
From: DYPXCPWEB@northernbeaches.nsw.gov.au
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To: DA Submission Mailbox
Subject: TRIMMED Onli e Submi ion

15/11/2023

MRS Vicki Carden
27 The Circle Select
NARRAWEENA NSW 2099
[REDACTED]

RE: Mod2023/0574 2 The Circle NARRAWEENA NSW 2099

Vicki Carden
27 The Circle Narraweena
15 November 2023

RE Notice of Proposed Development Mod2023/0574 DA2021/0311 at 2 The Circle
Narraweena

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

The original plan had already been deemed not suitable for this location and denied approval by Northern Beaches Council. The developers unfortunately were able to have this decision overturned pending 'modifications'

Now 2 years on we are presented with said 'modifications' which in effect are a whole new plan which is even larger and more intrusive to neighbouring properties, public spaces, and the streetscape. It has an even higher density of residents and does nothing to address the issues previously raised in regard to lack of parking, overshadowing, lack of privacy for neighbours and park users and accessibility to public transport.

All of this in a residential street zoned as low density.

The concerns addressed in my submission against the original proposal are even more relevant now.

I note there has been no new traffic flow study/document presented nor a revised document regarding accessibility and access to public transport options which I believe was to be one of the inadequacies to be addressed in the 'modifications'. I raised concerns that the previous documents were already obsolete with incorrect information when they were lodged with the original plans.

Since then, there has been the addition of a bike path and the necessity for a new traffic regulating device installed at the junction of The Circle and Oceana Street to address safety issues arising from increased traffic and usage of the recreational areas

There is still no direct footpath access linking the facility to the nearest public transport links in the required minimum walking distance so one can then speculate that most residents will require car transportation to and from the property

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?

An inadequate number of car spaces will therefore be subsidised by residents parking in the public car parking spaces at Beverly Job Reserve or parallel parked around The Circle adding to the already existing parking issues that render the street as single lane only and create dangerous blind corners with no visibility of oncoming traffic.

The public parking spaces are already at 60% capacity on any given day (even when the park is devoid of patronage) due to staff parking requirements from the Cerebral Palsy Facilities.

It should also be noted that the proposed development is on a blind corner where there is NO available parking at the front of the property. Nor is there any room for the number of rubbish bins that would be required to be emptied for 24+ residents each week. It can surely not be acceptable for the bins to impose on the neighbouring property or the public Reserve.

I read with interest that Urban Design does not support the proposed modifications based on many of the same concerns that are being raised by residents.

Exceedance of height restrictions and height impact; lack of compatibility with the height and scale of surrounding development; visual impact on public spaces, loss of privacy, the development exceeding the Side Boundary Envelope along the northwestern side of the proposed building where it adjoins the public open space and ultimately that 'The public interest will not be served by the approval of the application'

In summary this property far exceeds what is reasonable and fair to be constructed in a single residential block in a low-density area. 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.

It is distressing that developments clearly not meeting Local Government zoning restrictions and building approval guidelines can be considered for approval under the guise of 'affordable housing'

Yours sincerely
Vicki Carden