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Subject: Online Submission

12/04/2015

MR Julian Vrbancich
32 James Wheeler Place PL
Wheeler Heights NSW 2097

RE: Mod2015/0059 - 1 / 0 Veterans Parade WHEELER HEIGHTS NSW 2097

Response to: Modification No: Mod2015/0059 - (DA6000/6478)

We wish to express our concern and dismay at the application No. Mod2015/0059 to modify Development Consent DA6000/6478 to allow resident access to James Wheeler Place. This attempt to modify the original consent handed down by Justice Pearlman in the Land & Environment Court seems to be an ongoing saga with modification applications occurring on a regular basis, the most recent being September 2014. Is there a war of attrition going on with the RSL Lifecare Pty trying every 6 months to a year it seems with application after application to open up James Wheeler Place?

Isn't it about time that RSL Lifecare take responsibility for their own vehicular traffic within their premises rather than passing the responsibility onto the residents of James Wheeler Place? The original approval for the additional 300 residences, and the subsequent increase in traffic within the Village and its consequences, would have been patently obvious. This is one of the clear reasons why Justice Pearlman stipulated that James Wheeler Place was not to be used for any access other than emergency.

Justice Pearlman very clearly stated in Condition 10.19 that the emergency access at the end of James Wheeler Place is for emergency vehicles only and she went further by stating that "... ingress and egress to the Development from this point IS NOT POSSIBLE excluding ingress and egress for emergency purposes such as for fire fighting and emergency evacuation." Note she stressed the phrase "is not possible" as she believed that the residents of James Wheeler Place had suffered sufficient loss of amenity as a result of the development.

As long term residents of James Wheeler Place (since 1985) we believe we have a very competent and comprehensive understanding of the traffic dynamics and management issues of the street. We note the following:

1. Since the development was approved residents of James Wheeler Place have been subjected to continuing noise, disruption and inconvenience as the Veterans' Village expands on an ever increasing basis.
2. Our ability to enjoy the previous amenities of the street - peace, quiet, bushland setting - have been significantly impacted and eroded and the opening of the road would serve as yet another impost on residents.
3. James Wheeler Place is a narrow, winding road which comes to a crest towards

the end of the street. It is not suitable as a through road for large numbers of vehicles which is what would occur if the road was opened as it would grant access to not only residents, but eventually staff, visitors and construction workers. This raises significant safety concerns for not only the residents of James Wheeler Place, but all vehicles using the street.

4. This proposal has dangerous consequences which would be exacerbated when the next two stages of the Greenhaven development have been completed, with a total of about three hundred apartments and hundreds of additional cars.

5. Further, it is highly likely that there will also be increased usage from residents within the existing older village areas and their subsequent visitors etc.

6. The street is increasingly characterised by many families with young children who are frequently out and about. This amendment raises significant concerns for their safety. This issue is now very apparent with all the numerous families exiting from their cars in preparation for commencing their transit around the newly completed Narrabeen Lagoon circuit. There are children milling around the parked cars waiting to get ready for walking, running or cycling - see point 7. below.

7. The recently completed walkway around Narrabeen Lagoon has seen an explosion in the number of cars using James Wheeler Place leading to a significant increase in the numbers of families and cyclists parking in the street to better use the enhanced recreational facilities available. Visibility is often reduced and two way traffic is impossible as the road is not wide enough to accommodate this and parking. James Wheeler Place is choked with traffic with parked cars on both sides of the narrow street and cars entering and exiting James Wheeler Place (see attached photos). Significantly, there is also a continuous stream of cars driving to the end of James Wheeler Place (opposite the emergency entry into the Dardanelles) in order to turn around because the roadway opposite the park and the entrance to the Narrabeen Lagoon trail is too congested and narrow in order to do a U-turn.

8. The enhanced traffic in James Wheeler Place as it stands now will also impact on the use of emergency vehicles requiring fast unimpeded access to the emergency entrance to the Dardanelles at the end of James Wheeler Place. Opening up James Wheeler Place to the residents of the Dardanelles will further exacerbate vehicular safety in a narrow street that is often dangerously overcrowded.

9. The intersection where James Wheeler Place meets Rose Avenue is characterised by very limited visibility requiring vehicles to approach the centre of the road in order to sight traffic approaching from the right hand side. We have observed on many occasions, that people actually remove the "No Stopping" sign and park their cars right up to the corner of the intersection between Rose Avenue and James Wheeler Place. When they leave, the sign appears to be put back. Increasing the volume of traffic exiting and accessing the street will significantly increase the risk of a serious accident especially if the drivers are elderly.

10. We note that the Warringah Council's Traffic Engineer Referral Response to the RSL Lifecare's previous attempt to open up James Wheeler Place (Mod2014/0186) states the following (see attachment). "The proposal is for the removal of the boom gate and make the access available for the village's residents. The existing access is combined access with a narrow width and does not comply with Australian Standards for the proposed use. In review of forgoing, the proposed modification is not supported on traffic ground." This is a damning statement that would also apply to the current modification as the existing access is still combined with a narrow width.

11. The existing emergency access into the Dardanelles from James Wheeler Place is both combined and narrow (see above Traffic Engineer Referral Response) thus residents use the street for both frail, elderly pedestrian traffic and vehicular traffic. The road is so narrow at the exit point that two-way traffic could not operate. Thus even the residents of the Dardanelles (at least near the exit/entry point) are opposed to this modification because the increased traffic will add noise, pollution and endanger pedestrian traffic. So much so, that a village resident has gone to the effort of doing a letterbox drop to all residents of James Wheeler Place urging them to oppose the modification (see attachment).

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