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APPENDIX D

Technical Design Note

Project: Proposed alterations to North Cronulla Surf Life Saving Club

Subject: Traffic and Parking impacts

Date: 31st January 2018

Having completed our site work and meeting for the above project and have reviewed the operations associated with the existing club together with the proposed upgrade and expansion of the North Cronulla SLSC off Gerrale Street, Cronulla, we provide the following information regarding the potential traffic impacts associated with the project.

Existing Situation

The site is located off Gerrale Street in Cronulla with vehicle access off Mitchell Road and Prince Street. There is no parking within the club with existing patrons of the club; together with general beach goers in the area, as well as local residents utilising the adjacent public car park located along Mitchell Road / Prince Street and the sealed car park on the corner of Mitchell Road and Prince Street.

Vehicle access to the site is provided off Prince Street, with vehicle access provided to the driveway in front of the existing building as well as The Esplanade that runs along the front boundary of the site. The access to the front of the club allows for smaller service vehicle access as well as access for rescue boats and surf rowing boats. The access along The Esplanade is utilised by larger service vehicles which include Council refuse collection vehicles, larger delivery vehicle that service the existing club as well as a one-way route through to Perryman Square to the south (and then through to Gerrale Street).

The club has a number of existing facilities within the building and its immediate surrounds, which include a pool to the rear, club rooms, bar / function area and a café area fronting The Esplanade.

Proposed Changes

The proposal allows for some partial demolition works with a new first floor commercial tenancy area which may be leased out as a restaurant, function centre, retail shop/bar/café etc. There is a single ground floor food kiosk that could operate separately from the first floor tenancy. The existing Council amenities and a garbage bin store area will remain within the overall building footprint.

As part of the changes, a service area will be provided to the rear of the building with access via a new driveway that runs along the boundary of the building, allowing for access to the grease arrestor. This area will also be used for delivery and loading of supplies for the function facility and other areas within the building as required.

Parking Impacts

Whilst the additional development on the site could generate increased parking demands, it can be seen that the site forms an integral part of the beach side precinct, where by people visit the area and utilise a number of entertainment options with the subject site being one of them. The proposed kiosks will form part of the overall generator of people and traffic to the precinct and will not be an individual generator of traffic or parking demands.

The major potential generator of additional parking demands would be the commercial lease area on Level 2 of the building, which will replace the existing function area within the club building. The proposed new function room could be used for a wide range of functions, including weddings, private parties and work functions such as seminars. These events will occur during the normal working week as well as over the weekend. When reviewing the potential parking demands for the new function room, the following points should be noted:

1. Mid-week parking demands in the general locality of the site is much lower than the weekend, and observations on site during a typical early summer mid-week working day shows that the public parking in the locality is not fully utilised and the on-street parking in the locality is not full;
2. The building is within 1,000 metres of the railway station in Cronulla, which provides access to the greater railway network on Sydney and would appeal to patrons of the building and the precinct;
3. If the new area is used as a café / restaurant open to member of the public then these patrons are already visiting the precinct area and form part of the parking demand in the locality;
4. Large functions in the building would typically allow for significant sharing of trips, with car pooling (family or friends) as well as potentially charter bus use. This would generate lower parking demands overall for the function room;
5. The function room will often be fully used in the evening rather than the day time of a weekend. At this time the parking demands in the general locality of the subject site are much lower than the day time and as such, there will be a significant number of public parking spaces available in the locality of the site.

Overall, it is concluded that the proposed refurbishment and upgrade to the building will not be a major generator of traffic, and when the peak events occur, the use of public transport and private coaches would significantly reduce the potential parking demand. The potential parking demand is considered to be low for the majority of the time and at peak times, which could be in the evening, the public parking in the locality has low demands.

Servicing

Servicing demands for the proposed changes will be similar in pattern to the existing demands, however there will be more frequent deliveries required. For major functions in the new space there could be specific servicing demands, with these occurring at various times through the day and week. The majority of deliveries occur during the normal working week with very limited demands over a weekend when The Esplanade has its peak use.

To improve safety and reduce the potential conflicts, the deliveries will be made from the new loading bay to be provided on the western side of the building. This loading bay will be for the delivery of supplies. The design allows for trucks to reverse in to this area with a documented Plan of Management for this area to be agreed with Council. This area will be used by vehicles will be a maximum length of 10.5 metres. Deliveries would typically be 3-4 per week and only one vehicle at any one time, which will be managed under the Plan of Management for this area. Produce will be transferred from this loading bay to the building via an at-grade route with trolleys.

Other servicing requirements will include waste collection for general waste and recycling bins. These will be collected from the new loading zone to the rear of the site. Refuse collection trucks will access this loading zone via the new internal driveway. These collections will typically occur early in the morning and will therefore have minimal interaction with the general public either walking or driving in this location.

Please feel free to contact me on 4032-7979, or 0499 196 100, should you have any further queries.

Yours sincerely

Sean Morgan

Director

Attachment - *Site Photos*
- *Site plan and proposed loading arrangement*

Attachment- Site Photos

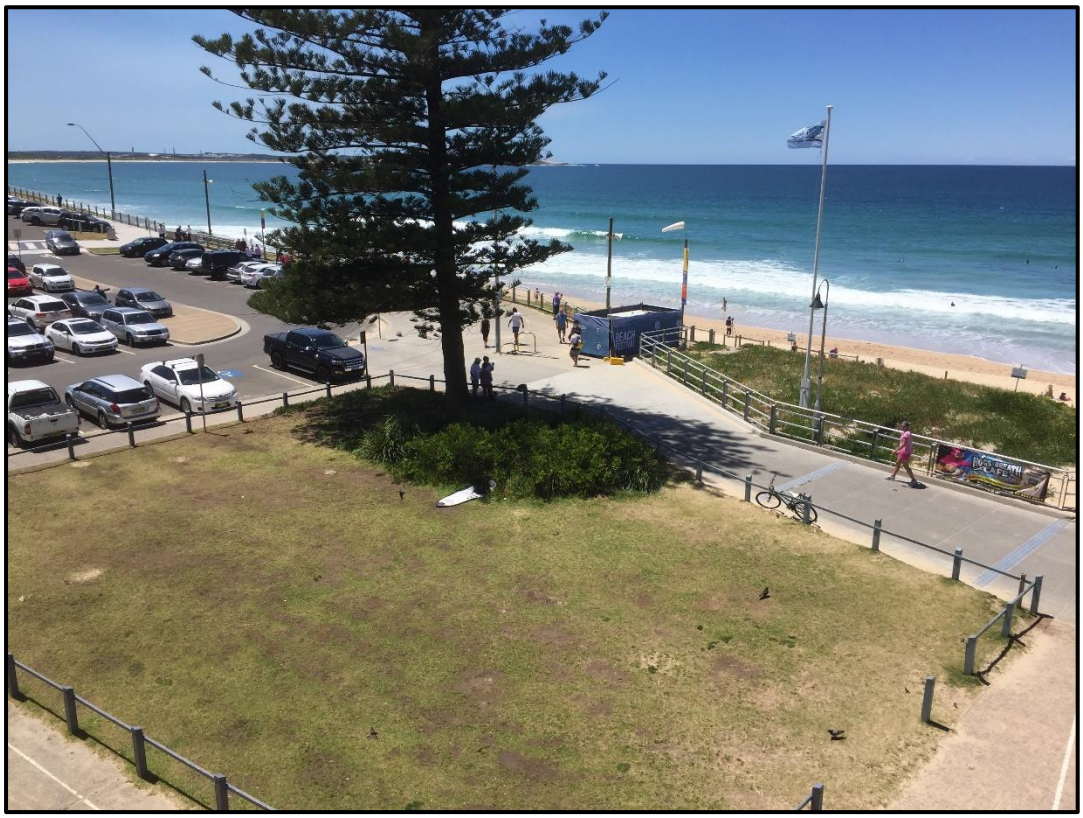

Photo 1 – View over public parking and driveway to front of existing building

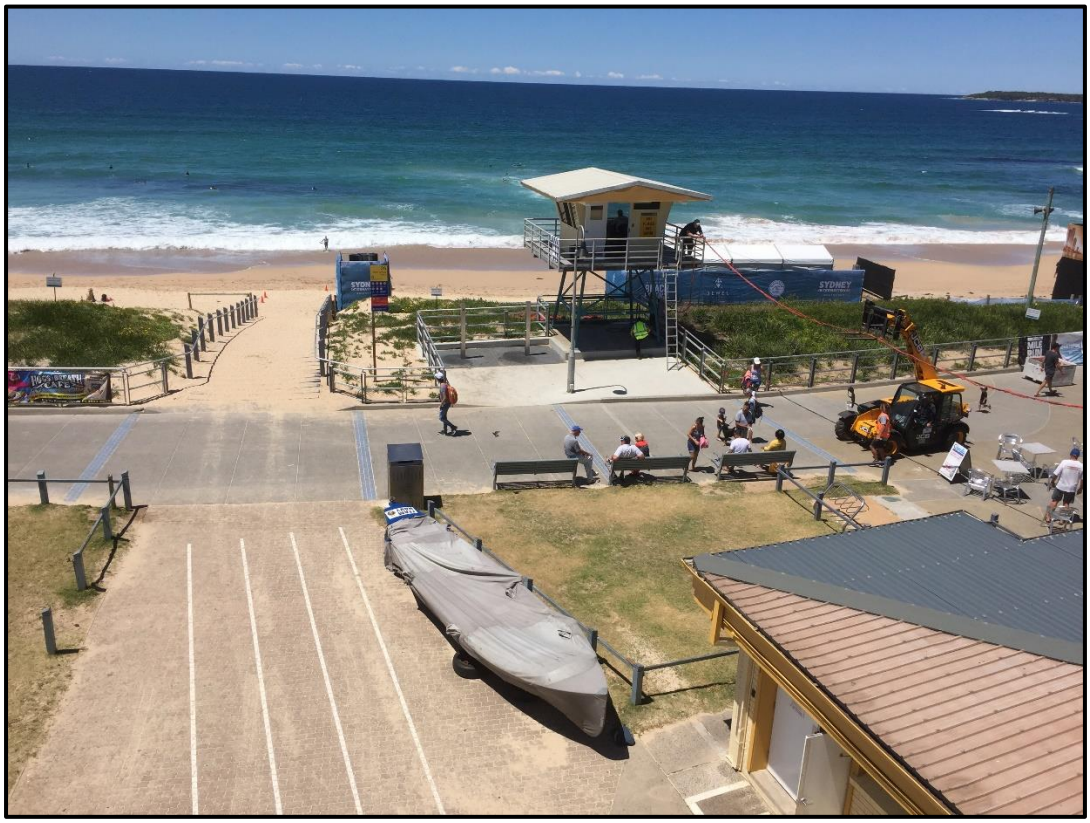

Photo 2 – View over existing club driveway which will allow for service vehicle parking

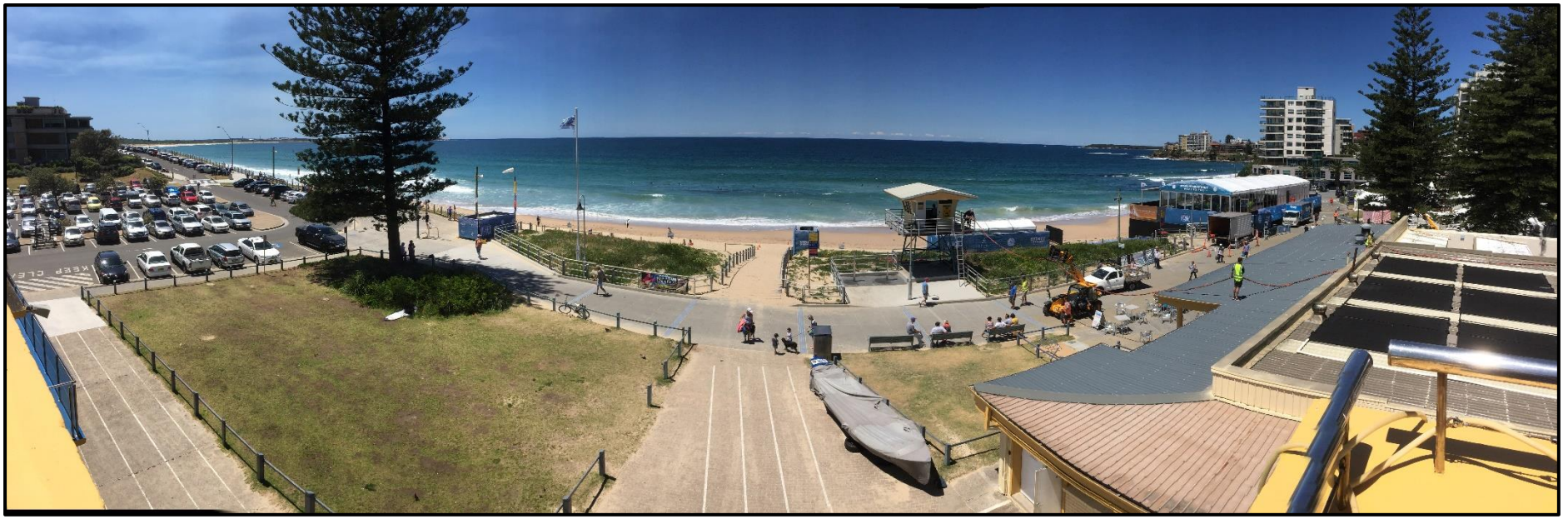

Photo 3 – Overall view along front of building showing driveway through to Perryman Square

Extract of Site Plan with Autoturn Simulation