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RE: DA2020/0008 - 3 Central Road AVALON BEACH NSW 2107

D.A. 2020/008 - 3 Central Road, Avalon Beach

I lodge this objection to the proposed development at 3 Central Road, Avalon Beach on the following grounds:

1. The development proposal contravenes the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 by 1.91 metres. Whilst a request for variation has been submitted with the plans, in my view the request is not valid in that it is suggested that the development does not present as dominating neighbouring buildings, where in fact the development presents as a 3 storey building to all adjacent buildings and dominates those including the Fire & Emergency Building of 1 storey, 691 Barrenjoey, 693 Barrenjoey and 695 Barrenjoey which all present as 2 storey buildings, some of which are sitting lower due to the fall of the land in relation to the development. The development also presents as 3 stories to the west at 5 Central Road and dominates.

The report planning variation request also has included a photo of the rear building at 65 Old Barrenjoey Road which dates back to the 1960's as some sort of justification, which should not be relevant to a planning policy implemented in 2004.

It is my view that all requests for exemption to the planning Policy for SEPP should be rejected and the developer made to comply in the interests of all parties including the Avalon Community and in particular local residents.

2. The development has proposed the usage of Patterson Lane to access on site Parking. It should be noted that site currently has approved road access via Central Road. In my opinion Central Road should remain the only access point for vehicles to the development site. This opinion is based on the following;

a. The lane way approved for vehicle access to three residential buildings (65, 691 and 693) plus the Fire and Emergency site. On the residential vehicle access alone, up to 28 vehicles currently use the lane for access. Additionally block 693 and 691 have visitors parking places off the laneway on their respective properties.

b. The lane way is heavily utilised by pedestrians including school kids including unaccompanied school children on bikes, skate boards etc as well as mothers with prams. This laneway is heavily utilised by such pedestrians as it is a local short cut access point to Dunbar Park and the Avalon village beyond.

c. The addition of 16 vehicles using Patterson Lane as an everyday access point will make Patterson Lane a dangerous place for local residents to use the laneway. It should be noted that the laneway is a single width laneway with no footpath or area on either side of the lane. In other words, all pedestrian use of the laneway is on the lane itself.

3. The development proposal is to build 8 residential units on the block that currently has two

flats in a single building. I believe that the block is not suitable for such a large and high-density development. When considering the surrounding buildings, the maximum number of units in each block is five, on similarly sized land. For example, 5 Central Road = 5 units, 693 Barrenjoey Road = 5 units, 691 Barrenjoey Road = 5 units.

Whilst I appreciate that the developers are aiming for maximum profit, the local impact on the community and our environment should not be compromised. This development block would seem appropriate for a 4 to 5 unit development as to not negatively impact the area. The development should plan for street access from Central Road as per the status quo and for less destruction of the existing flora on the block

4. To re-enforce the point above about the size of the development, the Flora Fauna Assessment plans for 19 mature trees to be removed as indicated on the "tree removal" planning document. It appears only four trees (T8 and T9 at front of property and T36 and T3 at rear of property will remain on the property itself and two on the council foot path T17 and T13. A more environmentally sensitive development application would provide for the retention of many of the trees by accommodating them into the design, in particular in the common areas. The planting scheme diagram indicates that no new trees will be planted to replace the 19 removed as all new plantings are essentially edge / boundary plantings only.

5. As a result of the over height development proposed, the Shadow diagrams and Sun Eye View diagrams indicate a negative impact to the surrounding existing residential blocks at 693 Barrenjoey, 691 Barrenjoey and 5 Central Road.

6. Finally, on traffic and car parking report and survey. I find it particularly difficult to believe these results as reported. The notion that 24 spaces would be vacant in areas 1a-3b is challenging to anyone familiar with the areas in question. However, the combining of results into areas 1a, 1b, 1c, 2a, 2b with 3a and 3b distort the results as 3a and 3b (in particular as across the other side of a busy 6 lane road) are not easily accessible to 3 Central Road and unlikely to be utilised by anyone visiting the block. Distances of Parking areas 3a and 3b which are only accessible from 3 Central Road by street pathway Barrenjoey Rd and Central road would be stretching the 150 metres indicated. Typically, on school days due to the Maria Regina school located almost opposite the development site at 3 Central Road, it is extremely busy and difficult for parking. Additionally, with parents dropping and picking up kids, in addition to public transport makes this area particularly busy area where caution must be exercised. This development would significantly contribute to the already chaotic traffic and parking every school day in this area.

In summary I believe that Northern Beaches Council should reject this development and insist on compliance in full with the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004. Additionally, any new application for development on the block at 3 Central Road should be on the basis that vehicle access to the block be via Central Road as is currently the case to eliminate a potentially dangerous change to Patterson Lane for the current high number of Pedestrians utilising the thoroughfare. On-site visitor parking should also be provided so as to not overly impact the already busy area.

I don't believe we should be allowing or making exception for developers to stretch the boundaries in the size of development nor flout the planning standards in order that they eke out a maximum profit to the detriment of our suburb and residents.

Geoff Tye

