

4 February 2020
Ref: 19207

Geoff Goodyer
Principal Town Planner
Symons Goodyer Pty Ltd
67a Wanganella Street
Balgowlah NSW 2093

Dear Geoff

**Response to Transport and Traffic related Comments
60 & 62 Beaconsfield Street And 7, 9, 11 & 13 Queens Parade Newport**

This letter is prepared to address the transport and traffic comments associated with car parking and vehicle movements. Overall, the proposed development will result in a positive traffic and parking impact via:

- the provision of **6 additional** on-street spaces. These are provided through the reinstatement of:
 - o 3 existing redundant crossovers along Queens Parade and Beaconsfield Street with kerb invert to match adjacent footpath and kerbing.
 - o 3 designated set-down and pick-up zone for the existing childcare centre on 7 Queens Parade
- the **net decrease in traffic generation of 25 and 26 vtp** in the AM and PM periods respectively. The large reduction of traffic generation is due to the conversion of a childcare centre to a townhouse development.

The following details TTPA's response:

Kylie Ferguson Councillor - Pittwater Ward (See Appendix A):

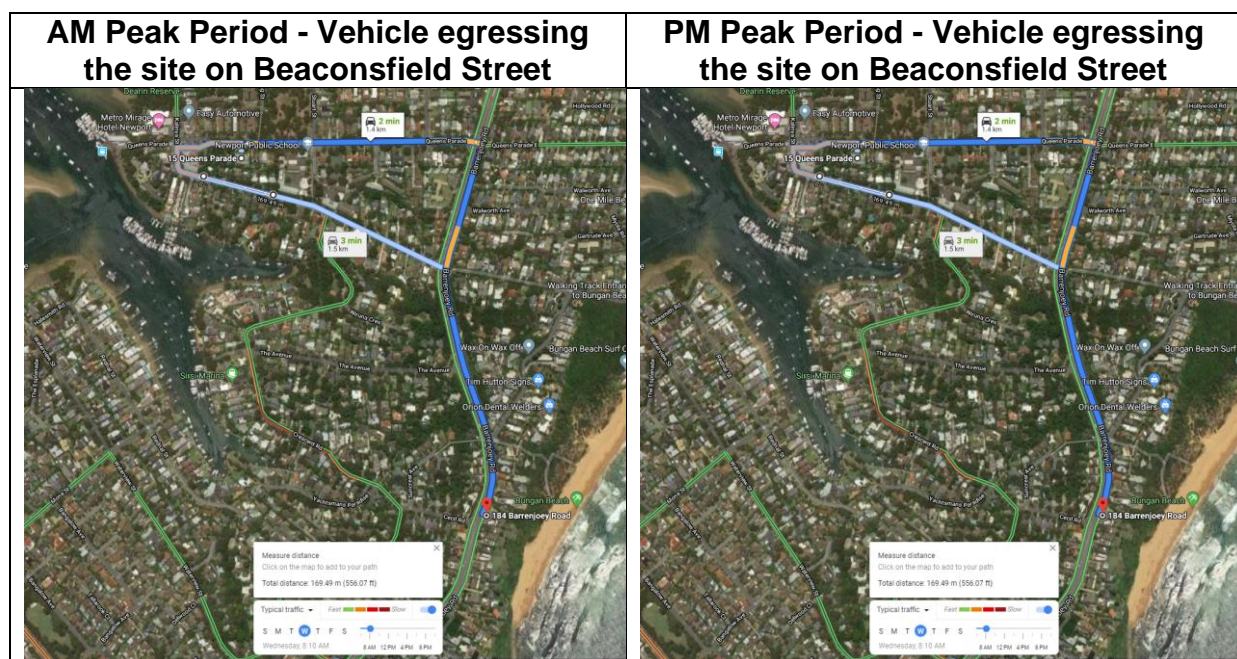
TTPA's response:

The current childcare centre has an on-site parking facility which can accommodate up to 3 cars as well as a designated set-down and pick-up zone along the southern side of Queens Parade. The conversion of the childcare centre to a residential development will result in the reduction of up to 32 vehicle trips per hour associated with the 40-place childcare centre during the peak periods. The entire redevelopment will result in a net decrease in traffic generation of 25 and 26 vehicle trips per hour in the AM and PM periods respectively.

While there is minor overlap between residential and school traffic during the morning peak, residential traffic does not coincide with the school's traffic during the afternoon peak period.

The development proposes an adequate number of visitor spaces which is in accordance with Council's DCP. In addition, the conversion of the childcare centre to residential development removes the 3 existing set-down and pick-up spaces for the childcare centre. In addition, the reinstatement of 3 existing redundant crossovers along Queens Parade and Beaconsfield Street with kerb invert to match adjacent footpath and kerbing. In total, the proposed development results in 6 additional on-street parking spaces.

Based on google traffic map which assesses traffic routes based on distance and travel time, the drivers egressing the site from Queen Parade (not Beaconsfield Street) and turn right onto Barrenjoey Road towards the south. See the screen captures below. As shown in the captures below, Queen Street remains as the secondary route due to the longer travel time and distance.



Beaconsfield Street along with site frontage functions as a local road providing access to surrounding residential, commercial and retail developments.

Beaconsfield Street has a carriageway's width of 11.2 metres. With on-street parking (2.1-metre wide) provision along the northern and southern side of the street, 7-metre travel lanes remain to allow 3.5-metre width for each lane. Such width is in accordance with Austroads guidelines and can easily accommodate a 2.5-metre wide bus without affecting the vehicles from the opposing lane.

As discussed in Section 6.1 of the traffic report, the provision of a 3m-wide driveway is in accordance with Clause 3.2.2 of Australian Standard 2890.1 – 2004. Due to the residential nature of the development, vehicles will generally depart in the morning and return in the evening as shown in the following:

AM Peak: 1 IN and 4 OUT

PM Peak: 6 IN and 1 OUT

As such, the likelihood of concurrent movement of vehicles in the driveways is very low.

The proposed development significantly improves the current situation by eliminating the vehicles that are currently reversing out of the 3 driveways onto Beaconsfield Street and holding traffic on both sides of the street. The momentary stoppage of entering vehicles due to exiting vehicles presents a relatively lower impact on Beaconsfield Street's traffic as compared to the existing traffic circumstances.

The traffic movements of The Newport, Mirage, the shops and the school were observed and discussed in Section 3.3 - traffic conditions.

Susan Coleman – 1/75 Beaconsfield Street (See Appendix B):

TTPA's response:

The proposed development will result in a net **decrease** in traffic generation of 25 and 26 vtpd in the AM and PM periods respectively due to the conversion of Newport Kindergarten to residential developments. The net decrease will improve the current traffic and parking conditions along Beaconsfield Street, Barrenjoey Road and Kalinya Street. A reduction in traffic reduces potential conflicts between vehicles as well as pedestrians thus resulting in an increase in safety along the above roads.

The sight distance (70m) at the access driveway on Beaconsfield Street is in accordance with the AS2890.1 requirement of 69m for a posted speed limit of 50kph.

The proposed development significantly improves the current situation by eliminating the vehicles that are currently reversing out of the 3 driveways onto Beaconsfield Street and holding traffic on both sides of the street. The momentary stoppage of entering vehicles due to exiting vehicles presents a relatively lower impact on Beaconsfield Street's traffic as compared to the existing traffic circumstances.

As discussed, the development proposes DCP compliant number of visitor spaces and will result in 6 additional on-street spaces which can be utilised by other developments especially the school.

I trust the above provides the information you require. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 9411 5660.

Yours faithfully

Meg Kong

Meg Kong, BSc, MSc Civil Engineering
Associate
Transport and Traffic Planning Associates

APPENDIX A

Letter from Kylie Ferguson Councillor - Pittwater Ward

Sent: 2/12/2019 11:43:26 AM
Subject: 60-62 Beaconsfield Street Newport - DA

Hi guys

This development is at the bottom of my Street and although I won't directly be affected, it certainly will affect everyone around here.

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Public/XC.Track/SearchApplication.aspx?id=1747738>

As I have said Ray, our street is already struggling with being the only street to have lights to exit onto Barrenjoey Road. We have all the traffic from Bilgola exiting this way.

We have the buses, the Newport traffic, school traffic and it's parked out constantly with all the teachers parking and the parents, there is little to no room left.

Traffic increase - the current child minding centre has no parking facilities, therefore you can only assessed against the existing resident properties, which have has 6 car movements and these 28 movements will have 25-26.

Excessive Tree removal.

Height restrictions above 8.5 metre.

Movements for Queens Street, all the car movements will all come up Beaconsfield Street as no lights to exit across Barrenjoey Road to the south.

They have classified Beaconsfield is a local street.

All the buses currently use Beaconsfield Street, and cars have to give way constantly as the street is too narrow for both.

Entry and exit on Beaconsfield Street is only 3 metres wide and no layover for cars, and roll door is within one car length back from the foot path which will result in impacting traffic, with a stop and go light, therefore cars waiting to turn into the premises will block/queue in Beaconsfield Street.

No consideration of vehicle movements of The Newport, Mirage, the shops and the school.

Other issues to raise during construction is that the entry to all trucks will be via Beaconsfield Street. Construction is 7-5 Monday to Saturday no consideration of the Newport operating hours on the weekend.

Does not indicate the number of trucks during the day, removing the soil, etc.

The report states that the Trucks will queue in the surrounding streets, therefore the only location on Barrenjoey Road? Which has clear ways and restrictions.

Report states the workers will park either onsite or in the local streets. No provision for parking. This will be exasperated particularly by the hours of 8am to 9.30am and 2.30pm to 4pm. Due to school drop off and pick up. As well as The Newport which greatly impacts on most days, especially the weekends,

No mention of school hours and peak hours.

What time can trucks arrive?

Roof top pergolas - over the height limit - invasion of privacy to neighbours.

Kylie Ferguson

Councillor - Pittwater Ward

0481 000 170

Post: 725 Pittwater Road, Dee Why, 2099

Twitter: @KylieAFerguson

Facebook: Councillor Kylie Ferguson

APPENDIX B

Letter from Susan Coleman

– 1/75 Beaconsfield Street

Sent: 5/12/2019 9:41:09 AM
Subject: DA2019/1280

I live at 75 Beaconsfield Street Newport, this development will directly impact my day to day experience during the construction and once completed.

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Public/XC.Track/SearchApplication.aspx?id=1747738>

I have previously made Council aware of the traffic issues on our street which are substantial:

- Beaconsfield street has the only traffic lights onto Barrenjoey Road which makes it the key access from the Plateau residents.
- There is a constant stream of cars coming around the corner of Kalinya and Beaconsfield and with car parking becomes a blind corner.
- The school in the street has children walking past the proposed construction site daily as well as parents dropping and picking up before and after school. Children from Scotland Island walk in a group from wharf to the school along Queen Street each day.
- The Newport hotel brings addition traffic both pedestrian, taxis, and ubers to the location
- There is one small council car park off Kalinya and one in Queen Street opposite the school, which will be adjacent to the construction.
- Where will the construction workers park? On any day all the surrounding streets parking is used by residents and those coming and going from the shops, school and hotel.
- Our street is already struggling with traffic issue without adding the pressure of a major construction and then increased density from the proposed development
- As Beaconsfield is the only traffic light access all the construction vehicles will use this intersection.
- 199 bus both north and south travel along Beaconsfield and Kalinya every 15 minutes, on many occasions with cars parked on both sides of street clear passage is difficult, with larger construction vehicles this will become even more obstructed.

- Entry and exit on Beaconsfield Street is only 3 metres wide and no layover for cars, and roll door is within one car length back from the foot path which will result in impacting traffic, with a stop and go light, therefore cars waiting to turn into the premises will block/queue in Beaconsfield Street.
- No consideration of vehicle movements of The Newport, Mirage, the shops and the school.
- These issues are either ignored or addressed in adequately in the development application

I object to the Excessive Tree removal.

The development is above Height restrictions of 8.5 metre. I object to Roof top viewing platform which impact on my privacy as I have courtyard and possibly those of other neighbours.

Construction is 7-5 Monday to Saturday no consideration of the Newport operating hours on the weekend. I object to construction vehicles and activity/noise on weekends

The proposal does not detail the number of trucks during the day, removing the soil, and offloading materials

The report states that the Trucks will queue in the surrounding streets, what streets? If it is unrestricted parking spaces then the spaces will be used for commercial purposes not for residents. I do not want Large construction vehicles parked permanently in front of my property for 2 years.

The development application makes No mention of school hours and peak hours. What time will trucks arrive?

I have dust allergy which triggers asthma from time to time, and I am concerned about my ongoing health during the construction phase.form

I am concerned for the environmental impact with so much excavation required to provide the underground parking proposed. Has this aspect of the proposal been reviewed by independent structural engineer?

In summary, the development application does not take into account the local

resident needs in terms of risk to safety for school children, increased hazardous traffic conditions, unreasonable pressure on local parking, invasion of privacy, over development within the local context. Increased noise, dust and inconvenience to residents due to the size of development.

Susan Coleman

1/75 Beaconsfield Street

Newport