
Sent: 18/02/2024 2:29:56 PM
Subject: DA 2024/0044

Dear Council

Re: DA 2024/0044

After reading the Notice of Proposed Development and then examining the application details online I am voicing my strong disapproval of the proposal.

My grounds for disapproval are:

1) ACCESS

The Kevin Ave location is inappropriate. The street is narrow and, with cars etc parked on either side, there is only access in one lane down the middle. This necessitates traffic having to pull into driveway openings and any unparked zone to come and go. Every time I come home I invariably must pull over at Park Ave to let a stream of cars come through towards the traffic light at the Barrenjoey Road intersection. This continues through the short stretch to my property. If there is a garbage truck access is an exercise in patience.

On weekday mornings it can take 3 or 4 traffic light changes to arrive at Barrenjoey Rd. The car bank up is right back to my property and cars going up the street can't gain access.

There are already too many cars here for the street to cope with. The street with its traffic light is the main feeder to Barrenjoey Road for the whole of Careel Bay. This encompasses Kevin, Park, Queens, Patrick, Therry, George, Wollstonecraft, Elvina, William, Riviera, Elizabeth, John and Cabarita Roads. That is a vast area and it contains many homes that have been modified to dual occupancy with the relaxation of rules around this type development.

There are also more inhabitants because owners find their adult children in need of accommodation and somehow fit them in to existing homes. This is my personal experience. I have a single mum with 3 kids in my granny flat and then I also have my daughter, hubby and 2 kids in the house. Don't assume that all houses are underutilised. This property is home to 9 people.

2) PARKING

At the moment even if there are 2 available car spots for each home there are more cars that don't fit on a property. Adults generally have a car each. As soon as children acquire a licence there has to be a car parked on the road. Tradies, and there are many around here, often park work vehicles on the street and then there's boats and trailers.

For example with 4 adults on my property there are always 2 cars on the street. And if anyone has visitors or a party it is an enormous parking conundrum.

For the new development to boast 2 parking spaces each for 10 units sounds great but the reality will be vastly different. 3 of the units have 3 bedrooms and a media room. There is

massive opportunity for more adults and hence more cars to need street space.

3) INFRASTRUCTURE

a) SERVICES-

It is well known in this area that the water provision is old and regularly has burst mains and leaks. I have doubts about the stress on current water and drainage. A development such as this which covers most of the available ground on two large blocks creates an increase in run off. This puts pressure on local waterways into Careel Bay with its beautiful wetlands and mangroves.

b) MEDICAL SERVICES and POLICE

There are a limited number of GPs in Avalon and it is very difficult to be accepted into the only practice I know in this suburb. With an influx of older people even getting an appointment will become more problematic.

The local hospital was closed and demolished a few years ago and now residents must drive to Northern Beaches hospital- a journey cursed by heavy traffic and sometimes flood and fire. An ambulance can take 40 mins to access the hospital. Often serious injuries are air lifted because the journey to hospital is so long and problematic.

Even though there is an ambulance station nearby it can still take a protracted time for ambulance to arrive. They are regularly on call across Sydney.

There is no police station until Mona Vale. There used to be a station in Avalon but it was decommissioned so the only police we see are driving to and from Palm Beach patrolling Barrenjoey Road.

c) TRANSPORT

This suburb is accessed via the 2 lane road around the Bilgola Bends. At different times of the day it can take much longer to travel each way. Traffic builds up and blocks access if there is any incident along this stretch. In the mornings even without an accident or break down it can be back to the Avalon Pde traffic lights to leave the area. In the afternoon you can crawl into Avalon all the way from Newport.

We don't need more traffic on our roads and developments such as the one proposed add to the stress and time to travel.

There is no train line in and out of this area. It is served instead by a public bus that stops everywhere till Mona Vale when you board a B bus to travel further. Already commuter carparks at Mona Vale and Warriewood are full early and so travellers must find parking on the street and walk considerable distances.

d) PARKING IN AVALON

This is such an issue now with the increased population density. Those seeking to use services in the shopping centre are having trouble finding parking. Many have reported driving

on to Newport or Mona Vale where they find the same problems. Developments squeeze more and more people into the area but they result in reduced amenity for residents.

4. REDUCTION IN AMENITY FOR LOCAL RESIDENTS

This development is totally out of keeping with the houses in Kevin Ave. Its appearance from the street is huge and boxy. The surrounding properties have houses in keeping with the current residential 2a zoning. There is land around buildings to soften the impact of their presence. The houses aren't as high and imposing as the proposed development. With a few plantings and structures covering most of the total land area this development is completely the opposite. It is over development of a site in the interests of creating a windfall for the developer.

Token trees and small landscaped areas shown on the plans are not in keeping with the surrounding area either. When walking up the street you can see the bushland reserve of Stapleton Park. This proposed building is a complete opposite in appearance and philosophy to Avalon, its history and its environment.

This suburb was sold off originally with large blocks to preserve as many of the native trees and wildlife as possible. Block sizes were large to enable this preservation to continue into the future. Sustainable, low impact living. These large block sizes are not to enable developers to greedily build on the entirety and make millions.

5. DUAL OCCUPANCY

The proposal comes with photos highlighting current dual occupancies. It is as if these excuse or pave the way for the proposal. Dual occupancies come about by following strict rules on having a certain percentage of undeveloped area on the whole block, they are small and council likes them to fit with current surrounding buildings in appearance.

This proposal is way beyond a simple granny flat. It is the decimation of two blocks, it is monstrously large and completely out of character for the street. There is almost no open ground and only token plantings.

6. CHANGE OF PLANNING LAWS

The proposed development is evidence of the state governments plan to increase housing availability across the State. The idea is a blanket planning advice to all councils.

This policy is absolutely wrong for the Avalon area. With its lack of infrastructure and transport chaos on a tiny peninsula this policy is inappropriate for this area.

The history of this suburb- built on ideas of preserving as much of the native animals and plants as possible - seems to not even rate a thought.

This area is unique. There are beautiful beaches, the fabulous Pittwater, superb bushland reserves- Angophora and Stapleton Park. But animals need more trees than just exist in those places. We need to keep the large block sizes with a great tree canopy. We cannot allow developments such as this to pave the way for wholesale character assassination of this area and decreasing amenity and enjoyment for residents.

Please disallow this proposal on the grounds above.

Kind regards

Jennifer Reddan

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