Traffic Impact Assessment

Mona Vale Surf Life Saving Club

Prepared for Northern Beaches Council c/o Warren and Mahoney

30 October 2018

171328 TAAA

Structural
Civil
Traffic
Facade
Consulting
Engineers

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1 Introduction

Taylor Thomson Whitting (TTW) has been engaged by Northern Beaches Council c/o Warren and Mahoney Architects to provide traffic engineering advice to support the Development Application for the redevelopment of Mona Vale Surf Life Saving Club (SLSC) on Surfview Road, Mona Vale.

2 Existing Conditions

Mona Vale Surf Life Saving Club (the site) is located adjacent to Mona Vale Beach on the southern side of Surfview Road, refer to Figure 1. The site is relatively open with car parking to the north east, Apex Park to the north and west, an open grassed area to the south east, and Mona Vale beach to the south. Natural sand dunes are located along the land side of Mona Vale beach. Beyond the site is predominately residential land, with Mona Vale golf course and Mona Vale Hospital located to the south west.

Figure 1: Site location

3 Proposed Development

The proposed development consists of demolition of the existing buildings and reconstruction of a new two storey building. The new building will have a larger building footprint than the existing building and is generally located in the same position. Due to the constraints of the roads and the beach, the general gain in site area is to the south west of the building, within the open grassed area. Proposed architectural visualisations are shown in Figure 2 and Figure 3. The proposed architectural plans area also included in Appendix A.

Figure 2: Proposed development visualisation from south-west

Figure 3: Proposed development visualisation from north-east

4 Trip Generation

The majority of vehicle movements around the site are generated by visitors to Mona Vale Beach. Peak demand typically occurs on the weekend with higher traffic volumes and parking demand. Users of the existing club are typically beach visitors, using the Club for provision of additional facilities and amenities. Few users would be travelling to the area solely to the visit the Club.

A summary of existing and proposed facilities at the Club is given in Table 1.

Table 1: Facilities of existing and proposed development

Existing facilities	Additional facilities proposed
Ground floor • Public amenities - male and female • Club member amenities - male and female • Storage rooms • First Aid room • Office • Gym • Café • Café storage	**Ground floor** • Public amenities - Accessible • Nippers shop • Nippers canteen • Lifeguard room • Patrol room • Lifeguard storage • Waste bin storage • Mona Vale boardriders storage • Wash-down bay
First floor • Function room and bar • Caretakers room • Kitchen	**First floor** • Meeting room • Lifeguard observation room • Club member amenities - male, female and accessible amenities • Lift • Restaurant and commercial kitchen

While the proposed development introduces additional facilities which will attract visitors to the Club, these facilities will continue to provide services for beach visitors. The facilities are not expected to attract additional visitors (and therefore trip generation) to the local area. Rather, the Club will experience increased usage by existing beach visitors.

Provision of additional facilities as listed above is therefore expected to have no noticeable impact on trip generation and traffic conditions.

5 Parking

Between Darley Street East and Seabeach Avenue there are approximately 300 car parking spaces servicing the beachside area. Parking is provided in a mixture of arrangements including angled street parking, parallel street parking, and a main car park providing approximately 260 spaces.

There are currently 14 angled spaces along the frontage of the existing Club house, 1 of which is an accessible space.

The Pittwater DCP does not provide a recommended parking rate for clubs / recreational facilities, and the RMS Guide to Traffic Generating Developments also refers to site-specific assessments for this type of facility. A review of available historical imagery from Nearmap during peak summer holiday periods demonstrates good spare capacity in the main car park, indicating that the existing provision of parking is adequate with additional capacity.

The placement of proposed new landscaping and access arrangements for the Club will result in the loss of up to 3 car parking spaces on the site frontage. Given the high capacity of beach parking in the vicinity of the site and good availability during general usage, this minor loss of spaces is deemed negligible. There shall be no change to accessible parking provision, with 1 accessible space to be retained (and relocated from existing position).

The Pittwater DCP provides bicycle storage rates for residential development and business/industrial development. No guidance is provided for club/recreational facilities. Nevertheless, it is proposed to provide 4 bicycle racks as per general guidance for business developments. The club provides separate male and female amenities areas which can be used for end-of-trip requirements of any staff choosing to cycle to the site.

6 Site Access

Site access will be retained from Surfview Road, with a number of operational access points at three vehicle crossovers with No Parking zones.

Two crossovers will provide access to boat/equipment storage areas in the centre of the site, one of which is existing and one of which will be new. One crossover at the north end of the site will represent a reduction of an existing vehicle crossover with double access doors to a single access, allowing for some additional on-street parking to be reclaimed. This access point will allow for access to the bin storage area and bin collection operations.

Emergency vehicles will be able to use a number of possible stopping areas as required, including the existing Emergency Area, the various No Parking zones, or potentially the extended footpath area outside the main entry if necessary (via a mountable kerb).

A summary of access points and emergency parking locations is shown in Figure 4.

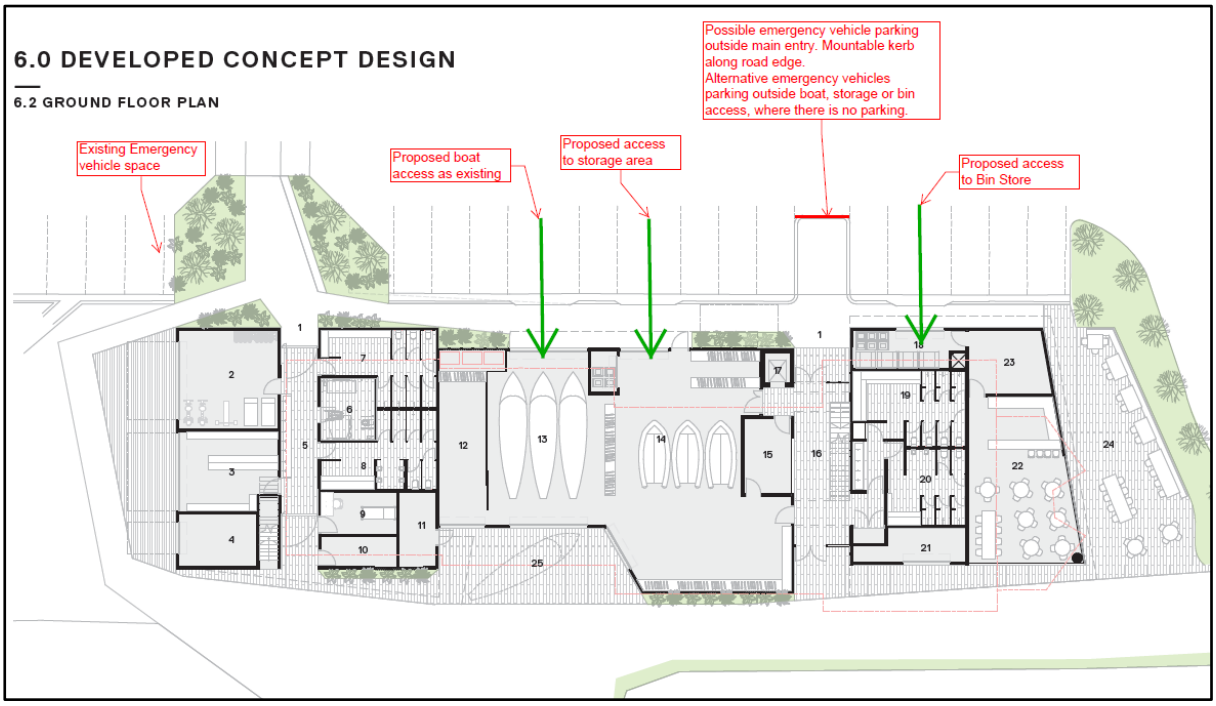

Figure 4: Proposed vehicle access

A pedestrian footpath connection along the full northwest face of the building (with good connection to the beach, café, and zebra crossing) will provide improved facilities for pedestrians and assist in taking movements off the roadway.

Safe pedestrian movements will be maintained at the existing marked pedestrian zebra crossing. Proposed new landscaping adjacent to the crossing must ensure that sight lines are not obscured, by providing low landscaping only.

7 Construction Traffic Management

This section of the report provides high-level detail on expected construction traffic management procedures. A detailed Construction Traffic Management Plan (CTMP) will be required to be developed by the builder prior to approval of the Construction Certificate.

Construction vehicles are expected to approach the site along Darley Street East, from the signalised intersection at Barrenjoey Road. A right-turn bay (approx. 50m) and dedicated right-turn movement allow for safe and effective movement of vehicles into Darley Street East. Barrenjoey Road provides three lanes in each direction, with two lanes in each direction on Darley Street East, which is expected to provide generous turning space for construction vehicles. Construction vehicles would exit the area via Darley Street East (signalised, all movements) or Seabeach Avenue (Give Way, southbound / left only) dependent on the construction access and compound arrangements. There is no requirement for construction vehicles to approach from or depart to the north due to the residential nature of the area.

Maximum vehicle sizes and expected frequencies would be provided by the builder as part of the CTMP, including turning path analysis of any critical manoeuvres if considered necessary.

Construction traffic will access the site off Surfview Road with the works compound most likely located on the open space to the west of the building. This area of open space is large enough to hold the construction amenities, site offices, materials storage and sufficient space for vehicle turning and loading, minimising disruption to vehicles using Surfview Road and the main beach car park. Alternative construction compound locations could include suitable areas of Apex Park or existing car park areas. All construction compound layouts or access arrangements will be subject to further consultation between the appointed builder and Council.

Construction traffic movements will occur outside the hours of peak traffic periods where possible. It is anticipated that some essential deliveries may need to occur during peak periods, and will be managed as appropriate.

A temporary loss of parking will occur during the construction phase. Parking spaces will be lost for the storage of materials as well as truck access and truck parking. These losses will not be for a significant amount of time and will generally occur out of peak demand periods which occurs at weekends during holiday periods.

8 Conclusion

The proposed additions to Mona Vale Surf Life Saving Club will provide improved facilities for existing beach users. No noticeable traffic generation is forecast as a result of the proposed works.

There is existing spare capacity in the surrounding car parking areas, and the minor loss of 3 parking spaces as a result of modifications to the site access points is considered acceptable.

Management of construction vehicles is considered to be feasible without impact to the local area, and will be coordinated by the builder in a final CTMP submitted to Council prior to construction.

We find that the proposed works are acceptable and supportable with regards to traffic and parking.

Prepared by
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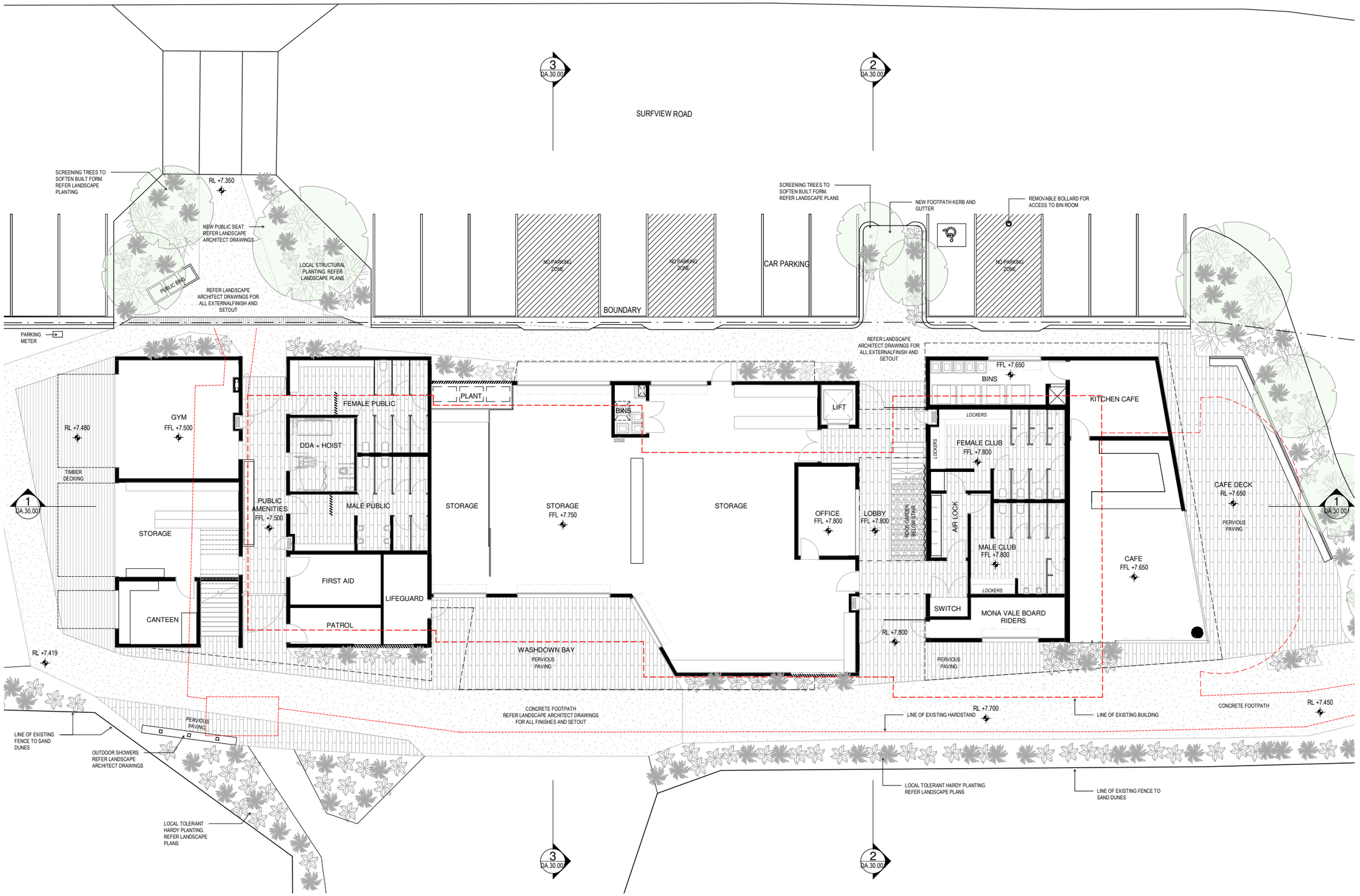
MICHAEL BABBAGE
Traffic Engineer

Appendix A

Proposed Development Plans



LEGEND	
EXISTING HERITAGE TREES	
PROPOSED TREE	
LINE OF EXISTING BUILDING	
LINE OF HARDSTAND	

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1 : 100

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Revisions

A	15.10.18	DEVELOPMENT APPLICATION

Notes

All drawings to be read in conjunction with Architectural schedules + specification/s.

Architectural drawings are subject to further co-ordination with Structural, Civil, Building Services and relevant disciplines.

BUILDING NORTH

TRUE NORTH

Consultants

Project Manager
NORTHERN BEACHES COUNCIL
Planner

Structural Engineer
TTW
Mechanical Engineer
NORTHROP
Electrical Engineer
NORTHROP

Client

northern beaches council

Architect

WARREN AND MAHONEY®

Project Title

Mona Vale Surf Club

Surf View Road, Mona Vale, NSW

Drawing Title

GA PLAN - GROUND LEVEL

Drawing Status

PRELIMINARY

Drawing Details

Scale	As indicated@ A1
Date	15.10.18
Job No	8089
Drawn	AW
Checked	NB

Drawing No A.DA.10.001

Revision A