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MS Linda Zimbos
248 Warringah RD
BEACON HILL NSW 2100
linda@deewhyplumbers.com

RE: DA2019/1480 - 242 Warringah Road BEACON HILL NSW 2100

I would like to submit my objection to the boarding house being proposed at 242 Warringah Road, Beacon Hill.

1. I believe this is not in keeping with the suburb as surrounding the boarding house is all single dwelling family houses.
2. I have children that walk to and from Beacon Hill Primary School every day. I am concerned that the increased traffic congestion with additional cars movements entering and exiting the new development would cause safety concerns. Currently their only safe way to walk to school is by walking down western side of Ellis Street (only part with a footpath) and crossing at the pedestrian refuge at the bottom of the hill. I am concerned that the traffic will be constantly backing up as people come in and out of the driveway and not allow safe passage for the children to cross. Note - there are lights at the top of Ellis but no footpath on the eastern side of the road to walk down and if they continue along Warringah Road, they are required to cross Oxford Falls Road as it enters Warringah Road, which is also treacherous.
3. There is also another proposed development DA2019/3140 in Meatworks Road which proposes 3 years of building works with at time more that 30 truck movements a day using Ellis Road. I think that the cumulative effects of the increased traffic will causing even more safety and movement issues for both pedestrians and for the residences that have to use that route to get home especially those that live in Oxford Falls Road, Iris Street, Dareen and the part of Northern side of Warringah Road between Jones and Ellis Street.
4. There are glaring errors in the data compiled in the traffic and parking impact assessment
 - the CLEARWAY, NO PARKING (6.30am - 9.30am, 3.30pm - 6.30pm Mon - Fri) and BUS ZONE restrictions along Warringah Road - this has not been the case for over a year. The clearway is actually Mon - Fri 6am - 7pm and also Saturday and Sunday 9am - 6pm) Even a quick google search would have offered this information.
 - the NO PARKING and BUS ZONE restrictions along the eastern frontage of Ellis Road - This is also not factual as just recently a yellow line has been painted on both sides of Ellis Road not allowing parking on either side of the road. Therefore, there is no parking at all on Ellis Road.
 - the 60 kmph speed restriction this section of Warringah Road - This is also not true, this is a 70 kmph area.
 - There are frequent bus services along Warringah Road - This is also not true. I have been living here for over 13 years and have found that the bus service is quite good in peak times on the week days but is fairly infrequent on the weekends, middle of the day and later at night. This is not a main transport line.

5. The Town Planning Report describes the house as single dwelling with a granny flat. The granny flat is a garage that has been converted to a granny flat illegally. So essentially it is a garage. It also says "will have no adverse impacts in relation to the built environment". I believe this is untrue as well. It is not in keeping with the other single dwelling residences that mainly surround the development. It will definitely cause adverse impacts in relation to the neighbours directly next to the development who will be shadowed by the building for all but 3hrs a day and be overlooked by the development with the eastern wall for the most part being .9m's off their boundary.

6. There is also going to be an impact from the parking associated with the occupants of the development. There could be up to 24 people living in this development at any one time and the differential between the 7 car spaces and potentially 24 cars adds undue stress on the surround streets in an already stressed environment. As mentioned above there is no parking on Ellis Street, also no parking for the majority of the day on Warringah Road. The closest parking for these occupants as well as any trades, visitors, service givers is in Oxfords Falls Road, Dareen Street and Earl Street. These streets are already suffering from overspill parking due to current residential parking as a result of the clearways.

7. The development application notification period has not been fulfilled as it is not currently being displayed and when it was on display it was not at the correct height.

In conclusion, I object to the development as it is not in keeping with its surrounds or the culture or character of the area and has presented faulty information to justify its building.