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**From:** [REDACTED]  
**Sent:** 20/03/2023 11:28:04 PM  
**To:** Council Northernbeaches Mailbox  
**Subject:** Submission on DA2023/0172

Dear Sir/Madam,

**PLEASE REDACT MY ADDRESS, EMAIL ADDRESS, AND PHONE NUMBER FROM THE SUBMISSION PRIOR TO PUBLISHING TO COUNCIL'S WEBSITE OR ANY OTHER PUBLIC SPACE**

**Re: Submission – DA2023/0172 – 1,5,5A,7 Gladys Avenue Frenchs Forest.**

As a current and long time resident of Gladys Avenue, I am deeply concerned about the proposed Townhouse development in this street. Apart from the obvious gross overdevelopment in such a small residential street, I am concerned for the safety and wellbeing of the current and future residents.

I highlight my concerns below:

**1) Parking –**

There is already a lack of parking for current residents and visitors to the street. This results in illegal parking daily by visitors to the hospital. I implore you to check the revenue raised by Council Rangers for illegal parking in the street since the hospital opened.

The proposed development does not provide visitor parking for the 30 Dwellings. Where are the visitors going to park in this already overcrowded street? There is no parking available in any of the surrounding streets due to a mix of residential and hospital staff plus visitors using the streets to park.

There are 30 Townhouses proposed for this development, 29 of which are 2 or 3 bedrooms, meaning more than likely there will be more than 1 car owner per townhouse. The allocated 42 car spaces for residents is inadequate to accommodate the parking requirements for proposed residents. The result would be more congestion/ illegal parking on the street. This is before you add no parking for their visitors.

Where are the builders and contractors going to park during the development?

The picture below captures 3 illegally parked cars - this is a regular occurrence.



**2) Safety –**

There are current safety concerns for the street already and these will be exacerbated by the increased traffic that this proposed development would bring.

With cars parked on one side of the road it makes the road way just wide enough for 2 medium cars to pass each other. If there is a large car or truck accessing the street it can often become gridlocked while there is a "game of tetris" to work out how they can pass each other. Add some speed to that and it often becomes very dangerous with there being many near misses. It also often requires one of the vehicles to mount the curb,

which is often not possible because of illegally parked cars.

There is also a blind spot on the bend half way down the road, where you cannot see oncoming cars around the corner especially if you are coming down the street. I noticed on the proposed plans that the only driveway access to the townhouse development is actually on the bend (blind spot). This adds additional safety concerns for a vehicle accident or vehicle versus pedestrian accident. 30 plus cars accessing the development on that bend is outright dangerous.

Where are removal trucks, Delivery trucks, services vehicles going to park to provide services to those 30 townhouses? There are already issues when these vehicles are required for the residents already living in the street.

There is currently no pedestrian pathway on either side of the street. This is already very dangerous, as pedestrians are required to walk on the road, navigate passing traffic as cars are illegally parked and the nature strip is unkept, uneven and dangerous. My daughter has a disability and at times we are required to push her in a large specially adapted stroller. We have no option but to push her on the road. On two occasions we have been beeped at and verbally abused for being on the road.

To add to the lack of pedestrian access is the lack of adequate lighting in the street. It is a very dark and dimly lit street adding to the danger of navigating your way in and out of properties safely.

Please see photos below highlighting the issues with pedestrian safety.







### **3 - Access for Services (including emergency services)**

I have serious concerns how essential / emergency services are going to be able to access the street adequately in an emergency. There are many times when the street is gridlocked i.e. when to garbage bins are being emptied, or a removal truck is parked in the street. I am concerned that with the added traffic and congestion that this development will bring, there will be issues with essential services being able to access residential properties, especially those at the lower end of the cul-de-sac.

Page 18 - Section 5 (Servicing Arrangement) of the traffic Impact Assessment states:

*To be consistent with the surrounding development, the refuse collection will occur on-street along the site's eastern kerb frontage on Gladys Avenue. Any infrequent services such as deliveries, maintenance etc. will rely on the ample on-street parking within the vicinity of the site, as it is normal for the small residential development of*

*this nature.*

There is a lot wrong with the above statement.

- There **is not** ample on street parking within the vicinity of the site.
  - With 30 additional townhouses deliveries and maintenance etc **is not** going to be infrequent.
  - The street will not cope with an additional 30 Garbage bins plus 30 recycling bins to be collected each week. The entire road will be block while this happens.
- How do the residents of this development get rid of bulk waste? This will be potentially dumped on the nature strip in front of the development. If each household books 2 bulk goods collections each year, there is potential for a constant stream of bulk waste on the nature strip.
- 30 townhouses **is not** a small residential development.

#### **4 – Traffic**

After reading section 6 Traffic Assessment, It became clear that the author has not spent time in the street at all especially during the peak period.

This information provided has been pulled from the NSW Government Roads and Traffic Authority 2002, Guide to Traffic Generating developments. It does not pertain to the road being a small cul-de-sac (only one way in and out), the surrounding area i.e., having a hospital and a High School at the end of the road and the fact that there are already a significant number of dual occupancy sites on the street.

Section 7 Conclusion – States:

The traffic and parking assessment undertaken for the proposed residential development at 1,5-7 Gladys Avenue, Frenchs Forest has concluded that:

- The traffic generation of the proposed development will not present and adverse traffic implications.
- The proposed parking provision will comply with the Council's DCP criteria and will adequately serve the development.

There are already issues with cars queuing to get into and out of the street due to the short timing of the lights. It allows on average two cars to leave/ enter the street at a time. When entering the street cars are often left queuing to get as they cannot get past the cars queuing to get out of the street. This is going to be exacerbated with additional minimum 30 cars, plus visitors, plus services coming in and out of the street daily.

Thank you for taking my concerns into consideration and I hope that they are addressed appropriately,

I look forward to hearing the outcome.

Kind Regards

