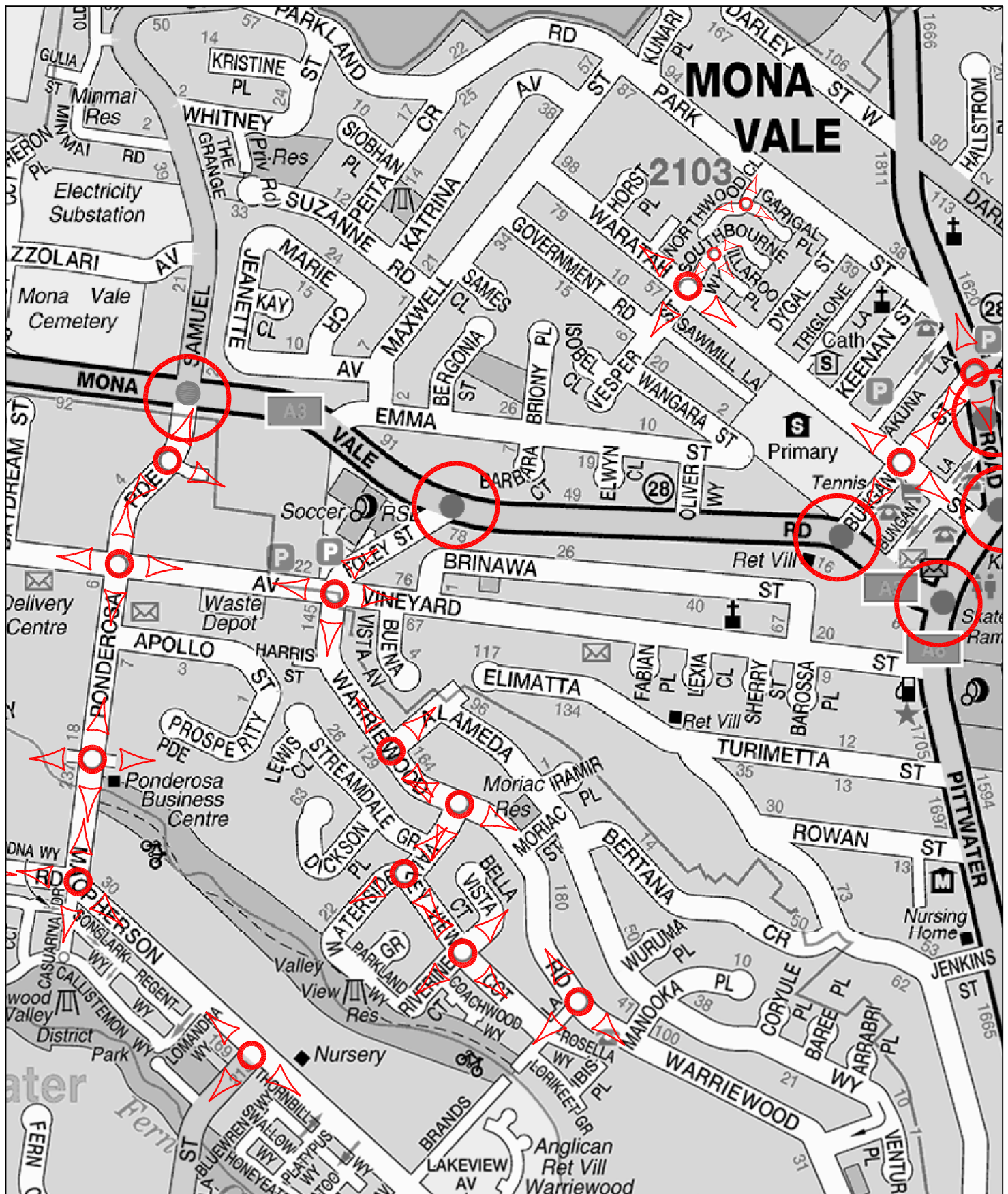
3.3 Traffic Conditions

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.

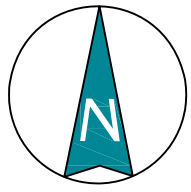


MONA VALE

2103

LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

FIG 4

4.0 Access, Internal Circulation & Servicing

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 minor changes to the existing circulation arrangements however, generous access, manoeuvring and parking arrangements will be retained, and the design will be compliant with the criteria specified in AS2890.1. Details of the turning path assessment indicating satisfactory provision for turning and manoeuvring are provided in Appendix D.

Servicing

The existing arrangements for service and delivery vehicles will remain unchanged.

5.0 Parking

There are 422 parking spaces provided on the site at the present time with 344 spaces being available on the days that Sunday Markets are held. The proposal to convert the rooftop carpark to provide pickle ball courts will result in the removal of 34 spaces.

Parking surveys were recently undertaken on a Friday 5:00 – 9:00pm and Sunday 10:00am – 2:00pm and the results provided in Appendix B indicate:

| | |
|---------------|--------------|
| Friday | (422 spaces) |
| Vacant spaces | 72 – 129 |
| Sunday | (344 spaces) |
| Vacant spaces | 120-243 |

The subject upgrade proposal will result in the loss of 11 spaces which along with the loss for the pickle ball courts will result in a reduced parking provision of 377 spaces. However, this will still provide some 30 spaces more than the peak demand recorded on a Friday and 75 spaces more than the peak demand recorded on a Sunday.

It is apparent that the reduced parking provision will be quite adequate for the peak demands of the Club particularly when the provision of the Pickleball courts and the proposed upgrade will not result in any increased patronage.

6.0 Traffic

Because the proposed upgrade works will not result in any increased patronage, the traffic generation of the club will remain unchanged at all times.

7.0 Conclusion

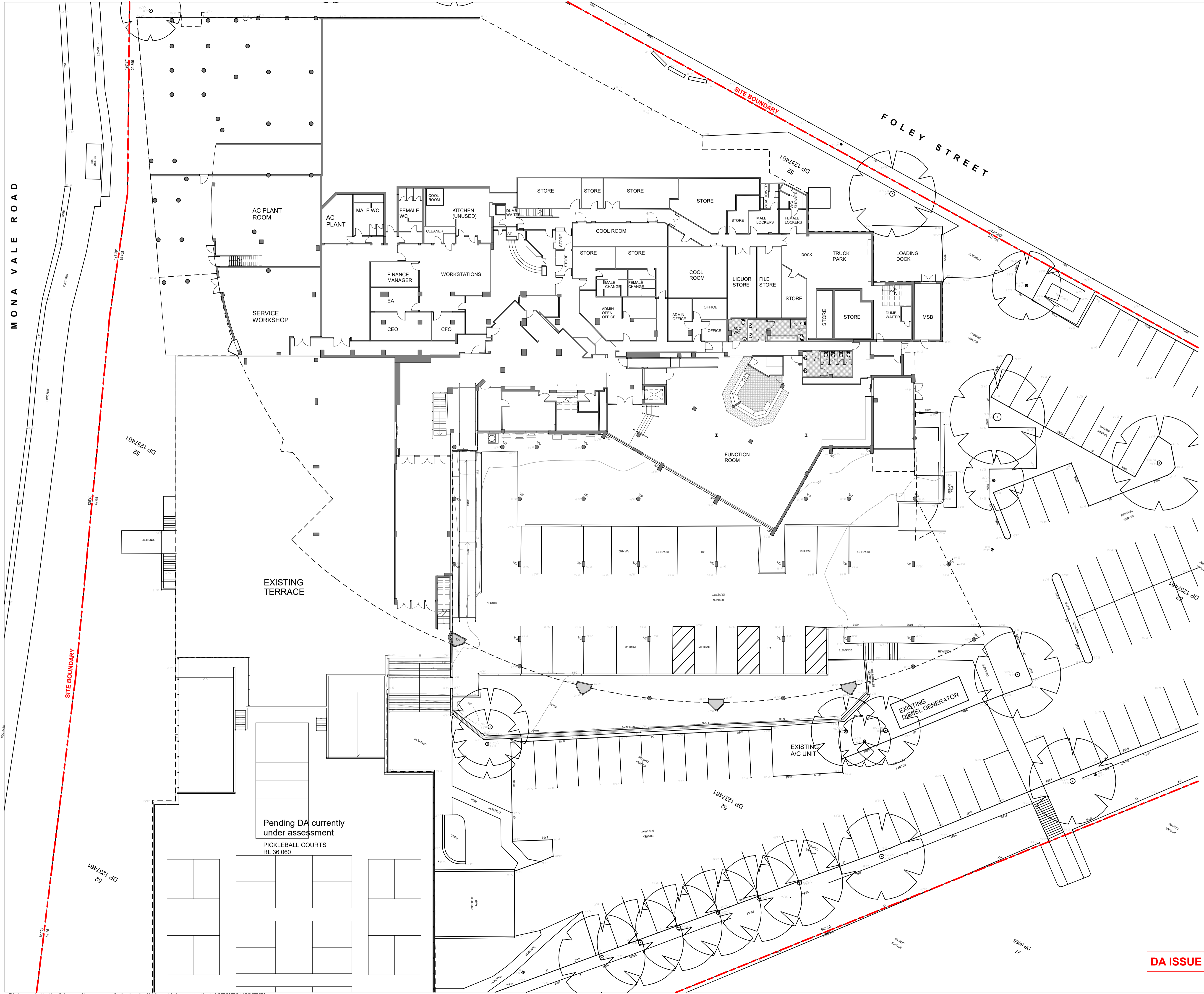
The Pittwater RSL Club is a popular community club, and the proposed upgrade scheme involves access improvements and some changes to the existing parking and circulation arrangements.

Assessment provided in this report has concluded that:

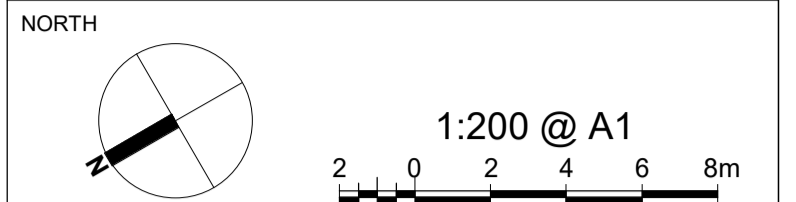
- ❖ the proposed parking provision will be adequate to accommodate the peak demands
- ❖ there will be no adverse traffic implications
- ❖ the vehicle access and internal circulation provisions will be suitable and appropriate.

Appendix A

Plans of Existing



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Pending DA currently under assessment
 PICKLEBALL COURTS
 RL 36.060

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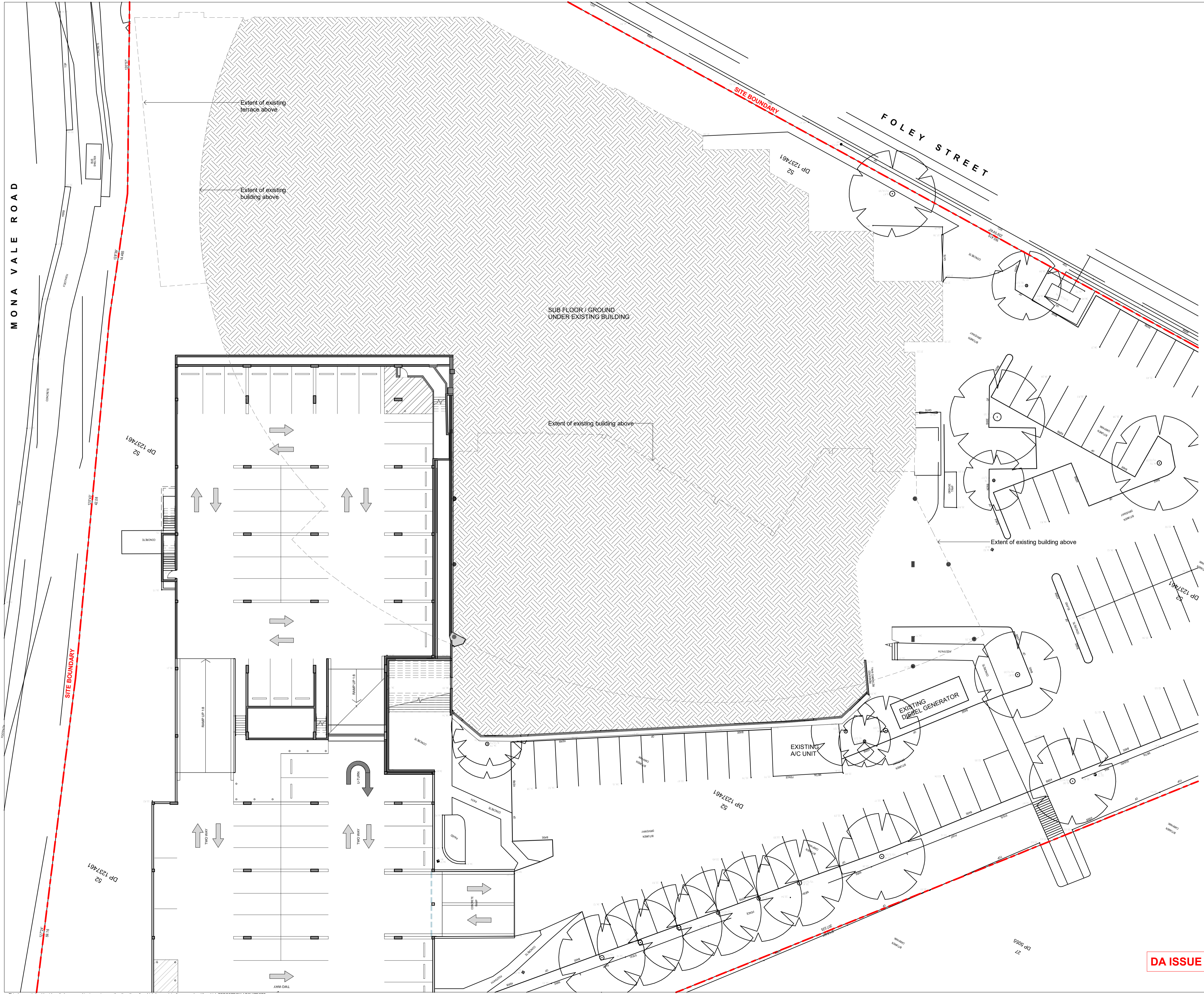
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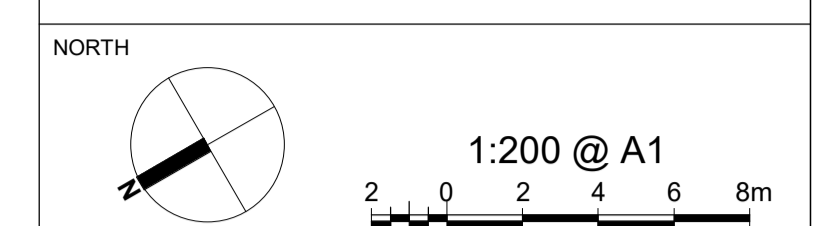
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PROJECT

**ALTERNATIONS & ADDITIONS
 TO PITTWATER RSL CLUB**

DRAWING

**EXISTING
 BASEMENT FLOOR PLAN**

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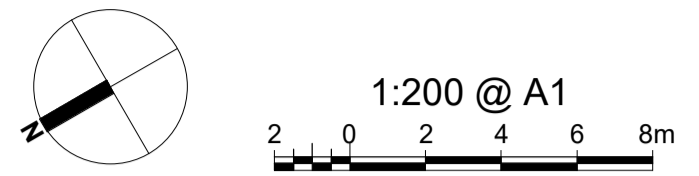
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NORTH

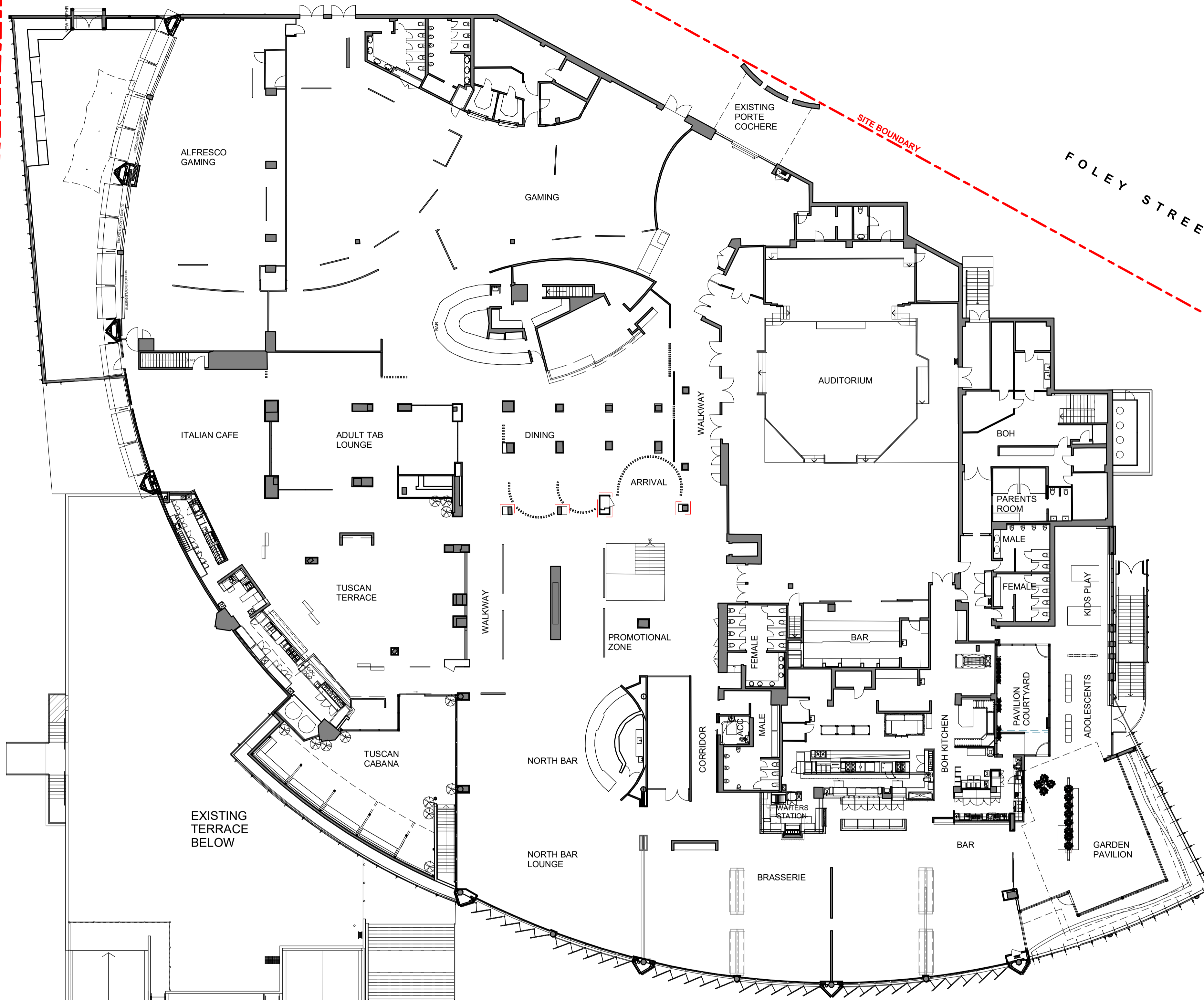


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EXISTING TERRACE BELOW

EXISTING PICKLEBALL COURTS BELOW

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PROJECT

**ALTERNATIONS & ADDITIONS
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DRAWING

**EXISTING
LEVEL 1 FLOOR PLAN**

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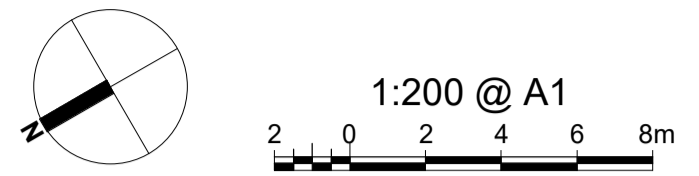
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NORTH

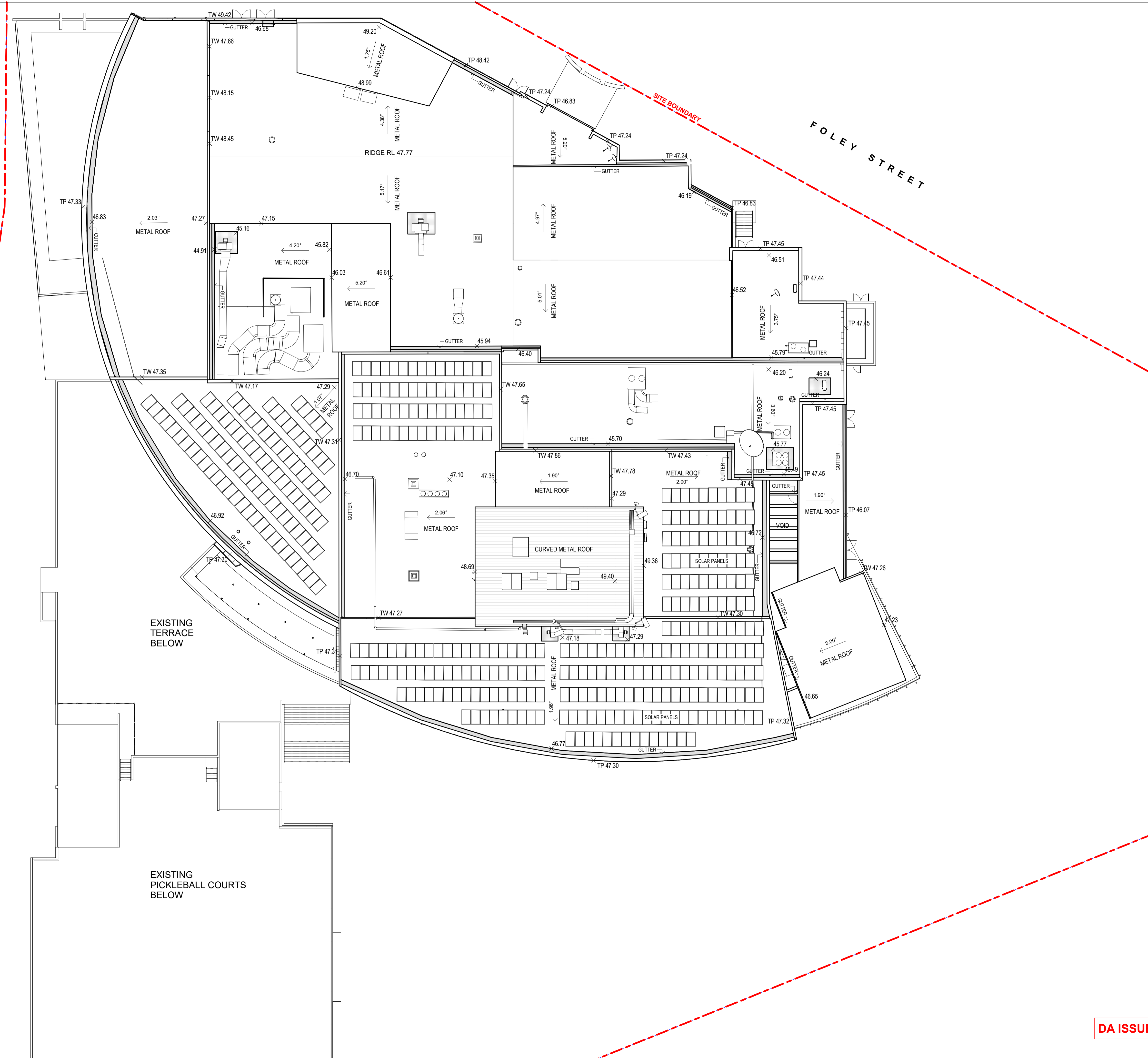


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FOLEY STREET

SITE BOUNDARY

SITE BOUNDARY

EXISTING TERRACE BELOW

EXISTING PICKLEBALL COURTS BELOW

DA ISSUE

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DRAWING
**EXISTING
 ROOF PLAN**

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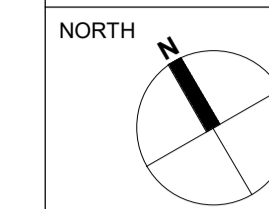
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Appendix B

Development Plans



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 - EXISTING WALLS & STRUCTURE TO REMAIN

| | | |
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| A | 24.10.24 | DA ISSUE |
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| REVDATE | DESCRIPTION |
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|---------|-------------|

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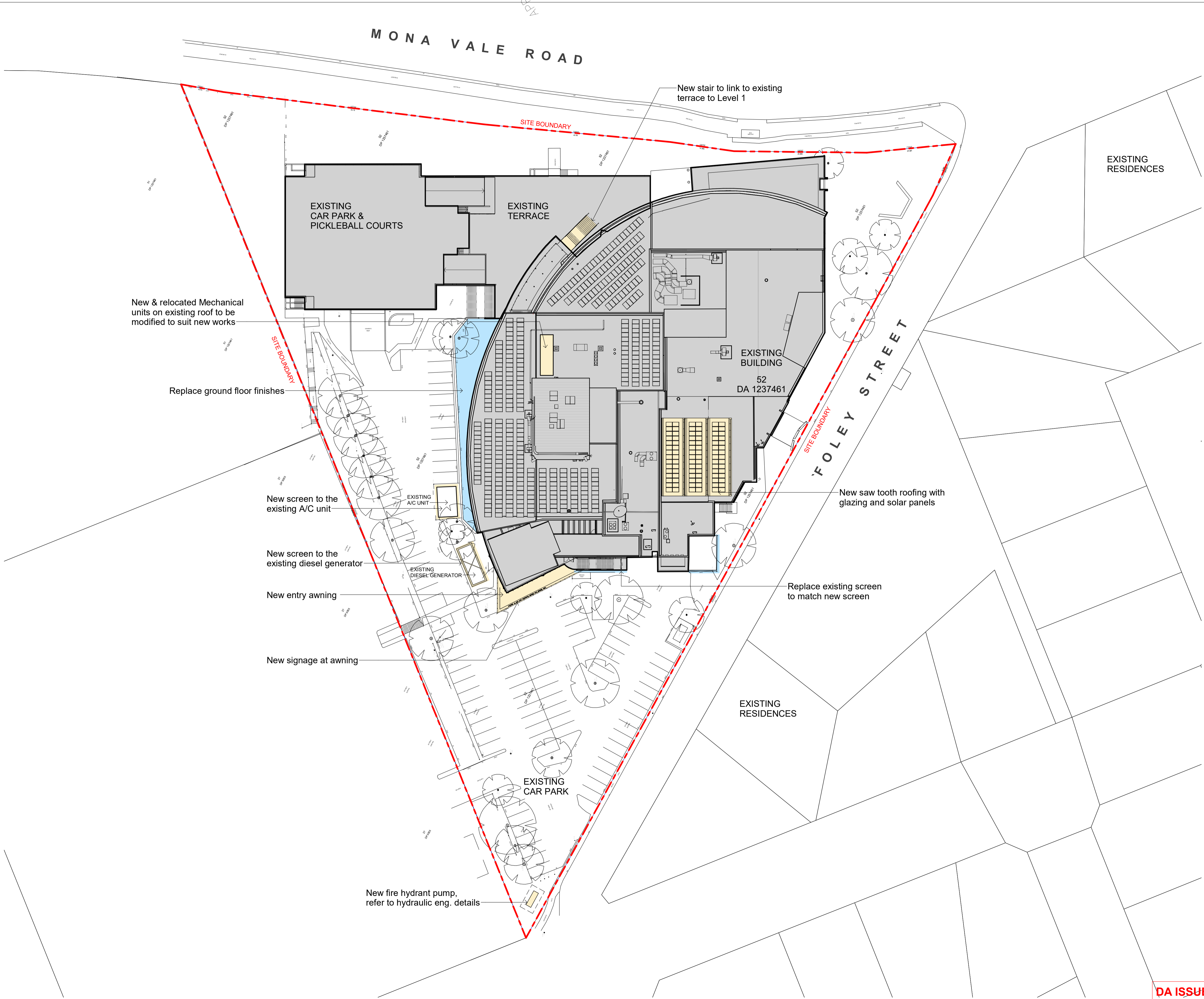
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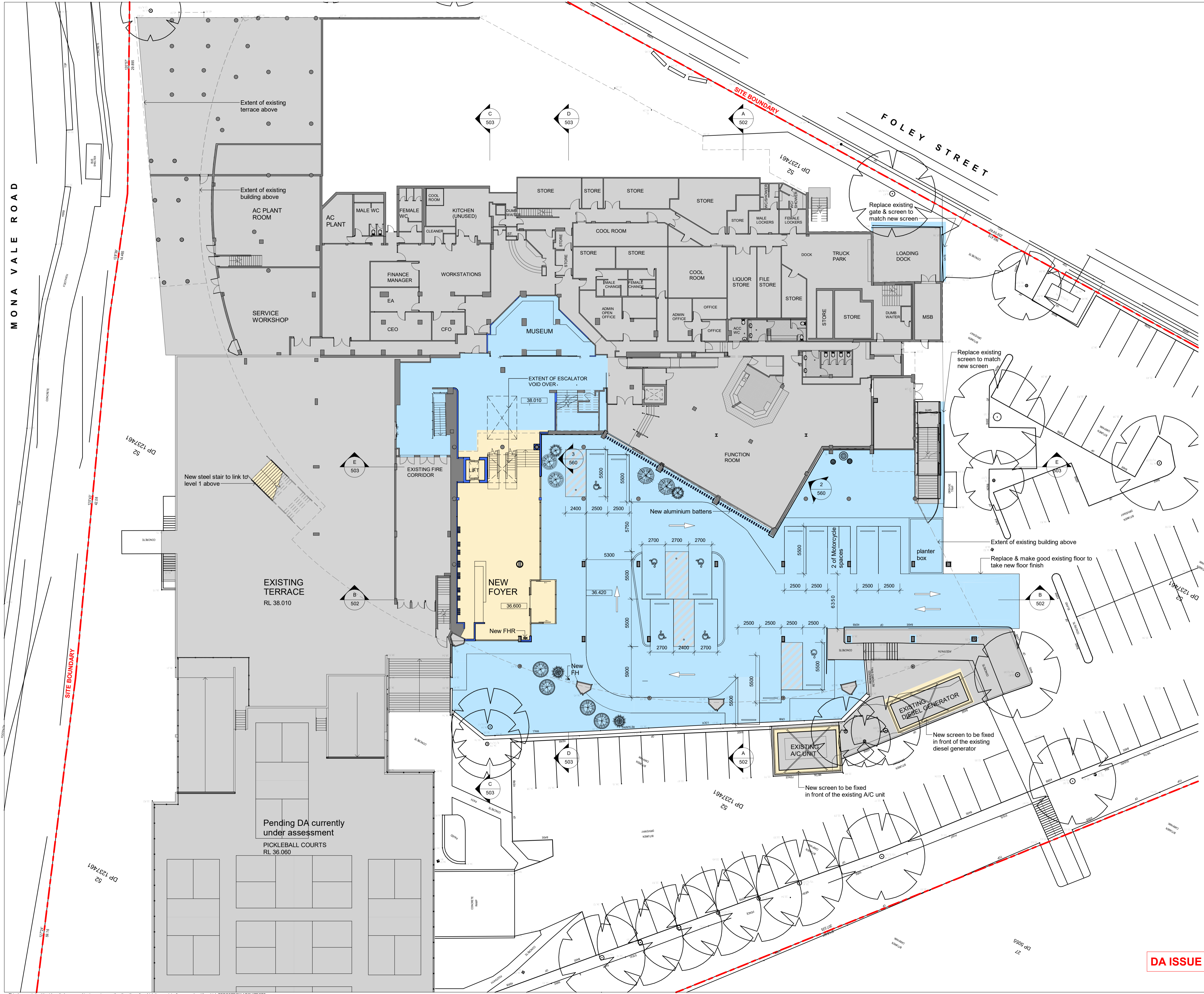
PROJECT
**ALTERNATIONS & ADDITIONS
 TO PITTWATER RSL CLUB**

DRAWING
SITE PLAN

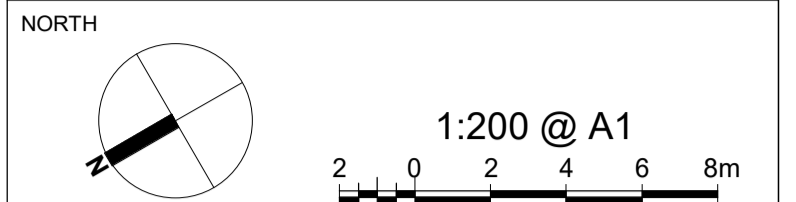
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| SCALE | DRAWING NO. | REVISION |
| | NTS DA-001 | A |
| JOB NUMBER | DRAWN BY | DATE |
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DA ISSUE





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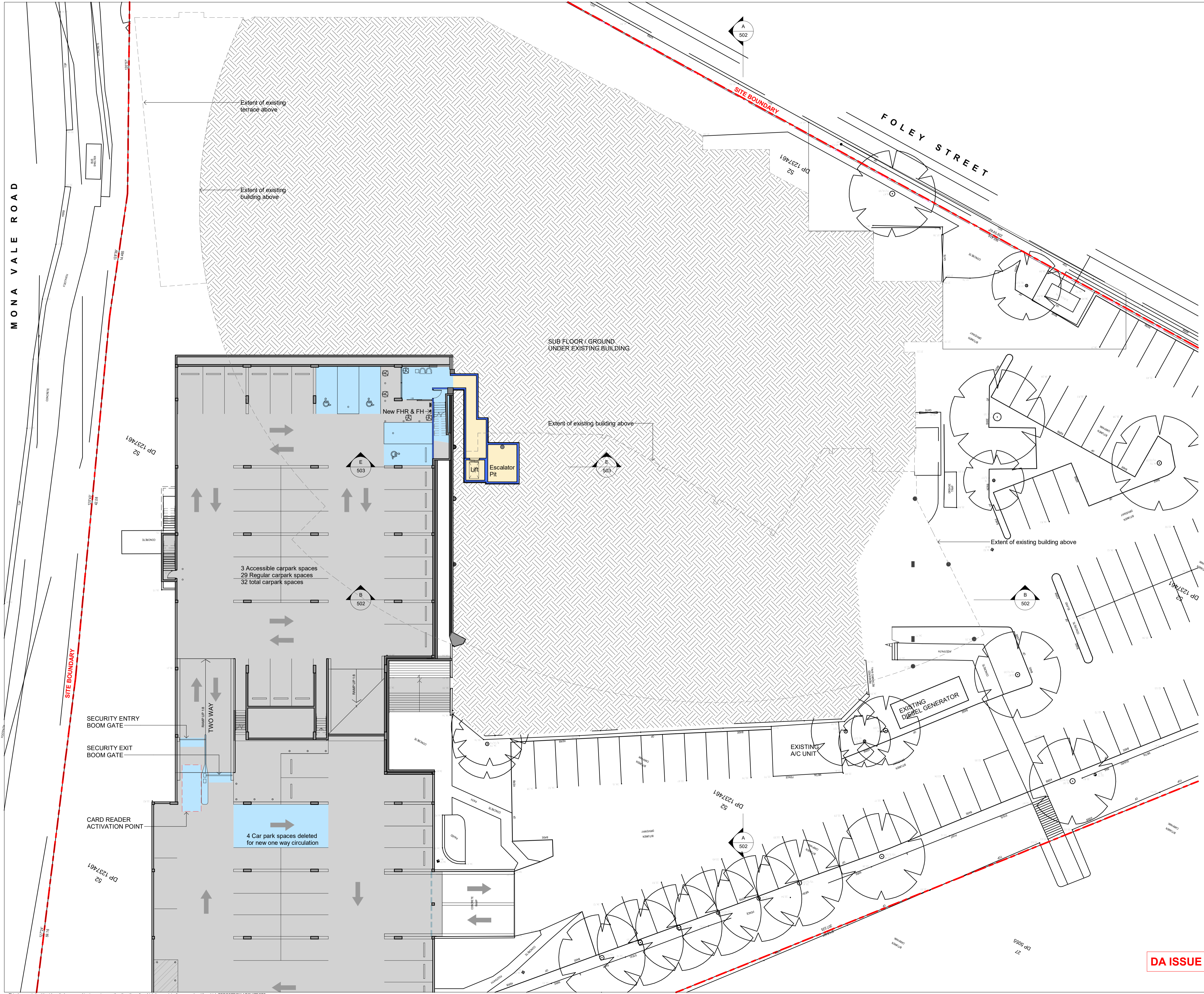
PROJECT
ALTERNATIONS & ADDITIONS TO PITTWATER RSL CLUB

DRAWING
PROPOSED GROUND FLOOR PLAN

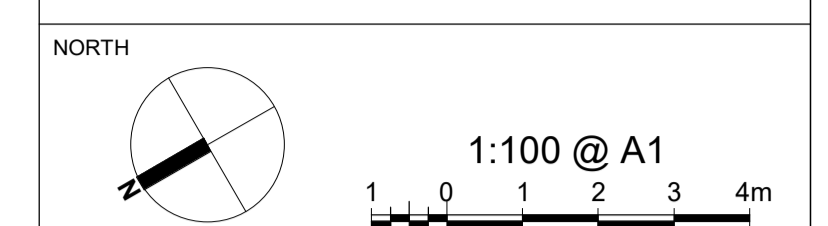
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| SCALE | DRAWING NO. | REVISION |
| 1:200 @ A1 | DA- 120 | A |
| JOB NUMBER | DRAWN BY | DATE |
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PROJECT
ALTERNATIONS & ADDITIONS TO PITTWATER RSL CLUB

DRAWING
PROPOSED BASEMENT FLOOR PLAN

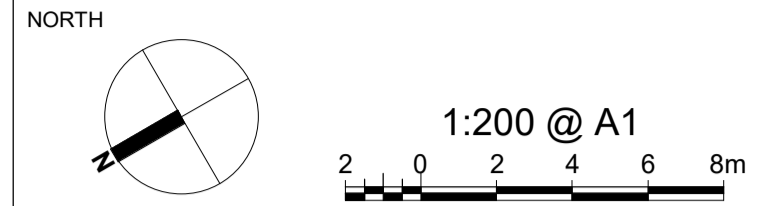
| SCALE | DRAWING NO. | REVISION |
|------------|-------------|-----------|
| 1:100 @ A1 | DA- 110 | A |
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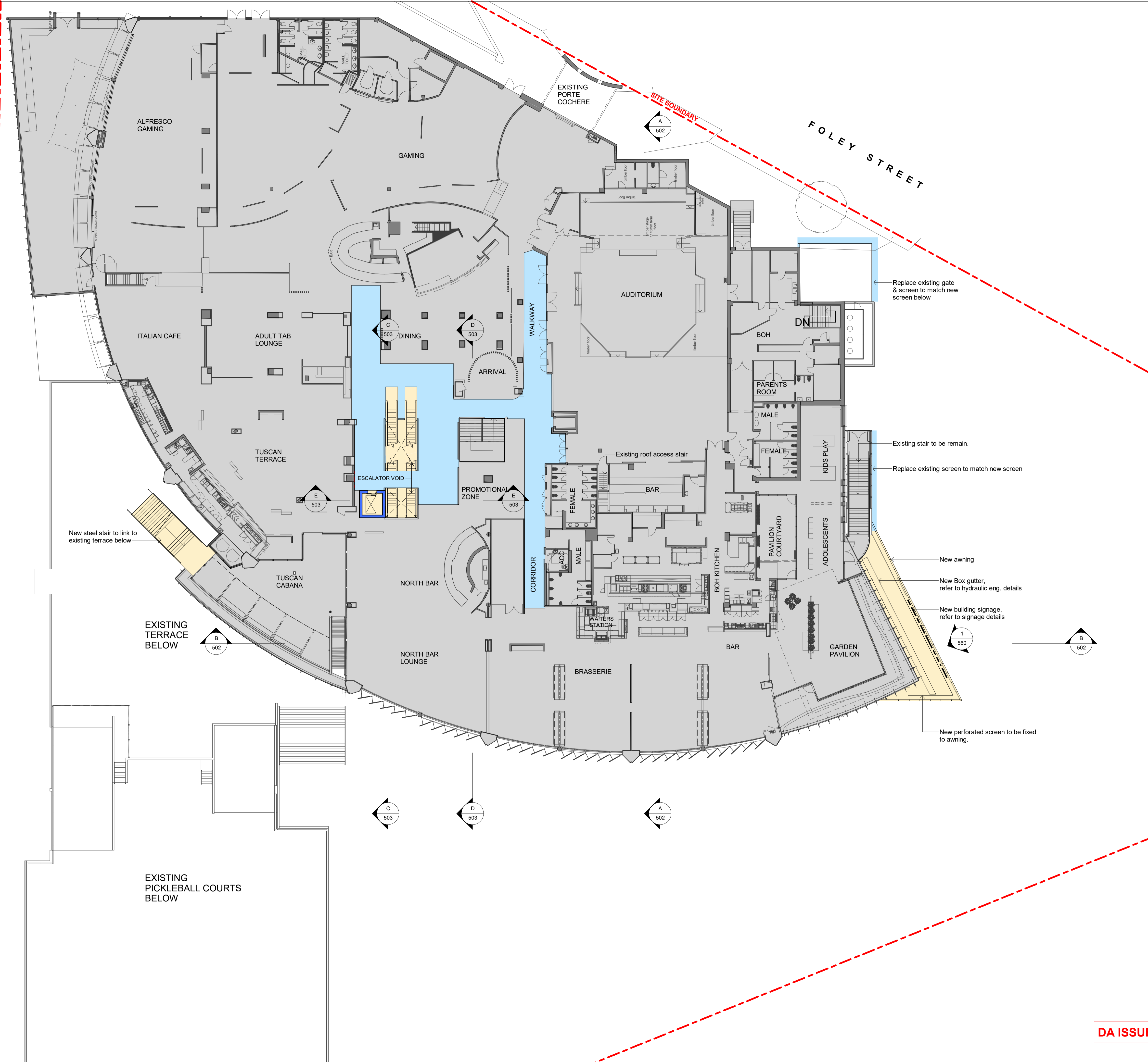


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PROJECT
**ALTERNATIONS & ADDITIONS
TO PITTWATER RSL CLUB**

DRAWING
**PROPOSED
LEVEL 1 FLOOR PLAN**

SCALE 1:200 @ A1 DRAWING NO. DA-130 REVISION A

JOB NUMBER 23-003 DRAWN BY DATE

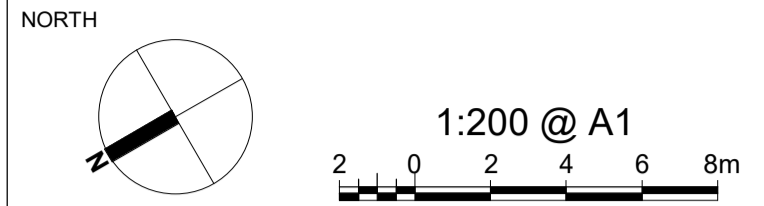
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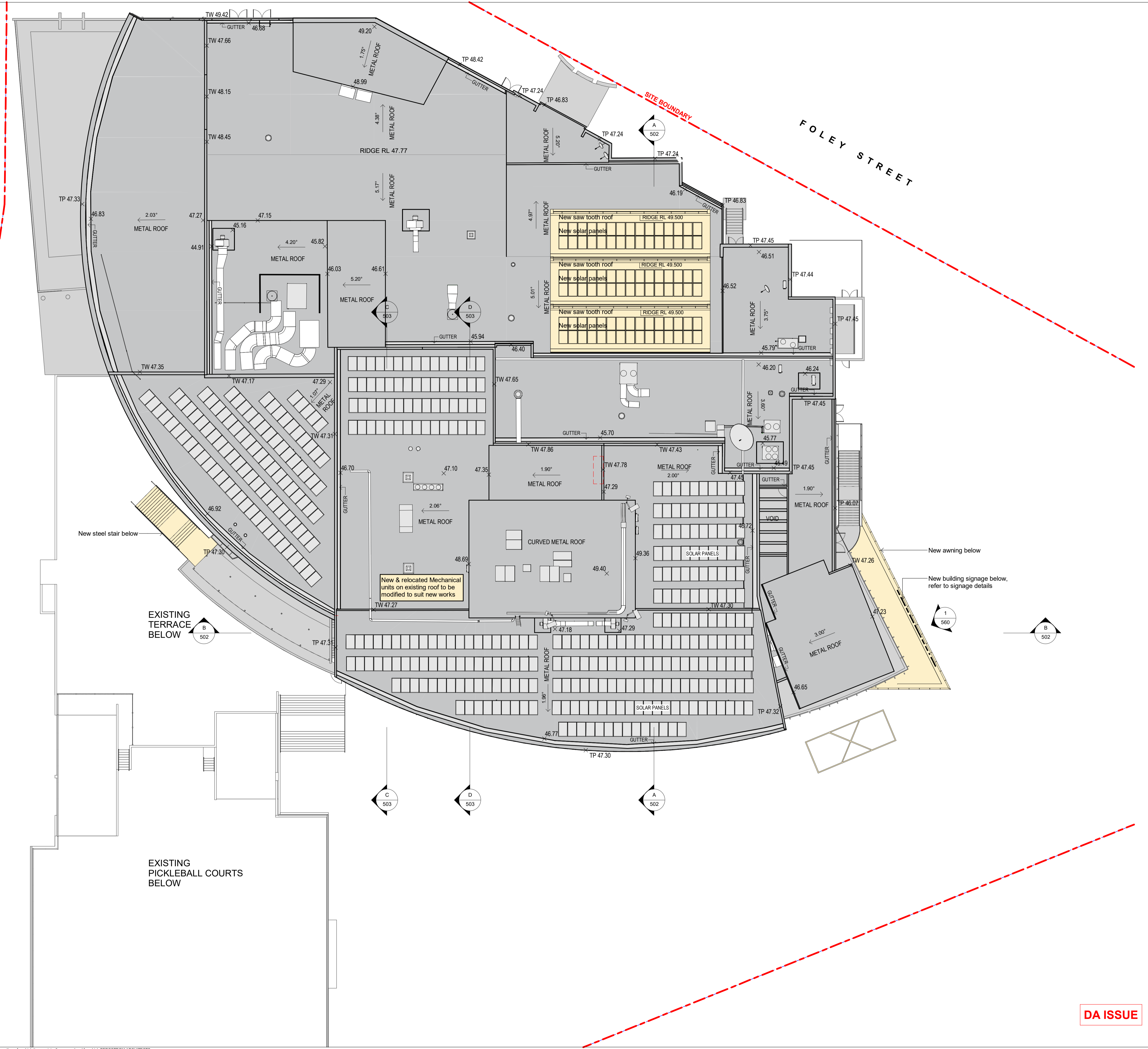
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PROJECT
**ALTERNATIONS & ADDITIONS
TO PITTWATER RSL CLUB**

DRAWING
**PROPOSED
ROOF PLAN**

| SCALE | DRAWING NO. | REVISION |
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| 1:200 @ A1 | DA- 140 | A |
| JOB NUMBER | DRAWN BY | DATE |
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Appendix C

Parking Survey Results



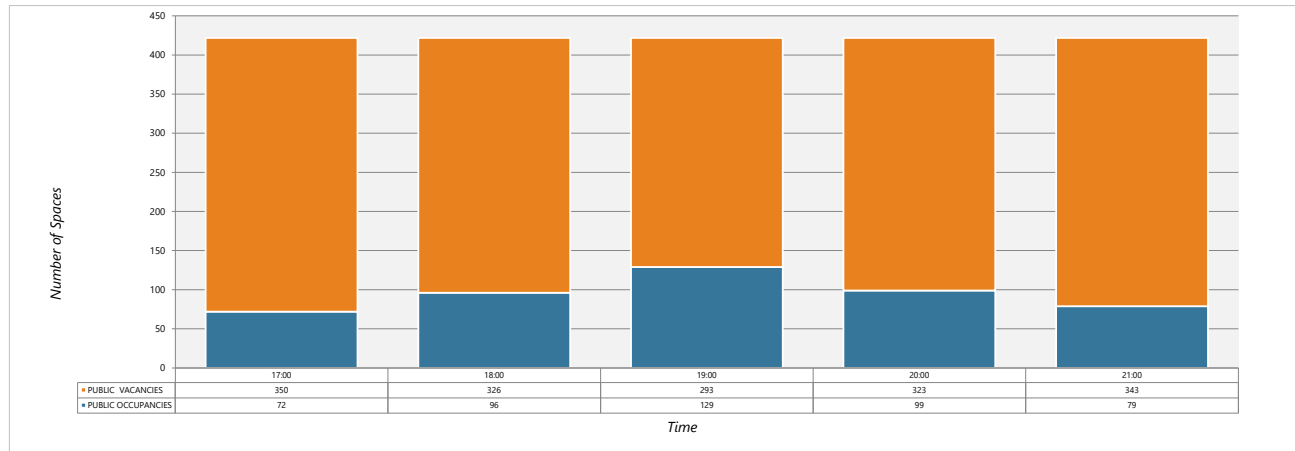


Parking Occupancy Survey

| | |
|------------------|--------------------------|
| Date: | Friday, 6 September 2024 |
| Location: | Pittwater RSL Club |
| GPS: | -33.677985, 151.292593 |
| Weather: | Fine |
| Customer: | |

| Public Parking (1/0) | Map Ref | Street | Section | Side | Restriction | Clear Way | Capacity | Parking Occupancy | | | | |
|-----------------------------|---------|------------------------|---------------------------|------|--------------|-----------|----------|-------------------|------------|------------|------------|------------|
| | | | | | | | | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 |
| 1 | | Pittwater RLS Car Park | Multi Level Car Park | | Unrestricted | | 93 | 18 | 25 | 36 | 32 | 24 |
| 1 | | | | | Disabled | | 1 | 0 | 0 | 1 | 1 | 1 |
| 1 | | | RSL Site Parking | | Disabled | | 18 | 10 | 13 | 14 | 11 | 15 |
| 1 | | | | | Unrestricted | | 116 | 41 | 56 | 75 | 53 | 39 |
| 1 | | | Market - On Grade Parking | | Unrestricted | | 192 | 3 | 2 | 3 | 2 | 0 |
| 1 | | | | | Disabled | | 2 | 0 | 0 | 0 | 0 | 0 |
| PUBLIC CAPACITY | | | | | | | | 422 | 422 | 422 | 422 | 422 |
| PUBLIC OCCUPANCIES | | | | | | | | 72 | 96 | 129 | 99 | 79 |
| PUBLIC VACANCIES | | | | | | | | 350 | 326 | 293 | 323 | 343 |
| PUBLIC % OCCUPANCIES | | | | | | | | 17% | 23% | 31% | 23% | 19% |

not available for public parking



TRANS TRAFFIC SURVEY

trafficsurvey.com.au

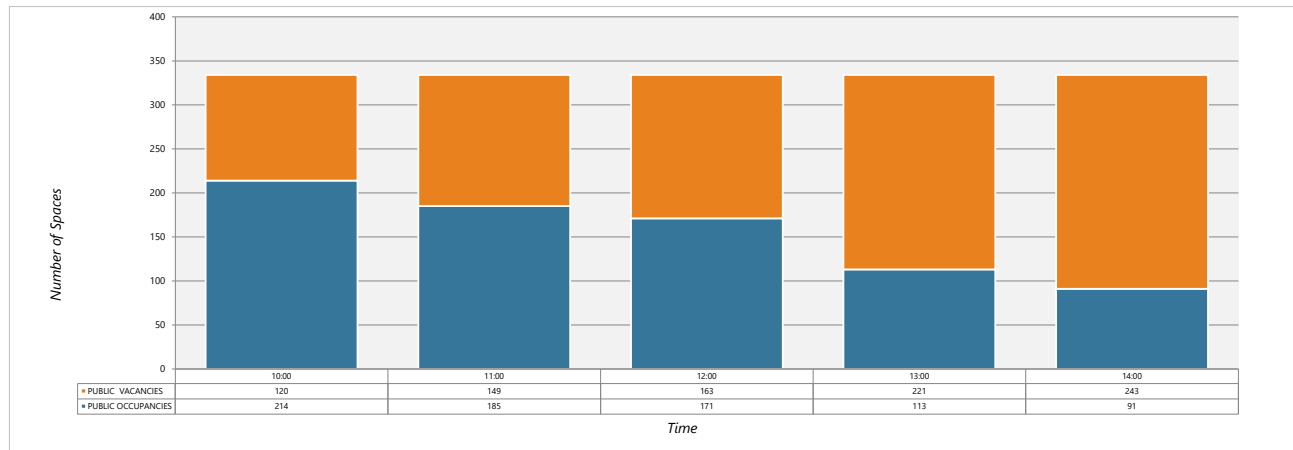


Parking Occupancy Survey

| | |
|------------------|-------------------------|
| Date: | Sunday 8 September 2024 |
| Location: | Pittwater RSL Club |
| GPS: | -33.677985, 151.292593 |
| Weather: | Fine |
| Customer: | |

| Public Parking (1/0) | Map Ref | Street | Section | Side | Restriction | Clear Way | Capacity | Parking Occupancy | | | | |
|-----------------------------|---------|------------------------|---------------------------|------|--------------|-----------|----------|-------------------|------------|------------|------------|------------|
| | | | | | | | | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 |
| 1 | | Pittwater RLS Car Park | Multi Level Car Park | | Unrestricted | | 93 | 21 | 12 | 13 | 16 | 22 |
| 1 | | | | | Disabled | | 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | | | RSL Site Parking | | Disabled | | 18 | 2 | 9 | 6 | 7 | 12 |
| 1 | | | | | Unrestricted | | 116 | 99 | 77 | 77 | 42 | 49 |
| 1 | | | Market - On Grade Parking | | Unrestricted | | 104 | 90 | 85 | 74 | 48 | 8 |
| 1 | | | | | Disabled | | 2 | 2 | 2 | 1 | 0 | 0 |
| PUBLIC CAPACITY | | | | | | | | 334 | 334 | 334 | 334 | 334 |
| PUBLIC OCCUPANCIES | | | | | | | | 214 | 185 | 171 | 113 | 91 |
| PUBLIC VACANCIES | | | | | | | | 120 | 149 | 163 | 221 | 243 |
| PUBLIC % OCCUPANCIES | | | | | | | | 64% | 55% | 51% | 34% | 27% |

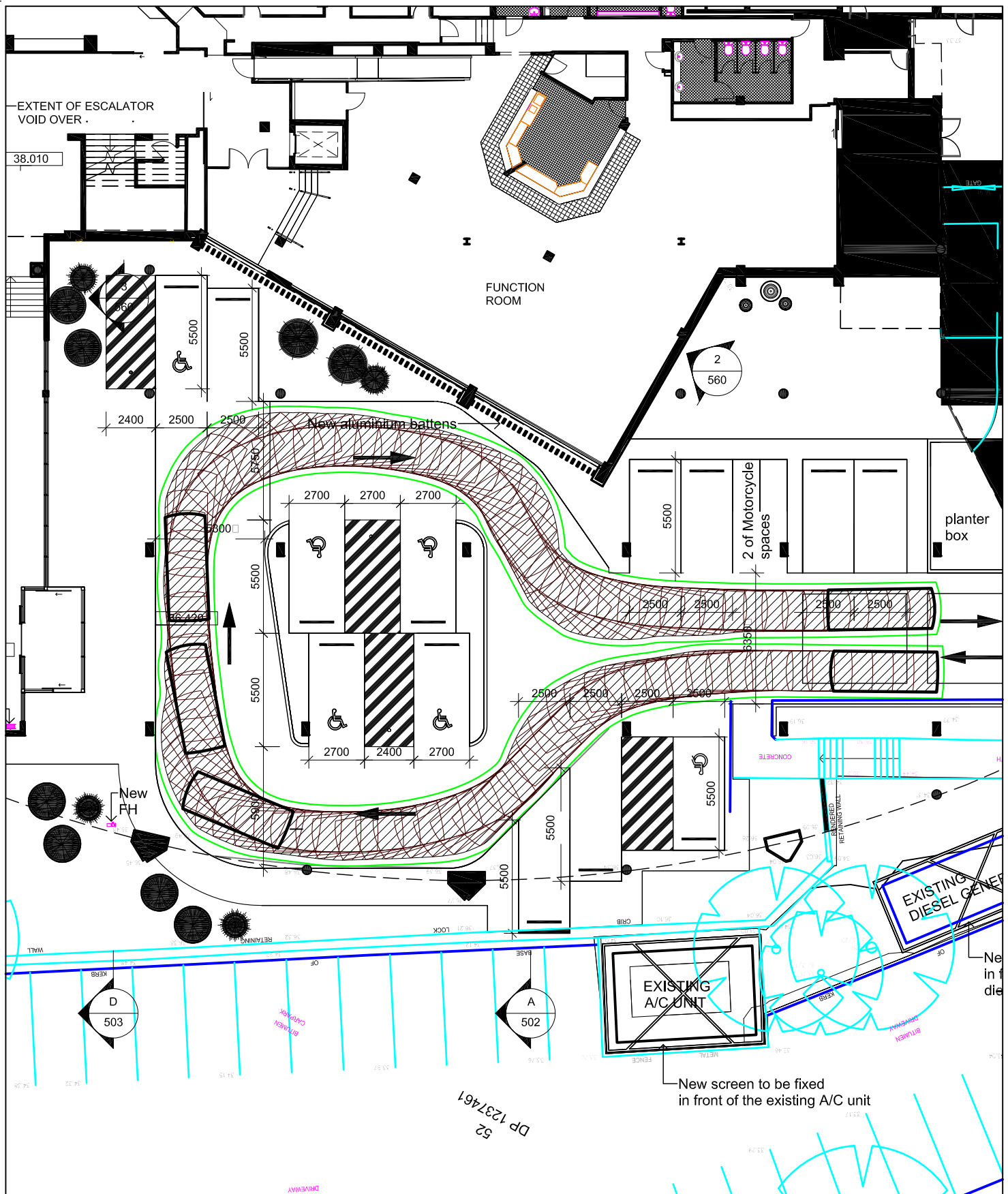
not available for public parking



Appendix D

Turning Path Assessment



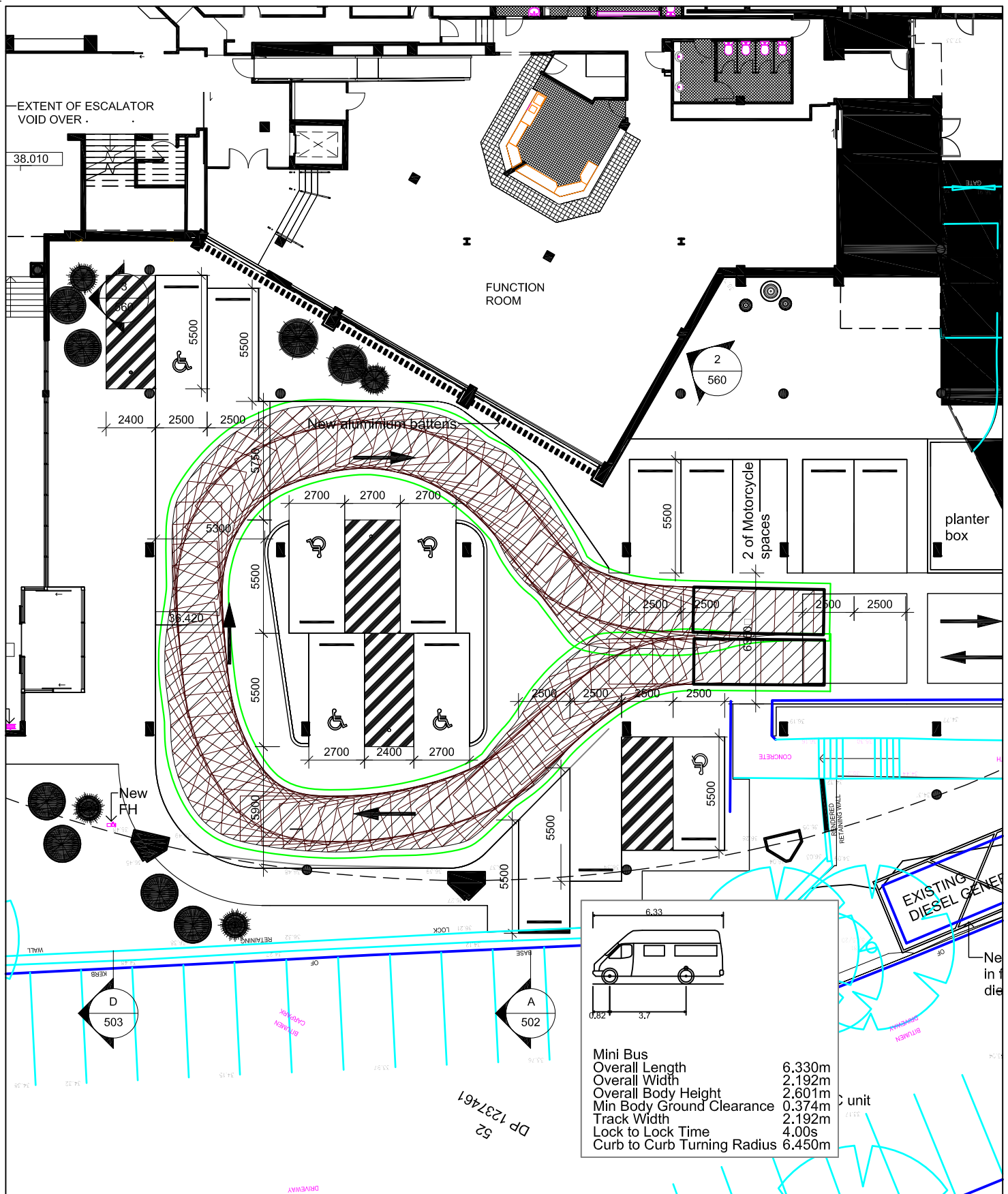


NOTE

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

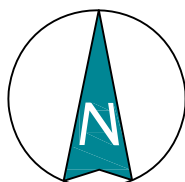


**SWEPT PATH ANALYSIS
OF A 99th PERCENTILE
VEHICLE ACCESSING THE
PORTE COCHERE**

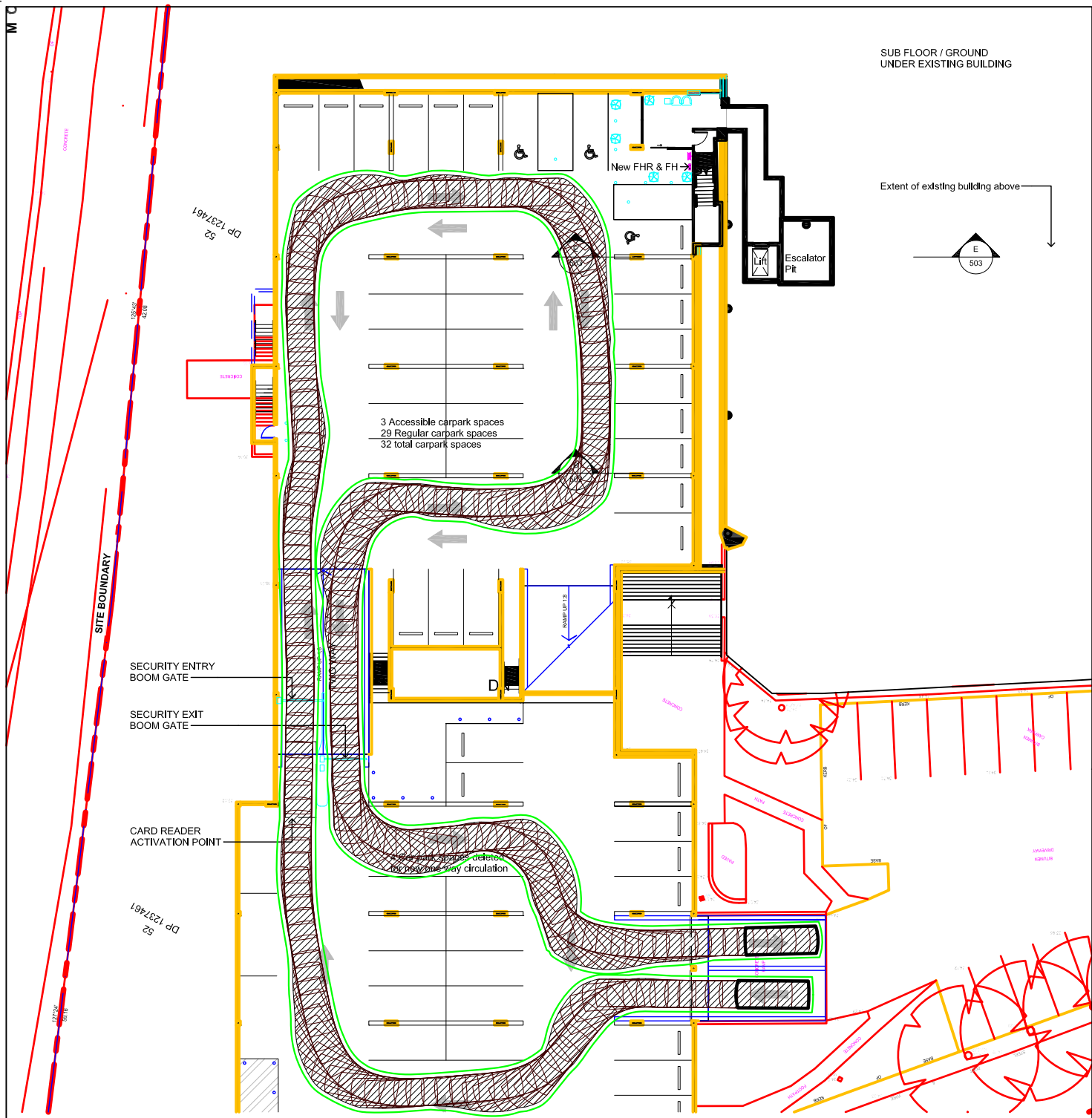


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**SWEPT PATH ANALYSIS
OF A 6.33m MINIBUS
ACCESSING THE PORTE
COCHERE**



NOTE

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**SWEPT PATH ANALYSIS
OF 99th PERCENTILE VEHICLE
CIRCULATING THE SITE**

SP 3