
Sent: 5/02/2020 3:59:28 PM
Subject: DA2019/1260 Submission

I have only just heard about this development and live close by, I was told the submission time had been extended, please see mine below:

Jessica Shaw

44 Marine Parade

Avalon Beach

Re: DA 2019/1260 – 27-29 North Avalon Road

Attention: Renee Ezzy Thank you for the opportunity

- The traffic report conducted states the peak time is 7-9am that is not correct as the local primary school start time is 9.25am I would suggest this be extended to at least 9.30am. Sometimes coming down North Avalon road after 9am can take more than 10 mins just to get onto Barrenjoey road, which is then a crawl all the way to the Avalon Public School, sometimes taking 20-25mins for what should take 10mins. The traffic on Barrenjoey road goes beyond Whale beach road most weekday mornings. I would suggest there needs to be adjustments made to alleviate the current traffic issues before you add a potential 15 more cars on the road. The lights and intersection on Barrenjoey and Kevin Street, causes most of the traffic congestion, one lane all the way to palm beach is not enough for the number of cars travelling through here every day. Cars are parked less than 50 metres away from these lights causing extensive delays. It seems ridiculous to think two houses will now be turned into 10, the area could not cope with the increase in traffic.
- Hospital transit time has considerably increased with closure of Mona Vale Hospital, elderly are a venerable and need to have good access to hospitals and medical care, this is not the case for the chosen location.
- Proximity to commercial centres SEPP Clause 26 - Location and access to facilities, states that the site should be located within 400 metres of a commercial centre or have access to public transport not more than 400 metres from the site. The proposed development sits within the R2 Development zone, Low Density Residential. Referring to the Council Development Control Plan for Avalon Beach, medium density is restricted

to urban areas located close to commercial centres. The local shops in North Avalon Road clearly do not provide key elements of a commercial centre for seniors or the disabled; namely access to medical facilities and pharmacies. The pedestrian crossing at the North Avalon shops is far from safe, nor is the crossing on Tasman road or the corner of North Avalon Road and Marine parade. There are many cars accessing these areas, visibility is not the best and it is not totally safe for pedestrians, a young boy was almost killed hit by a car just near North Avalon shops about 1 year ago.

- There are already 2 seniors living facilities located close to the proposed development site. These are located at 7 North Avalon Road (6 units), approximately 200m from the proposed development and the other being 'Drift' located at 4 Binburra Road, approximately 250m from the proposed development (8 units comprising a mixture of 2 and 3 bedroom apartments). The application for a third development consisting of 10 dwellings appears to conflict with the intention of the Avalon Beach Development Control Plan to minimise the cumulative impact of seniors housing developments. The proposed clustering of Seniors housing within this low density housing zone will fundamentally alter the character of the neighbourhood. Retention of the Natural Vegetation The Avalon Beach DCP states: "Future development will maintain a building height limit below the tree canopy, and minimise bulk and scale. Existing and new native vegetation, including canopy trees, will be integrated with development. The objective is that there will be houses amongst the trees and not trees amongst the houses." Council publications emphasise maintaining the green, tree dominated environment of the area. The current application provides for the removal of some fifty (50) existing trees substantially changing the leafy appearance of the neighbourhood.

- When we recently did a DA to make improvements on our house in North Avalon, we were not allowed to exceed a hard surface foot print of 60%, this development does not appear to have anywhere near 40% green space. Why has this been accepted by council? The plan for this site appears to have higher allevation than its neighbours and over the 8 metre limit, very limited green area

I am strongly opposed to the size and scale of this development and feel that the number of apartments (10 in total) is excessive for this residential location. This will be the third SEPP 55 Development to be built in this small local area, with now another SEPP 55 Development to be built on the corner of Barrenjoey Road and Kevin Avenue. * We request the Council consider an independent Arborist Report in relation to

the proposed removal of 50 trees, and feel that a second opinion is absolutely warranted in regards to the large number of established trees that will be cut down. * The current proposed Landscaping Plan is not adequate, either front and back boundary planting, or sufficient high screening canopy planting that is absolutely necessary for these proposed 2 storey buildings. * Underground parking would be a more suitable alternative for this development, instead of the proposed 13-15 carport spaces on the site, therefore decreasing the overall percentage of hard surface coverage. This substantially increases the overall planting area, for additional lush landscaping, thus improving the "greening" appearance of this proposed development.

Regards
Jessica Shaw