

Traffic Engineer Referral Response

Application Number:	DA2019/0123
Responsible Officer	
Land to be developed (Address):	Lot 27 DP 5055 , 22 Jubilee Avenue WARRIEWOOD NSW 2102 Lot 120 DP 135512 , 84 Mona Vale Road MONA VALE NSW 2103 Lot 26 DP 654262 , 80 - 82 Mona Vale Road MONA VALE NSW 2103

Officer comments

The proposal is for a Sunday Markets to operate within the car park of the local RSL.

Original Comments:

Parking:

The Traffic Report indicates that the RSL can accommodate 397 parking spaces. 43 will be allocated to the Stall owners for parking their vehicles, whilst 118 will be submitted for erection of the market stalls. This leaves 236 parking spaces available for the use of customer and the RSL patrons. However the Applicant's Traffic consultant has identified that there will be 244 or 279 available. The numbers are not consistent and the validity of the report is therefore questionable. The applicant will be required to review and amend to provide a consistent submission.

The Traffic consultant has assumed a 20% trip and parking reduction based on linked trips by the RSL patrons. 20% is deemed very optimistic. Evidence to support this assumption has not been identified. In this instance, it would be expected that, at most, 20% of the RSL patrons would be attending the markets. i.e. 30 patrons would relate to 6 attending the markets. $6/197 = 3\%$. Therefore a 5% trip and parking reduction is considered reasonable. Council cannot accept 20% without substantial supporting evidence.

Traffic:

SIDRA digital files have been requested by RMS. Council will require a copy of all the information being provided to assess impacts to the local streets.

Comments following consideration of amended Traffic Report:

Pedestrian:

The applicant is proposing to upgrade all footpaths along all frontages of the site to the nearest Bus Stop.

Servicing:

The applicant will be expected to engage with the RSL to ensure waste is managed onsite. This can be conditioned.

Parking:

the amended traffic report has adopted the 5% parking reduction suggested to account for RSL patrons

also attending the markets. The applicant has demonstrated by comparison with parking operations at the Frenchs Forest markets and parking data from the RSL site that the parking available at the RSL will be sufficient to cater for anticipated parking demand generated by the RSL and market operations

Traffic Generation:

The SIDRA analysis has demonstrated that although there will be increased traffic demand generated at the intersection of Foley Street/Mona Vale Road with extensive queuing on Foley Street a possibility, these queues can be mitigated by the signals controlling system SCATS adjusting the phase length in response to the increased delays on the Foley Street leg. If this did not occur quickly enough many drivers using the RSL and seeking to access Mona Vale Road would also have the option of doing so via the Ponderosa street roundabout as such traffic generation concerns are not raised.

No further concerns raised subject to conditions.

Referral Body Recommendation

Refusal comments

Recommended Traffic Engineer Conditions:

DEFERRED COMMENCEMENT CONDITIONS

Signal Phasing - Approval

The applicant is to obtain approval from RMS to optimise the signal phasing for the intersection of Foley Street and Mona Vale Road.

Reason: to ensure a efficient intersection operation.

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Submission of Engineering Plans

The submission is to include four (4) copies of Civil Engineering plans for the design of footpath construction/upgrades along the Foley Street frontage. These are to be generally in accordance with the civil design approved with the Development Application and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Policy. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate. Section 138 and/or 139 applications are to be submitted to Council for Local Traffic Committee approval.

Reason: To ensure compliance with Council's specification for engineering works.

Signal Phasing - Implementation

The applicant is to undertake the signal phasing upgrades for the intersection of Foley Street and Mona Vale Road as per RMS processes, at no cost to Council. The phasing must be operational prior to the commencement of any market event.

Reason: To ensure the intersection will continue to run efficiently.

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Post-Implementation Review

The applicant is to provide assessment of the signal phasing upgrade for the intersection of Foley Street and Mona Vale Road and the performance of the intersection for the first four weeks of operation of the markets. Should the data identify that the intersection is not performing as prescribed in the Traffic Impact Assessment, the applicant will be required to reduce the number of stalls being erected at the market event accordingly.

Reason: To ensure the network continues to operate efficiently.