
Sent: 14/04/2015 7:43:35 PM
Subject: Online Submission

14/04/2015

MR Kevin Jury
26 James Wheeler PL
Wheeler Heights NSW 2097

RE: Mod2015/0059 - 1 / 0 Veterans Parade WHEELER HEIGHTS NSW 2097

With respect to the application Mod 2015/0059 to modify Development Consent DA6000/4778 to allow resident access to James Wheeler Place, we do not support the application.

The following list of key issues supports the rejection of this DA application :

1. This is a repeated attempt (as per last submission Mod 2014/0186) to modify the original consent as per Justice Pearlman in the Land & Environment Court.

Justice Pearlman handed down very clear conditions of consent in Condition 10.19 that the emergency access at the end of JWP is for emergency vehicles only and goes further by stating that "... ingress and egress to the Development from this point IS NOT POSSIBLE excluding ingress and egress for emergency purposes such as for fire fighting and emergency evacuation."

2. James Wheeler Place (JWP) is clearly not a road ever designed for throughfare access for large numbers of vehicles :

a. There are multiple vehicular traffic blind spots and these occur exiting JWP onto Rose Ave, taking the bend after entering JWP approximate to address 4 to 6 JWP, taking the bend approximate to address 14 to 16 JWP and taking the bend at the rise of the hill approximate to address 26-28 JWP.

b. JWP is a narrow road which is further restricted at multiple times of the day when vehicles are parked along the road on one side and even more restricted when parked on both sides. One way traffic is a challenge at the best of times so considering two way traffic would impose significant risk for pedestrians, cyclists, pets, residents and vehicle drivers. In fact it was clear from the last submission (Mod 2014/0186) that the existing access has "a narrow width and does not comply with Australian Standards for the proposed use."

c. Because the roadway opposite the park and the entrance to the Narrabeen Lagoon trail is too congested and narrow in order to do a U-turn, there is now a stream of cars driving to the end of James Wheeler Place (opposite the emergency entry into the Dardanelles) in order to turn around.

d. Due to the increased traffic patterns and narrow road, emergency vehicles requiring fast unimpeded access to the emergency entrance to the War Vets village will now be seriously challenged.

e. Already the Rose Avenue intersection with James Wheeler Place is challenged with limited visibility requiring vehicles to approach the centre of the road in order to sight traffic approaching from the right hand side. Most folk living in James Wheeler

Place regularly observe people parking their cars right up to the corner of the intersection between Rose Avenue and James Wheeler Place limiting visibility further to an already dangerous intersection.

3. This street, the adjoining park on JWP and the adjoining Narrabeen Lagoon pathways that exit into JWP have always been characterized by families, many small children and pets who are frequently out and about at all times of the day across the week. The recently upgraded concrete pathway to the Narrabeen Lagoon easily highlights this with the increased traffic of adult pedestrians, many small children, pets, cyclists and vehicles as people come and go enjoying what the community has to offer.

Also, given the road is adjacent to the park there are frequently many of the pedestrians, small children and cyclists walking, running and cycling in and out of the JWP roadway. Furthermore, with the current upgrade of the Narrabeen Lagoon trail loop completed, we have seen a significantly compounded increase in pedestrian, cyclist, animal and vehicular traffic.

This will only grow in popularity as the trail becomes even more popular with time. It is clear evidence that this has been a community project adding significant value but clearly the War Vets Village DA request to open the access will create an already overburdened traffic in a tranquil family area impacting the safety of all.

4. The area is a haven for wildlife with regular sightings of snakes, bush turkeys, birds, water dragons, blue tongue lizards, etc. It is not even unusual to see a snake or water dragon moving across the road. A thoroughfare that sees more vehicles will naturally disturb this delicate ecosystem and significantly impact the tranquility of this pristine section of bushland. In fact just recently the Manly Daily highlighted a diamond back python which has attracted many visitors and increased the traffic to the area further.

5. The War Vets Village has completed additional phases recently and is currently undergoing construction adding 300 more units. This alone will generate hundreds of more vehicles coupled with all the visitors and the increased usage from residents within the older War Vets Village.

The current traffic "report" submitted with the DA seems to show only the impact that traffic will be restricted to Dardanelles units - clearly this is an oversight and the entire village will have access. It would be further exacerbated when the next two stages of the Greenhaven development have been completed.

Add to this the fact that this DA would naturally grant access to staff, tradesman workers, council service vehicles and non-resident vehicles utilising this as a "rat run" both into and through the village. And more often than not these volumes of additional traffic are typically excluded or completely underestimated.

It is clear that this DA would significantly increase both volume and nature of traffic (ie, two way) traffic into JWP and coupled with points 1, 2, 3 & 4 above it would be irresponsible for the community to ignore the significantly increase risk conditions for vehicles, pedestrians, cyclists, pets and wildlife.

6. As part of this submission, I would assume that the RSL Lifecare have naturally obtained support of the various residents of the War Veterans Village for this submission. We note that even some of the residents of the War Vets Village are opposed to this modification because the increased traffic will add noise, pollution and endanger pedestrian traffic.

In summary,

- Firstly, I am extremely dismayed at the 4th repeated attempt of this application. Again as per my last submission, this certainly seems to be a poor use of precious council planning and resident efforts to receive, review and assess the application each time.
- Secondly, I note that the submission period is over a major Easter break when many folk are away.
- Thirdly, surely the very clear Land & Environment court ruling should suffice to prevent further DA submissions of this nature.
- Fourthly, the very reason we (and many others) purchased within this neighbourhood was to enjoy the peace, quiet, nature and bushland setting. Whilst this has been disturbed with the ongoing and continued expansion of the War Vets Village, I believe that any opening of this road as an additional access point will both significantly and permanently impact the residents, their properties and the safety of cyclists, small children, pets, wildlife, pedestrians and vehicles.