

Traffic Engineer Referral Response

Application Number:	DA2021/1841
Date:	10/12/2021
Responsible Officer	
Land to be developed (Address):	Lot 35 DP 25446 , 8 Coronation Street MONA VALE NSW 2103 Lot 34 DP 25446 , 7 Coronation Street MONA VALE NSW 2103

Officer comments

The proposal is not acceptable in its current form as there are no convenient pedestrian facilities to assist seniors to safely cross the road to access the bus stop on the northern side of Coronation Street. However, the proposal may be acceptable with the provision of a suitably located pedestrian refuge to enable pedestrians to cross the road in two stages when there is a gap in traffic.

Parking space numbers comply with SEPP 2004 requirements as well as the Pittwater 21 DCP with respect to 2 spaces provided for each dwelling with 2 or more bedrooms.

The traffic generation from the proposal is considered to be of low impact. The proposal will generate 3 vehicle trips during the peak hours, which is an increase of 1 vehicle compared to the existing situation.

SEPP 2004 Requirements

The State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, requires that the proposed development should have obvious and safe pedestrian links that provide access to public transport services or local facilities. The proposed walking route to access the bus stop on the northern side of the road is located 80m from the site and requires pedestrians to cross the Coronation Street where the new kerb ramps are located. The 15m wide crossing point is not considered to be a suitable or safe access pathway for seniors.

There is a signalised pedestrian crossing at the intersection of Pittwater Road and Coronation Street, however in order to use this facility a senior resident would be required to walk more than 200m on the southern side of the road, where there is no constructed footpath east of Melbourne Avenue and also no pedestrian refuge to assist crossing Melbourne Avenue.

The existing pedestrian volumes (along with any future increase from the development) at the proposed crossing point are unlikely to meet the pedestrian numbers required by TfNSW guidelines for the approval of a marked pedestrian crossing and therefore the provision of a pedestrian refuge can only be considered.

Design constraints for pedestrian refuge in Coronation Street

Traffic lane (adjacent to refuge) - 3.7m (maximum)

Refuge island width - 2m (minimum)

Spacing between refuge islands - 3m (minimum)

Bus Stop relocation - permitted within 30m of existing location

The provision of the required traffic and pedestrian facilities will impact the existing on-street parking, and hence the location and design of all facilities must be considered to minimise any overall loss of parking.

A swept path analysis is required to demonstrate that a bus (minimum 12.5m in length) can safely access the bus stop and pass the new pedestrian refuge.

Bus stops which are not currently DDA compliant would also need to be upgraded accordingly.

It is also noted that Road Assets have also commented that the outbound bus stop should be reconstructed to be DDA compliant and that consideration be given for a pedestrian refuge due to the width of the carriageway.

It is therefore requested that the Applicant consider the above comments regarding the required traffic and pedestrian facilities and provide an updated plan so that it can be reviewed for further consideration.

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.