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Subject: Online Submission

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RE: DA2021/0311 - 2 The Circle NARRAWEENA NSW 2099

Carden
27 The Circle Narraweena

RE: Notice of Proposed Development DA2021/0311 at 2 The Circle Narraweena

I wish to strongly object to the proposal and application to construct a boarding house at 2 The Circle, Narraweena.

There are many concerns regarding the size and nature of this development and the impact it will have on the surrounding dwellings, recreational facilities and traffic flow.

The most crucial issues are:

The fact that Narraweena zoned as a low-density residential area is seeing an alarming increase in the approval of medium density developments with The Circle in particular, already absorbing much of this load:

We have resided at our current dwelling for 30 years. During this time, we have witnessed as would be generally expected in any Sydney suburb, an increase in population and traffic.

However, In the past 5-10 years, this increase has become profound.

Over this time frame The Circle and surrounding streets (particularly Oceana Street, and the tiny Reid Avenue and Crete Street which connect the Circle to Alfred Street and Victor Road respectively) have absorbed not only the typical attrition rate of established suburbs (those with an ageing population where small original cottages housing one or two long term residents have been redeveloped to accommodate larger families) but also a spate of sub-divisions and dual occupancies and construction of 13 units (18 The Circle - previously 2 x single dwellings) 7 Units (45 Oceana Street - previously single dwellings) and 2 large Cerebral Palsy assisted living facilities.

The ratio of single dwelling, low density 'residential' properties compared to those of medium density in this small area is surely already beyond what should be acceptable in an area zoned as a low-density residential area.

This is despite an overwhelming turnout from Narraweena residents to a meeting with Local member Brad Hazzard in 2011 re proposals at that time for re-zoning and over-development of Narraweena where these same concerns were addressed.

It is distressing that developments clearly not meeting the zoning restrictions can be considered for approval under the guise of 'affordable housing'.

The already dangerous traffic flow and congestion around Beverly Job Oval:

It is noted that the proposal for 12 Units (potentially 22+ residents) plus a Manager's residence at 2 The Circle only has provision for 7 car spaces so it appears there is a presumption that additional parking will be on the street or in the public parking bays. It should also be noted that

the proposed dwelling is on a blind corner where there is NO available parking at the front of the property. The Street is named THE CIRCLE as it is exactly that - a series of curves! The photo below shows the front of the property being proposed for development. As can clearly be seen there is NO off- street parking with the white poles indicating the start of the public reserve. Note the yellow and black arrows already in place to alert traffic to the blind corner in order to prevent potential accidents!

Whilst the residents of the cerebral palsy facilities do not require personal car parking each facility has at least 10 staff members on site day and night as well as visitors, service suppliers, deliveries and resident transportation. Neither of these facilities have enough off-street parking to provide for the number of vehicles associated with their function. Hence the public car parking bays on the Circle intended to service patrons of Beverly Job Oval are always at least 60% occupied accommodating these extra vehicles, along with overflow parking from other properties also with inadequate parking facilities for the number of residents vehicles. That is before any sporting groups, families using the park, or patrons of the dog park arrive. The photo below indicates the usage of this carpark on an average day. On football or soccer days don't even contemplate trying to drive down the street let alone park anywhere on The Circle.

The number of visitors to the unleashed dog park continues to increase. To the extent that council has just recently added new fencing to address safety concerns relating to people and dog movement and the surrounding roads and parking areas. When the dog park is at its' busiest times (mornings and most specifically afternoons from approximately 4pm until sundown) parking in Oceana street and the Circle is at a premium. The car park at the community centre does not have enough parking to accommodate dog park visitors as well as dance school patrons using the Community Halls plus parents and staff accessing the Childcare facility at the entry to Oceana Street off Alfred Street.

Reid Ave and Oceana Street which are access points to the Circle and Beverly Job Oval from Alfred Street are accidents waiting to happen. There is no room for cars to pass due to the cars parked right up to the corners on both sides of what are narrow streets and many cars take these corners at speed. The same can be said of the 3 way junction of the Circle, at the dog park and the junction of The Circle and Oceana where cars park around all bends, forcing cars to travel onto the wrong side of the road with obscured vision of oncoming traffic and leaving no room for manoeuvring.

Of major concern is the potential for accidents on the corner of Oceana and Alfred Streets where there is a childcare facility as well as 2 x Primary Schools in close proximity. The School Zone 40 restrictions do little to quell the potential for serious accidents to occur on this bend as cars take the corner at speed and find there is nowhere to go when faced with parked cars on both sides of the street and oncoming traffic from around a blind corner.

My understanding is that if we were to new build a single residential dwelling we would have to comply with requirements for at least 2 off street car parking spaces yet this proposed development is only required to accommodate 0.5 car spaces per dwelling - how can this be acceptable? We accommodate 3-4 cars off street in our property.

The photos below show the congestion in The Circle from the front of our property on any given afternoon or weekend. Often, we have great difficulty even getting in and out of our driveway.

The photo below shows recent damage to one of our vehicles parked at the front of our property when it was side-swiped by a car unable to clear the bend successfully due to the

volume of parked vehicles on The Circle.

As can clearly be seen this description of the traffic conditions in The Circle is at complete odds with the paragraph below lifted from the Traffic and Parking Assessment Document lodged with the development proposal and dated March 2021.

3.3 Traffic Conditions An indication of traffic conditions on the road system serving the site is provided by data published by the Roads and Traffic Authority. The Roads and Traffic Authority data¹ is expressed in terms of average annual daily traffic (AADT) and details are provided in the following: Road Location AADT Warringah Road East of Willandra Road 51,910 Willandra Road North of Warringah Road 18,843 The total two-way flows in Alfred Street are some 2,700 - 3,200 vph in the peak periods while the flows along The Circle are very minor being largely limited to local access movements. Traffic conditions in the vicinity of the site are quite satisfactory and the traffic circumstances in the area dominated by the arterial flows on Warringah Road and Pittwater Road.

The Circle is also fast becoming a regular morning rat-run for cars traversing from Victor Road through to Alfred Street to join West bound traffic at Warringah Road rather than trying to enter Warringah Road from May Road. None of this traffic movement is reported in the document. The findings in the document are at best severely outdated.

I question the validity of this document also based on the inaccuracies of the following paragraph in regard to public transport access. Did the people compiling this document actually do any research or just put together a quick guesstimate?

3.4 Transport Services Sydney Buses operate numerous services along Warringah Road, Alfred Street and McIntosh Road and these services connect to the City, Manly, Chatswood and other major centres as well as rail and ferry services. These routes include 136, 153, 178, E78, 169, L73, L60 and E69 and details are provided in Appendix B.

Several of these bus routes are no longer in service so the transport report should be viewed as invalid. There is no longer a Wynyard/Manly/Nth Beaches Hospital bus service travelling along Alfred Street as the 169 used to do. All buses now travel and pick up along McIntosh or Warringah Roads.

It appears the proposed property also does not meet requirements for refuse according to the relevant lodged document on waste services.

And yet another paragraph as cited below from the Traffic and Parking Assessment Document lodged with the development proposal and dated March 2021 states:

**** Servicing Removal of refuse would be undertaken by on-street collection by Council's service consistent with the existing servicing arrangement in the vicinity of the site. Service personnel and visitors etc. will be reliant on the available on-street parking.**

To re-iterate THERE IS NO ON STREET PARKING and no room for bins in front of the property. Are the neighbours or the park expected to accommodate the number of bins required for 22+ residents every Tuesday/Wednesday?

Flooding is yet another issue (and has been raised by a property owner adjoining the proposed development). In the recent heavy rain experienced in Sydney prior to Easter the whole corner including the roadway in front of the property at 2 The Circle - as seen in a preceding photograph - was under flood water for several weeks. Sandbags and safety barriers were placed there at this time. Obviously the drains could not cope with the storm water run-off so it does not surprise me that the neighbouring property on Victor Road has reported issues with flooding from the property where the development is proposed.

The size of the proposed facility is unsuitable as is the appropriateness of this type of dwelling being built in this location:

The properties neighbouring this proposed development will be completely overshadowed by

the proposed building and will lose all sense of privacy and retreat in their own homes with potentially 22+ people peering over their fences and coming at going at all times.

Families buy into areas with an assumption that they will be protected by existing planning laws only to find out that they have no rights when it comes to a development squeeze. This is distressing and the impact on the well-being, stress and mental health of established home owners when their privacy and life-style is impacted by over-development is real and should not be under estimated.

The public spaces in the park will also be imposed on as the proposed development would border a sector of the park mainly utilised by very young children playing Junior sport. The nature of a 'boarding house' and the criteria for potential residents - as well as the transient nature of such boarders - is definitely not suitable or desirable in such close proximity to public spaces frequented by families and young children and is not in keeping with the family oriented community that Narraweena has become over recent years.

I object to this proposed development also on the grounds that once it is approved it sets a precedent for more of the same to be approved. The people of Narraweena have as much right to their low density living as any other suburb.

In summary this property far exceeds what is reasonable and fair to be constructed in a single residential block in a low-density area and is attempting to gain exemption under the guise of affordable housing. The Circle in particular, has already absorbed more than its fair share of medium density housing facilities over recent years, owners of private single dwelling homes are rightfully feeling under siege of a development squeeze with the traffic and congestion around the park area at a peak. The community at large is also rightfully concerned about the appropriateness of potential tenants that may be accommodated in a 'boarding house' facility in close proximity to family homes and public parkland frequented by young children.