
From: Eric Blewitt
Sent: 22/06/2024 6:32:38 PM
To: Council Northernbeaches Mailbox
Subject: Fw: DA2024/0499

For the Urgent attention of Adam Croft

I write to object to the above proposal which I do not have records of notification. Hence apologies for the late response. Unless I am mistaken, I was not notified of the DA even though potentially up to 153 cars might pass my house on a daily basis.

The grounds for objection are numerous and I reserve right to wholly review and outline those grounds given the non-notification of the development

As an initial objection I object on traffic and safety grounds.

1. Underestimated Traffic Generation: The traffic generation rates provided section 6.2 (0.19 peak hour vehicle trips per unit in the AM and 0.15 in the PM) for high-density residential flat dwellings may significantly underestimate the actual traffic impact, especially when factoring in additional movements such as visitors, deliveries, and service vehicles not fully accounted for in the analysis.
2. Inadequate Consideration for Peak Hour Traffic: The projected increase in traffic during peak hours (approximately 24 vph in the AM and 19 vph in the PM) whilst the analysis may be based on averages and guidelines. Is a reasonable person expected to assume that with 118; 2 or 3 bedroom apartments there will only be 24 vehicles per hour addition ?

[Lets assume they are purchased by working professionals each has 1.5 cars on average cars AbS stats show 30 % of population have 2 cars. These prices points will be in the top 30% of property prices. 1.5 is a reasonable assumption.]

The submission references TDT2013/04a which was last updated in 2012 over 12 years ago it is hard for a reasonable person to believe that this is an accurate portrayal of modern traffic flows.

A more reasonable assumption is that even with half of the 177 cars (118x1,5) moving per hour in the morning – we are looking at 88 cars per hour

Overlooked Cumulative Impact with Other Developments:

Importantly the report does not take into consideration the cumulative yet to be realised effect of recently approved DAs and the additional impact of traffic flows resulting from the :-

- Current developments at 6 and 8 Gladys
- Nor the likely impact from Das on foot at 2 Gladys DA 2023/1751

To suggest the additional traffic flow from this 127 apartment development is only 24 vtpm in the morning and 19 vtpm in the afternoon is preposterous

The carparking requirements in the document require 139 spaces for residents and a total of 153 including visitors.

with other in train or planned developments in the vicinity, the cumulative impact on traffic generation and local congestion will be significantly higher than estimated for this development in isolation.

With 3 or more large developments (30 town houses and 30 room boarding house #6 Gladys ~70 room approval at #16 Gladys) approved or planned in the street the cumulative effect is a key factor not taken into account and council should do so.

I estimate at least 140 additional cars at peak hour. With all developments on foot.

4. Impact on Local Road Network Capacity: The analysis does not sufficiently address the capacity of the local road network to accommodate the additional traffic volumes without degradation in service levels, particularly during peak periods. Specifically those residents further down the Gladys av cul de sac.
5. Potential for Increased On-Street Parking Demand: With the development likely to attract additional visitors and service/delivery activities, there may be an increased demand for on-street parking, exacerbating existing parking pressures and potentially leading to safety and accessibility issues.
6. Public Transport and Active Transport Considerations: While the development is noted to be in close proximity to public transport services, the analysis does not provide detail on the capacity of these services to absorb the additional demand or encourage modal shift away from car use, nor does it consider enhancements to active transport infrastructure to reduce vehicular traffic.
7. Environmental and Quality of Life Concerns: Increased traffic can lead to higher levels of noise, air pollution, and reduced pedestrian safety, impacting the quality of life for existing and future residents. There is no consideration to this analysis
8. Need for Traffic Management and Mitigation Measures: highlight a lack of detailed proposals for traffic management and mitigation measures to address the anticipated increase in traffic, such as traffic calming, improved pedestrian and cycling infrastructure, or enhanced public transport services.

In summary whilst many of the existing and or approved development applications Do not have an alternative option for vehicle access outside Gladys Ave. This particular DA 2024/0499 currently has a majority of its land along Frenches Forest Rd West with numbers 116 to 120 already being accessed via Frenchs forest Rd West. It does not make any sense whatsoever to direct such a large potential volume of traffic into Gladys Ave and narrow restricted access St which is proportionately smaller compared with the rest of the land site when there are alternative options along Frenchs Forest Rd or West.

Once again This development proposal clearly highlights the need for Council to asses the holistic approach to planning in Gladys and the broader area.

Yours Sincerely

Eric Blewitt

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