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**Sent:** 1/02/2020 5:16:29 PM  
**Subject:** Online Submission

01/02/2020

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

Sandy Hoy  
Oxford Falls Road  
BEACON HILL NSW 2100

DA 2019/1480 for Boarding House at 242 Warringah Road, Beacon Hill

I object to the proposed development for the following reasons set out below.

The proposed development is located in an R2 Low Density Residential zone. Although the development may meet the requirements of SEPP (Affordable Rental Housing) 2009, and boarding houses are permitted in the R2 zone, such a development in a low density, largely single dwelling residential area sets an undesirable precedent for many more similar higher density developments in our area.

As a social impact assessment was not provided or required for the Development Application, it is not possible to assume the socio-economic characteristics, including income and vehicle ownership, of the potentially up to 24 residents plus a manager who would live on site. Only 7 vehicle parking spaces (including one space for people with disability), 3 motorcycle spaces and 3 bicycle spaces will be provided for up to 25 people and their visitors. The balance of parking needs of boarding residents and visitors to the development will be sought by parking in limited available spaces on Oxford Falls Road, Dareen Street and Ellis Road north therefore inconveniencing residents of those streets.

The Traffic and Parking Impact report is flawed for several reasons, because it incorrectly states:

- parking is available on Ellis Street, when it is not legal to park on either side of the southern end of Ellis Street.
- the hours of clearway conditions.
- the speed limit is 60 km/h on Warringah Road when the speed limit is 70 km/h.
- the site is well serviced by public transport, when only one bus per hour on the 169/E69 route is available in off-peak periods.
- Traffic flows on Oxford Falls Road are generally free-flowing, when traffic frequently banks up in peak hours at the corner of Ellis Street and Oxford Falls Road, and further on the "rat run" to Iris Street.

With the roadworks on Warringah Road and Wakehurst Parkway and consequent traffic congestion in that area, it is often quicker for us to travel west by driving up the Ellis Street hill and turning right into Warringah Road. The northern side of the intersection of Ellis Street and Warringah Road is one lane splitting into two narrow traffic lanes at the lights. Traffic here will

be made worse by people entering and exiting the driveway to the boarding house located in that section of Ellis Street. Drivers turning right from Warringah Road into Ellis Street nearly run up the rear of cars suddenly turning left into the unit complex at 4 Ellis Street.

Boarding house residents and visitors will not be able to turn directly into the boarding house driveway when heading north on Ellis Street, so they will be forced to do a U-turn into Oxford Falls Road and then travel up the hill to access the boarding house driveway.

The traffic issues at the corner of Ellis Street and Warringah Road would also be exacerbated by the additional truck and other traffic movements along Ellis Street and Oxford Falls Road for construction and operation of the proposed additional industrial units and function centre on Meatworks Avenue (DA 2019/1480).

The unformed nature strip on Ellis Road outside the proposed development with exposed tree roots, cars parked illegally, and no footpath, makes it dangerous for pedestrians, including myself and my family, to walk to and from the bus stop on Warringah Road near the corner of Ellis Street. Presumably the boarding residents would need to access the bus stops on Oxford Falls Road to travel to Frenchs Forest, Chatswood and other areas not served by the 169/E69 buses. If the development is approved, the developer should be required as a condition of consent to provide a footpath on the Ellis Street nature strip between Warringah Road and Oxford Falls Road.

The shadow diagrams show an alarming overshadowing of the adjacent dwellings to the east of the proposed boarding house in mid-afternoon.

The access assessment shows the proposed development does not meet requirements for access for people with disabilities.

Regards,  
Sandy Hoy