
Sent: 17/11/2018 1:02:59 PM
Subject: Submission Response to DA2018/1708
Attachments: Submission Response to DA Application DA2018-1708.pdf;

ATTN: Development Assessment Team

RE: RESPONSE SUBMISSION TO DA2018/1708 – NOTICE OF PROPOSED DEVELOPMENT

To whom it may concern,
Please find attached our Submission response to DA2018/1708. Can you please acknowledge receipt via return email.

Regards,
Aaron Blanchard
10/189 Sydney Road, FAIRLIGHT NSW.

Aaron Blanchard
10/189 Sydney Road
FAIRLIGHT NSW 2094
17 November 2018

RE: RESPONSE SUBMISSION TO DA2018/1708 – NOTICE OF PROPOSED DEVELOPMENT

ATTENTION: Development Assessment Team

To whom it may concern,

This letter serves as an objection submission response to Proposed Development DA2018/1708 – ‘*Demolition Works and Construction of a Boarding House*’ at Lot 87 DP 1729 and Lot 2 DP 589654, 195 Sydney Road Fairlight.

Prior to outlining my response to the proposed development – I wanted to outline my current situation in order to frame the response correctly. Myself and my wife purchased our Unit at 189 Sydney Road Fairlight in early 2013 after saving up whilst renting for many years. This was a huge milestone for us to get a start on the property ladder and establish a permanent place of residence for ourselves to settle down. Over the last 5 years we have invested our entire savings into this unit to make it our home with Strata upgrades to balconies, repairs to the building and minor renovation works. We are now in the process of planning to start a family and will be expecting a newborn in 2019.

We were drawn to this Unit block and the surrounding Fairlight area for many reasons; mainly for the outstanding northerly district views from our balcony, the morning sun from the East and the amazing Sunsets to the West from our balcony. We also love the peace and quiet being that the block consists of only 15 units, 6 of which are in our rear block, many of whom are elderly residents. To the east of the block we are boarded by the Carpark of Unit 4-8 Hilltop Crescent, and to the rear of the block we are boarded by a landscaped clothesline area for the Tarquin block. Whilst we are still located adjacent to some large strata dwellings, our position relative to these quieter areas gives us great relief from any noise sources and provides a nice outlook from both the East and South of our Unit.

To be honest - we were truly shocked to receive the notice of development for 195 Sydney Road, and whilst we always commented at the state of disrepair of the existing

dwellings at 195 and 197 Sydney Road we were taken back at the proposal to construct a 75 room boarding house. This development proposal appears vastly different from the previous DA application for a townhouse style development at 195 Sydney Road. Our objections to the current proposed development are outlined below:

Notice Period: We received the notice for DA1708 via postal mail on 6th November 2018 despite the letter itself being dated 31st October 2018. The submission response being due by the 17th November leaves very little time for us to review all the available planning documents and consult with adjacent neighbors. Equally to better ascertain the immediate and long term effects of the proposed development we would require time to consult with our own specialist consultants regarding issues such as impacts from excavation/vibration, dust/silica, impacts from height of the development such as view obstruction, overshadowing, natural light obstruction, noise impacts, parking impacts and the like. We would request a minimum of additional 10 weeks be granted to engage these consultants and prepare such impact studies.

Construction Impacts:

On brief review of the available information we would have the following concerns regarding construction of the proposed development:

Excavation:

It appears the development involves the extensive excavation of the existing rock profile to accommodate the double level basement proposed. On review of the geotechnical report prepared by STS Geo Environmental it appears very little investigation has been completed to determine the quality of the existing geotechnical strata. I note there have only been 4No boreholes excavated across the footprint of development. Of even greater concern is that these boreholes were completed with a hand auger and refused on shallow rock. This in turn means that there has been no assessment of the rock itself, such as the strength, quality, existing defects and the like. Given the size of the rock cuttings required at the boundaries of the developments, there will most definitely be shoring involved, however there are no details of the proposed shoring methods. I note that any anchored system would likely involve anchoring beyond the boundary of the development into neighboring properties. We feel it would be prudent for these concerns to be addressed by more thorough means of investigation and assessment.

In addition to the lack of geotechnical information, the proposed rock cutting methodology would have huge impacts to nearby residents in terms of noise, vibration

and respirable dust. We feel that these impacts have not been adequately assessed in the DA application as there is no detailed rock excavation methodology – Is the developer planning to use large excavators with pneumatic hammer attachments or rock saws? How is the developer going to monitor and manage respirable dust generated during the rock excavation process, and equally how will the developer manage noise and vibration generated from this extensive rock excavation. Simple dilapidation reports of surrounding buildings and vibration monitors will not be an effective means of control. Many of the surrounding buildings (our included) would be highly susceptible to vibration impacts due to their age.

Furthermore all the excavated rock (spoil) will need to be loaded into trucks and carted offsite. There appears to be little information within the development application regarding construction traffic planning, turning trucks on Sydney Road, reversing into the site etc.

On a personal note, how will my family and other families cope with babies/children when this level of noise, dust and vibration is occurring throughout construction.

Construction Traffic/Logistics/Cranage:

On brief review of the Construction management plan by ABC Consultants the mere 2 pages report contains serious lack of information from the developer as to how construction will be managed during the build. In particular, there is next to no detail regarding how traffic, logistics and site craneage will be managed through the construction period. How many vehicles per day will enter and exit the construction site, how will deliveries be managed, what construction hours will the developer adhere to, where will large deliveries idle on Sydney Road early in the morning creating traffic chaos to an already busy arterial road, where will construction workers park etc.

It would be prudent for the developer to develop a worker parking strategy that allows workers to park within the construction site and not on local surrounding streets which are already busy with parking from existing residents. Will the developer encourage and insist workers utilise public transport to and from work each day.

The developer has not outlined how Construction traffic will be managed. How will deliveries be staged and managed so trucks are not queuing on Sydney Road – Think of the volume of spoil planned in the basement excavation requiring loading into trucks, think of large concrete pours being staged from the street with inadequate traffic control in place.

The Construction plan mentions the developer ‘may’ utilise a tower crane to facilitate the construction of the development, yet there has been no plans produced as to where the crane will be located, how many cranes will be used, how it will be erected and how the developer will prevent the crane from slewing over adjacent properties either in or out of operable service. From discussions with neighboring residents no properties will be agreeable to granting an airspace license for such a crane to operate.

Development Impacts:

On brief review of the available information we would have the following concerns regarding the proposed development post-construction:

Density and Scale of Development:

It appears the development involves the construction of 75 rooms to house up to 126 people in ‘low cost’ affordable housing. Whilst in principle we agree with the outcome affordable housing is trying to achieve, it would seem that the developer is taking advantage of the State Environmental Planning Policy ‘*affordable Rental Housing*’ 2009 to achieve an outcome largely motivated by profit. The scale of the proposed development is not consistent with surrounding buildings and existing residential accommodations and as such we feel it would detract and compromise the living standards of current and future residents.

Floor Space Ratio:

It appears the proposed development has a FSR of 1.06:1 and on quick review of the local planning maps the site is only deemed suitable for an FSR of 0.6:1. It shows the developer is utilizing provisions under the SEPP ‘Affordable Rental Housing’, namely an available ‘bonus’ 0.5:1 FSR to squeeze development onto a site that contradicts the local planning policies and is a prime example of how this proposed development is inconsistent with the local planning outcomes. This is mentioned in the developers own report on Statement of Environmental Impacts prepared by Urbis.

Parking:

It appears the proposed development has 38 car spaces for 75 proposed dwellings to just meet the requirement of 0.5 parking spaces per boarding room. I note the 0.5 spaces is again a requirement allowable under the SEPP ‘Affordable Rental Housing’. Local planning requires a larger ratio than this and so again this is another prime example of how this proposed development is inconsistent with the local planning outcomes. Where

will the remainder of new residents park that lodge in the other 37 dwellings. I note Sydney Road Street Parking is already busy with existing residents. I think it would be prudent for the developer and approving body to review the parking ratio for this development and consider a more reasonable 0.8 or 0.9 spaces per dwelling to reduce impact to current parking shortage on local roads. Local Public Transport along the Sydney Road Corridor on Weekdays is already nearing capacity with the main City Bound Bus service the E70 often with standing room only by the time it picks up at the Cohen Street Stop.

Common Areas and communal Living Rooms:

It appears the proposed development incorporates some common areas and communal living rooms. Has the developer assessed the likely impact of noise generated from these communal areas and the impact this would have to surrounding residents?. It is common knowledge that when groups of people congregate, they will unintentionally generate more noise. For example, if a neighbor has some friends over for a visit/meal, it will always result in an increased noise generation. Whilst the surrounding Unit blocks are already medium density they are predominately quiet, with the exception of the occasional weekend party/gathering. However I fear that a large development of this size and density, with such small FSR meaning boarders will gather in common areas and communal rooms thus increasing noise generation over and above a standard medium density development. To add to this, the frequency of noise generation would increase due to the nature of the development. Ie; Boarders would congregate more frequently on weeknights as well as weekends. On brief review of the development plans, it appears these common and communal areas are directly adjacent to our unit block of the property boundary. How will the developer and operator of this boarding house control noise generation from these areas so as not to effect the living standards of current and future residents?

Control over short term tenancies:

As I understand it, the nature of the proposed development allows for short term tenancies of 3 months or more. This would allow for a more transient residents to come and go, meaning there would be continual open houses, as well as people are constantly moving in or out and as such, would not have the time to form into and be a part of our community. We envisage the area of Fairlight as a close community of mostly long term

residents. How can a block of micro units in Fairlight contribute to our great community? What controls will be on place to determine the residents who will be allowed to board at the proposed development and will there be any controls on traveler tenancies (Ie; Air BNB)?

Overshadowing\Loss of Light and View:

It appears the proposed development will have a height of up to 8.5m. Judging by the plans lodged the proposed development height (being well above our apartment height) and layout will completely block the natural light in the afternoon hours to the west of our apartment. Equally the outstanding district views and sunset to the West will no longer be visible from our balcony. These are some of the aspects that drew us to our apartment in the first place. Loss of these aspects would make us seriously consider the viability of continuing to reside here.

Summary:

In Summary we strongly object the proposed development application DA 2018/1708 based on the impact it will have to our current way of living (at a neighboring property). There will be significant construction impacts (Duct, Noise, Parking, Vibration, Ground Shoring, Tower Cranes, Deliveries) which have been poorly (at best) assessed as part of the development and following the construction we will only be left with ongoing direct impacts (Loss of light, Loss of Views, Noise generation from people moving in and out constantly as well as noise from common and communal areas, parking) to name a few. Whilst we feel the existing site (195 and 197 Sydney Road) is in serious disrepair - We feel the development is inconsistent with surrounding residential dwellings and will only result in detracting from the spirit of the local community compromising the living standards of current and local residents.

Regards,

Aaron Blanchard.