
Sent: 2/07/2021 5:03:57 PM
Subject: Application Number: DA2021/0008 -12/14 Ponsonby PArade

Dear Sirs/Madam,

This is a submission in opposition to DA 2021/1008 – 12/14 Ponsonby Parade, Seaforth, NSW 2092

I want to thank Council for the report from the Traffic Engineer Referral Response Officer dated 22 June 22, 2021

(Hereafter referred to as "the Report").

Unfortunately, this amended report contains several errors and omissions.

Once the correct facts are considered, Council will see that the development application fails to comply with the SEPP requirements for:

- a. Public transport and
- b. Footpath access

As a result, Council must follow the admonition contained in section 26 of the SEPP requirements.

Council MUST NOT CONSENT to this development application.

- a. Public transport

The Report MISTAKENLY notes that "Route 144 and 145 buses ... pass the site on Ponsonby Parade,"

That statement is false.

The Route 145 bus does NOT pass the site traveling Westbound (returning from the required shops/amenities/services)

The closest 145 bus stop travelling westbound is on Sydney Road.

That bus stop is MORE THAN 400 metres from the development.

As such, it fails to meet the SEPP requirement that the public transport be within 400 metres of the development.

- b. Footpath Access

The Report notes that a footpath is required to the busstop on Ponsonby Parade east of the development.

The Report fails to note that to access the busstops on Sydney Road as well as the Seaforth shops, footpaths are required:

- i) across Ross Street to walk on the north side
- ii) across Sydney Road at the intersection of Ross Street to walk east
- iii) across Ethel Street at the Seaforth roundabout to walk east to the shops and busstop (2 footpaths required)

Note that it is extremely dangerous for able bodied pedestrians to cross the 4 way intersection of Ross Street and Sydney Road

It is life threatening for elderly or handicapped people to cross this intersection.

To minimize this danger, Council installed a crosswalk and traffic light on Frenchs Forest Road just north of the roundabout.

This is the ONLY safe place for a pedestrian to cross the roundabout for access to and from Sydney Road.

Unless at least 4 crosswalks are installed at the above multi lane intersection,

a passenger disembarking the westbound Route 145 bus must:

- walk north across Sydney Road at the Kempbridge Avenue traffic light
- walk west across Kempbridge Avenue at the same traffic light
- continue to walk west to cross Frenchs Forest Road at the traffic light
- continue to walk west along Ross Street to 12/14 Ponsonby Parade

This more than 500 meter path from the busstop to 12 Ponsonby Parade does not comply with SEPP requirements.

The 145 bus stops on Sydney Road Seaforth ONLY 2X during the hours of 9 am to 4 pm.

This paltry lack of transport, coupled with the dangerous street crossings, and, the non compliant distance are more than sufficient for Council to deny this application.

Council's highest priority should be to preserve the safety and health of all residents, particularly the most vulnerable.

Once these omissions and factual errors are considered, it will be clear that Council must deny consent for this application.

Regards,

Michael Julian

22 Ponsonby Parade

Seaforth NSW 2092

Traffic Engineer Referral Response Officer comments

Accessibility to public transport: The developers traffic report and accessibility report both indicate that the site is well served by a range of public transport services.

While Route 144 and 145 buses do pass the site on Ponsonby Parade, there are currently no other State Transit services which pass the site with bus passengers having to change services at Seaforth shops or Manly in order to reach destinations other than Manly, Chatswood or Warringah Mall.

Further, while the 144 service (Manly to Chatswood) is very regular,

the 145 service (Warringah Mall to Seaforth) operates only 5 times a day at hourly intervals.

The most accessible bus stop within close proximity to the site is located on Ponsonby Parade approximately 100m to the east of the site.

There is a footpath at relatively flat grades between the site and this bus stop.

From building number two, which relies on pedestrian access to Ross Street, there is no footpath link to a bus stop

and to meet the requirements of clause 26 subclause 4 and clause 38 of the SEPP it is therefore required that a footpath be provided between the Ross Street access and the nearest bus stop sited on Panorama Pde near Ponsonby Pde..

Without the required access to public transport, the development no longer qualifies for consideration as a Seniors Living Residential Development

* 26 Location and access to facilities

(1) A consent authority **must not consent** to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have access that complies with subclause (2) to (a) shops, bank service providers and other retail and commercial services that residents may reasonably require, and (b) community services and recreation facilities, and (c) the practice of a general medical practitioner.

(2) Access complies with this clause if-

(a) the facilities and services referred to in subclause (1) are located at a distance of not more than 400 metres from the site of the proposed development that is a distance accessible by means of a suitable access

or

(b) in the case of a proposed development on land in a local government area within the Greater Sydney (Greater Capital City Statistical Area)-there is a public transport service available to the residents who will occupy the proposed development

(i) that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and

(ii) that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in subclause (1), and

(iii) that is available both to and from the proposed development at least once between 8am and 12pm per day and at least once between 12pm and 6pm each day from Monday to Friday (both days inclusive)

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