



**NAME REDACTED**

**OBJECT**

Submission ID: 218625

Organisation: <i>N/A</i>	Key issues: <i>Traffic and parking</i>
Location: <i>New South Wales 2099</i>	
Attachment: <i>Attached overleaf</i>	

Submission date: 11/25/2024 6:31:22 PM

*My submission includes a diagram and as such is attached.*

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Dear Commission

**RE: Mixed use development with in fill affordable housing 4 Delmar Parade and 812 Pittwater Road Dee Why**

The Traffic Impact Assessment originally completed to support this development is fundamentally flawed. Consequently, the Traffic Impact Assessment in support of the revised development is also fundamentally flawed for the following reasons:

1. The conclusion that "...there would be no adverse traffic implications resulting from the proposed development" is incorrect.

By restricting the impact assessment to the intersection of Delmar Parade and Pittwater Road, the applicant and the Commission have both failed to take into consideration the broader traffic impacts of this development, as well as the cumulative effects associated with the increase in density within the Dee Why Town Centre.

The intersection of Pittwater Road and Warringah Road operates at a Level of Service during both the AM and PM peak periods that puts it within the top five most congested intersections in Sydney. Vehicles seeking to turn left into Pittwater Road from Warringah Road bypass this intersection by using May Road as an alternative. This significantly increases the volume of traffic on May Road during the AM and PM peak periods well beyond its design capacity. As is currently the case, residents seeking to access Delmar Parade outside of the 6am to 10am weekday right turn restriction, use May Road adding to a tailback of vehicles that often extends 100 metres or more up May Road.

2. The failure to consider the impacts of weekend traffic is flawed.

The residents of May Road suffer serious deterioration in their amenity not only during peak weekday periods, but also on weekends. Traffic conditions through Dee Why Town Centre on Saturday mornings – absent the Clearway restrictions that apply during weekday peak periods – are arguably worse than during weekdays. Table 5.1, comparing weekday traffic generation between the prior commercial premise with the proposed residential development, does not consider the very low, to non-existent, traffic generated by the former commercial premise on weekends.

3. Failure to fully undertake the Traffic Impact Assessment in accordance with the guidelines set out in the Guide to Transport Impact Assessment, Version 1.1.

A Traffic Impact Assessment (TIA) purportedly is a more comprehensive analysis of the impacts of a development than a Traffic Impact Statement. Accordingly, the TIA is flawed insofar as it fails to:

- a. Consider the existing safety issues on the surrounding network (refer attached diagram), including but not limited to the frequency of traffic accidents at the Pittwater Road/ Warringah Road intersection, within May Road itself and the Warringah Road/ May Road intersection. This accident history cumulatively supports the contention that additional traffic generated by this and other developments proposed in the area contributes to an unsafe environment for drivers and pedestrians.
- b. Consider locations where the environmental capacity of existing residential streets will be adversely affected due to the development.
- c. Appropriately identify the area of influence and the surrounding transport networks in sufficient detail, narrowly limiting the assessment to a single intersection.
- d. Take into consideration the cumulative impact of other known development proposals or conditions arising from the deleterious incremental impacts of future developments.

It is understood that a development approval once granted cannot be withdrawn. It is also understood that within the wider context this "modest" increase in density might not be judged material. Nonetheless, the amenity of the residents of May Road should not

be continuously sacrificed because of the inaction of Transport for New South Wales to properly address the area wide adverse effects of the Pittwater Road/ Warringah Road intersection.

Kind regards

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# May Road: Issues



**7** KFC in evening peak has queues that block safe movement around blind corner of Francis/ Lewis St

Left turn from May Rd to right turn to Delmar/ Sturdee Pde increases queuing at bottom of May Rd as vehicles wait to cross three lanes of Pittwater Rd

Mooramba/ May/ Warringah Rd intersection:  
 a. Long queues form at peak periods  
 b. Intersection has several competing movements

Left turn capacity Warringah Rd eastbound/ Pittwater Rd northbound limited to two vehicles.

May Road is a rat-run, characterised by:  
 a. Narrow with double white line markings  
 b. Parking (including illegal) on both sides impedes safe movement of vehicles in both directions, as well as safe entry/ exit from driveways  
 c. Vehicles regularly travelling at speed (>50km/h eastbound – down the hill)  
 d. Serious accidents are frequent (most recent being June 2023)  
 e. Heavy vehicles ignore local road restrictions

The Pittwater Road / Warringah Road / Harbord Road intersection experiences queues of over 500m during AM peak and 600m during PM peak, with an average vehicle delay of 60 and 90 sec respectively.

**2** Introduction of 20km/h truck speed limit has made right turn from May Rd to Warringah Rd westbound more dangerous as slow-moving trucks reduce turning opportunities

Phasing of Alfred/ Pittwater Rd intersections leave narrow windows to right turn from May Rd in peak hours

The safe and efficient movement of buses servicing the Warringah Road before Alfred Street bus stop are impeded by the presence of on-street parking on the departure side of the bus stop.

**3b continued** Buses departing the stop (193, 160X, and 11 school buses) are required to pull out into the middle lane of Warringah Road. The combination of vehicles seeking to turn left into Alfred Street, seeking to enter the kerbside lane to turn left at May Road, trucks slowing to 20km/h, and/ or smaller vehicles seeking to avoid the slower moving trucks creates a hazardous road environment.