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To: DA Submission Mailbox
Subject: TRIMMED: Online Submission

27/02/2025

MS Debear Johnson
1 / 20 West ST
Brookvale NSW 2100

RE: DA2025/0042 - 39 Carter Road BROOKVALE NSW 2100

Dear Mr Burns,
Subject: Concerns Regarding Proposed Development (Application No: 205/0042) - Parking, Traffic, Safety, Financial Impact and Stormwater Management.

I am writing on behalf of our established business and property located at the corner of West Street and Carter Roads. We wish to formally raise several concerns regarding the proposed development referenced above, particularly in relation to the impact on parking availability, traffic flow, safety, and stormwater management in the area. As a property owner and business that has operated in this location since 2007, we are deeply invested in ensuring the local infrastructure is able to support any new developments, while maintaining a safe and functional environment for both businesses, visitors, and residents.

As part of the Northern Beaches Council's broader initiative, including the implementation of The Brookvale Structure Plan, which envisions the addition of 1,350 new dwellings, it is crucial that any new development be carefully assessed and designed to meet the needs of both residents and local businesses. The recent meeting held at Brookvale Oval for local business owners, identified parking and traffic congestion as the primary concerns. The entire discussion centered on the current challenges faced by the Brookvale area regarding traffic flow and parking availability. These concerns were raised by businesses in the area that have been established long before our own, meaning that the traffic and parking issues are not new.

1. Traffic Flow

The proposed development includes 12 new units, which will likely bring additional traffic to an already congested area. Our business, along with others, experiences significant traffic challenges daily due to the intersection's location at a busy corner. Despite being situated on small council side streets, these roads serve as alternative routes for commuters traveling on nearby major arterial roads, such as Harbord Road and Warringah Road. These thoroughfares often experience heavy traffic, particularly during peak hours, leading local drivers seeking alternative routes via West and Carter Roads. Adding more businesses to the intersection will likely exacerbate this situation.

The development's projected traffic generation-24 vehicle trips per hour (vph) during the weekday AM peak period and 21 vph during the weekday PM peak period appears unrealistic. The afternoon sees over 25 vph every 3 minutes. Given our 18 years of experience at this intersection, we recommend a comprehensive traffic assessment be conducted during peak times over multiple days to provide a more accurate analysis of

potential traffic impacts.

2. Safety Concerns

Safety at the West and Carter intersection is also a concern. The West Street exit onto/across Carter Road has poor vision both up and down Carter and is often further reduced due to existing businesses on Carter Road operating large delivery trucks, which often double park. In addition, the constant illegal parking that occurs in the "NO STOPPING" zones at this intersection create numerous near-misses and accidents daily.

I and other concerned businesses have submitted multiple notices along with images via the Council website regarding the parking issues along these two streets, as well as letters to Councillor Kristyn Glanville. While the Rangers Department has been extremely helpful, it remains difficult for them to patrol this area and enforce the parking signs on a consistent basis due to the high volume of vehicles and the limitations of their resources. The illegally parked vehicles only highlight the parking shortage on these streets and surrounding areas. This makes it even more critical that the development plan addresses parking in a way that ensures enforcement and alleviates the current strain on the area.

Further, the proposed development allows for the accommodation of "white vans" with limited height, but it is difficult to predict the type of delivery vehicles future tenants will require. Unit 10 lacks provisions for accommodating oversized vehicles, which may further exacerbate safety risks. The proposed development will not have provision for larger trucks such as an off-street loading dock.

3. Parking

The parking situation at West and Carter Streets, as mentioned, has significantly worsened over the years. Recently, West and Carter has seen the establishment of three gyms, all of which operate on a class-based business model. These gyms generate a high volume of visitors, particularly during 6 - 9 am. Unfortunately, by allowing these businesses operate so near each other and only provide parking for two or three parking spaces per business it has created substantial parking pressure in the area. This growing parking shortage continues to disrupt the surrounding area and is becoming increasingly difficult for both customers and employees to find parking spaces.

The development proposes only 27 parking spaces for 12 new units. Assuming each business employs at least three staff members and receives customer visits, it is highly likely that this number of spaces will be insufficient, placing additional pressure on the already congested on-street parking in the area. Furthermore, it should be noted that 2 of the 27 spaces are designated for disabled parking, leaving only 25 spaces available for general use. If these units were to be sub-let due to their size and mezzanine design additional businesses may occupy the building without parking provisions.

It is important to note that Section 4, Point 6 of the proposal states that there is "generally UNRESTRICTED PARKING elsewhere along the road network, including along the site frontage." However, the parking along the east side of Carter Road is subject to 8-hour restrictions, meaning this statement does not accurately reflect the current situation. This side of the street also faces problems with abandoned vehicles and vehicles parked for months in this restricted zone.

Given the significant increase in population and the additional commercial activity expected from the Brookvale Structural Plan, it is reasonable to question whether the size of the development and its planned provision of car spaces per business is appropriate. Considering the current parking strain and the potential for further congestion, we strongly urge that the internal parking allocation be reconsidered.

4. Financial Impact on Existing Businesses

As a business and property owner, I am now concerned the overdevelopment of Brookvale and the parking chaos it has created is affecting my business financially, as my clients complain on a regular basis regarding the lack of parking and the increased traffic in West and Carter.

West and Carter Roads is already home to three cafes. The addition of a fourth, as proposed, raises concerns about market saturation and its impact on existing businesses. Furthermore, the proposal allocates only one parking space for the proposed café, which is insufficient. Staff would be forced to park on the already congested streets and with no designated customer parking, café customers that would typically stop for short periods to pick up food and beverages may be tempted to park illegally.

5. Stormwater Overflow Concerns

Over the past two years, the area has seen an increase in development activity, and it has become evident that the stormwater management infrastructure is struggling to cope with the volume of water during rainfall. West Street often experiences large torrents of water flowing down the street due to the stormwater drains being unable to manage the excess water. On multiple occasions, water has back flowed from the existing stormwater pipes, flooding into the street and even filling our parking garage. Given that the area is low-lying and part of the Greendale Creek catchment, which drains into Curl Curl Lagoon, the risk of flooding is already a significant concern. The recent study conducted by Council has acknowledged this issue, and we are worried that the addition of such large development with increased impervious surfaces will place further strain on the existing stormwater network, exacerbating the flooding situation.

Conclusion

Considering these concerns, we respectfully request that the developer and council take the following actions:

1. Conduct a more thorough and realistic traffic assessment during peak times over multiple days.
2. Address safety concerns related to delivery trucks and oversized vehicles by allowing for an appropriate off-street truck dock with increased height for larger trucks.
3. Increase the number of parking spaces to meet the demands of both employees and customers for the proposed businesses or consider reducing the number of units within the development.
4. Reassess the impact of a fourth café in the area and ensure adequate parking is provided for customers.
5. Address the stormwater overflow issue, ensuring that the current network can handle the additional load from the proposed development to prevent further flooding and damage to properties. An email has been forward to your department with attached images to support are concerns.

We trust that the council and the developer will give these matters careful consideration, as they directly affect the safety, infrastructure, and viability of local businesses. We appreciate your attention to these concerns and look forward to your response.