
From: David Berry
Sent: 28/01/2022 2:05:33 PM
To: Council Northernbeaches Mailbox
Cc: Adam Mitchell
Subject: Supplementary Submission re DA2021/1039 (Amended Statement of Environmental Effects)
Attachments: Council Submission re 16 Wyatt Aves.doc;

Dear Sir/Madam,

Please find attached my submission in relation to the Amended Statement of Environmental Effects lodged in relation to DA2021/1039. [Proposed Boarding House at 16 Wyatt Ave.]

Apologies if there are any formatting errors. Should you require this to be submitted via another method, or require further details, please let me know.

Yours sincerely,
David Berry
22 Charleroi Rd
Belrose

Despite the changes to DA2021/1039 I believe that the concerns raised in my original submission (and those of other residents) are still valid and still need to be considered, I refer you to them.

I indicated previously my concerns re traffic safety, bushfire danger, and that higher density housing is not in keeping with the character of the area. Further to those comments:

Safety & Traffic

The traffic report with this DA says, amongst other things, that:

- the surrounding intersection currently operates at a good level of service (with much analysis being devoted to the traffic light intersection with Forest Way)
- all tenant parking demands will be met on site
- additional trips (generated by tenants) can be accommodated without significantly affecting the performance of any turn movement, approach arm or the overall intersection.

I am not sure that I would agree that the surrounding intersections currently operate a good level of service during the periods of drop-off and pick-up times at John Collett, particularly the local intersections. My experience has been the opposite. At those time there is a high-level of traffic in the area. There is generally a line of traffic and parked cars extending in both directions and with queues for pick-ups sometimes extending to the DA property. This traffic results in obstructed views, parking and disembarking hazards, etc. [Refer video provided with my original submission]



Pick up time at John Collett School (on different days)



More cars will added to this mix as a result of:

- a) the Child Care Centre to be built at 12 Wyatt Ave
- b) the 25 room boarding house to be built at 14 Wyatt Ave, and
- c) the proposed 55 room boarding house to be built at 16 Wyatt Ave.

(This is without considering any traffic that might be associated with the Junior Bike Park to be built in Wyatt Ave. Council and residents will also be familiar with a proposal to build a large housing estate at the end of Ralston Ave which was floated some years ago. I believe that this proposal also suggested that access to the estate would be via both Ralston Ave and Wyatt Ave (?) The large number of houses associated with this proposal, even though it was for low density residences, would significantly contribute to the traffic and related issues in the area should such a project go ahead at a future date).

During construction phase, safety and traffic issues will be further exacerbated and disruption will be created by trucks, tradie's vehicles etc. The impact on the community during this period also needs to be considered. One would expect that there would be little quiet enjoyment of close neighbours, particularly if the construction of a child-care centre, 2 boarding houses and associated road improvements occurred simultaneously. From memory the proposal for the Child Care Centre that was approved made changes to the operation of the T-section between Cotentin & Wyatt – I think they were going to install a traffic island to prevent u-turns?

I am not sure whether these changes or possible increased traffic flows from those approved developments were factored in to the traffic report that accompanies this application.

Even if any one of the 3 proposed developments does not result in an impact on traffic, something that I don't concede, they will together contribute to a greater impact to the traffic in the area than suggested by each individual one. Assessed together, the level of significance of the impact will obviously increase. It is the remaining residents and school community who will be left to live with any impact. There are school kids, pedestrians, bike riders, garbage trucks and bus routes to consider, (and potentially evacuation plans in case of a bushfire).

In regards to on-street parking - the Traffic Report advises that all tenant parking needs will be met on site. I merely mention that the boarding house at 2506 Bundaleer St (/Linden Ave) generally adds 6-12 cars to the on-street parking of the area during the random quiet times I have passed it outside of school hours (see photos below).



Linden Ave, Sunday, 31 Oct 2021, 7 am.



Linden Ave, Sunday, 23 January 2022, c.5 pm.

I would be concerned if the Traffic Report's claim that all tenant parking demands will be met on site did not hold true. Any on-street overflow (added to any from the child-care centre or 25 room boarding house) could cause a problem for other residents, bike riders, pedestrians, etc. Just to show that Wyatt Ave is not always deserted with plenty of available on-street parking, I have attached a couple of photos of the western end of Wyatt Ave on a weekend, when that area can sometimes attract quite a bit of on-street parking when mountain bikers and bush-walkers park there.



Saturday 14 Aug 2021 (3:38 pm) – Parking at the end of Wyatt Ave

The Character and Nature of the Area

Currently between John Collet and the end of Wyatt Avenue on the northern side there are 4 residential houses on very large lots and 2 vacant lots. This area while zoned as non-urban might best be characterised by the person-in-the street as low density residential. The southern side of Wyatt Ave, and surrounding streets are mostly zoned as Low Density Residential.

Regardless of zoning the nature and character of the whole area would best be described as low-density residential. The photo below shows the vicinity where the proposed 55 room boarding house will go.



Residents over many years, including the current owner of 16 Wyatt Ave, bought into this area with the expectation of the enjoyment of the low-density character and nature of the Belrose residential suburb. Those that remain in the area would like to preserve and enjoy this.

If this proposal is approved there will be a 55 room boarding house, a 25 room boarding house and a child-care centre, along with 3 remaining houses on large blocks. Continued approval of businesses and higher density housing changes the nature of the area. Approval of developments of this nature, which change the character of the area, make it more likely that owners of neighbouring properties will move or propose further similar developments. I thought that the character and nature guidelines were meant to protect the community from developments of this nature (and any potential domino effect).

Traffic or parking issues in the area would be further exacerbated if any or all of the remaining 3 houses on very large lots decided that they too wished to 'provide affordable housing for essential service workers'. It would further cement the change in nature and character of the area.

Understandably each DA argues its individual case. However, residents have valuable experience of living in an area, and do not see things in such a compartmentalised way. They are the ones that have to continue to live with the impact of decisions by the Council and the Land & Environment Court. As well as considering the details of each DA they should also be considered within the context of their local area. For these reasons I oppose this proposal.

Whilst I have limited these comments to traffic safety issues and the nature and character of the area I also share the other concerns raised by other residents in their submissions.

David Berry