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Subject: Online Submission

09/06/2021

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RE: DA2021/0680 - 16 Bangaroo Street NORTH BALGOWLAH NSW 2093

Traffic and Parking Study - Traffic study is incorrect

Quoting s 3.4 of applicant's provided traffic study:

"3.4 Transport Services

The site is well located to take advantage of the high frequency and capacity bus services which operate along Bangaroo Street with bus stops located within a short walking distance of 15m from the site. There are currently 2 bus routes serving the bus stops on Bangaroo Street, with peak hour frequencies of 14

141 - Austlink to Manly via Frenchs Forest & Seaforth

172X - Warringah Mall to City Wynyard via North Balgowlah (Express Service)

The site is therefore considered to be very well served by public transport services and is ideally suited to the needs of the Centre's staff travelling to/from work and parents/carers travelling to/from the Centre by public transport."

The entire section above is completely and utterly erroneous. The proposed site is nowhere near any existing public transport routes. I hope the rest of the traffic study has been prepared with more care and accuracy.

Traffic and Parking Study - Parking statistics are misleading

The parking study points to an abundance of parking spaces on Bangaroo and Worrobil Sts. The truth is that due to the narrowness of the streets, they both need an abundance of free spaces for two-way traffic to be able to safely pass.

Worrobil St

Worrobil St is the closest cross-street on the same side of the road to the proposed facility. As such it can be expected to attract (along with Bangaroo St) the most extra childcare traffic. The (outdated) traffic study refers to an abundance of on-street parking in Worrobil St. That's not my experience. It's typically 75% full of utes, cars, trailers, and a couple of lawncare vehicles whose bulk near the intersection with Bangaroo St poses a particular visibility risk for toddlers crossing the road. There is much stopping and giving way in the street as it is usually parked out leaving minimal room for two-way traffic to safely pass. At the western end of the street there is literally no footpath or nature strip for pedestrians - so two-way vehicular traffic, pedestrians, parents, children and prams are required to intermingle in the same road-space and negotiate right of way on a blind corner and crest with east-west sun issues. In addition to this dangerous design, Worrobil St is a popular rat-run in and out of North Balgowlah. The last thing traffic safety in Worrobil St needs is extra toddlers, and parents running late for morning drop-off and afternoon pick-up. The obvious safety issues at the west end of Worrobil St needs to be fixed, and certainly before any plan to attract extra traffic into Worrobil St is approved by Northern Beaches Council.

Bangaroo St

Bangaroo St (along with Woodbine St) is North Balgowlah's main road artery. However it is always parked out and accordingly too narrow for its main-road function. It is already a dangerous road for two-way traffic to pass with much slowing down, speeding up, and negotiating of narrow widths. The last thing Bangaroo St needs is more toddlers crossing the road and more vehicles parking and doing three point turns.

Intersection of Worrobyl St and Bangaroo St's

As a consequence of the above two points, I believe it would be highly irresponsible for Northern Beaches Council to approve a child care business at the intersection of arguably North Balgowlah's two most dangerous and traffic-dysfunctional streets.

Long daycare potential?

Can the residents have an assurance that a long daycare service will not be proposed at this centre in the future, thereby pushing more childcare traffic further into the morning and evening peaks?

Thanks for considering my concerns,
Matt