
From: Council Mailbox
Sent: 19/03/2018 11:53:57 AM
To:
Subject: FW: DA2018/0149 60 Binalong Avenue Allambie Heights Submission
Attachments: DA2018 0149 60 Binalong Avenue Allambie Heights Submission.docx;

From: Evonne Miles [REDACTED]
Sent: Sunday, 18 March 2018 1:51 PM
To: Council Mailbox
Subject: DA2018/0149 60 Binalong Avenue Allambie Heights Submission

For the attention of Daniel Milliken

Dear Mr Milliken,

Please see attached my submission regarding the proposed development at 60 Binalong Avenue Allambie Heights. Please note I do not wish for my address to be published.

I can be contacted via this email address or by phone on [REDACTED]

Regards
Evonne Miles

[REDACTED]
[REDACTED]

March 16 2018

Northern Beaches Council
Attention: Daniel Milliken

Re: **DA2017/0149** - 60 Binalong Avenue Allambie Heights
Demolition of existing structures and construction of a two storey boarding house containing 36 beds and associated parking

Dear Mr. Milliken,

I wish to object to the proposed DA at 60 Binalong Avenue Allambie Heights as outlined below.

1) The application does not meet the criteria outlined by the Northern Beaches Council Affordable Housing Policy (2017/176253 June 5 2017) particularly with regard to the following sections.

d) Council will enter into relationships with community housing providers to manage and deliver affordable rental housing in the Northern Beaches.

A community housing provider is a not-for-profit organisation which provides affordable rental and social housing for very low, low to moderate income and registered under the National Regulatory System for Community Housing. The DA has nothing to indicate the applicant meets the criteria. The plans have been produced for Gannet Developments who are responsible, in their own words, for "quality boutique residential developments". Their website does not list any community housing projects either past or present unlike other developers who have previously developed boarding houses in the Northern Beaches.

g) When selecting tenants, Council will give priority to persons who are employed in identified key worker occupations in the Northern Beaches Council area, persons with a disability, long term local residents, and persons with a social or economic association with the Council area.

These occupations include school teachers, carers, midwifery and nursing professionals, hospitality and retail workers, personal carers and assistants, child carers, firefighters, police, carers and aides, automobile, bus and rail drivers, cleaners and laundry workers.

There is no evidence within the documents provided that the proposed development will ensure the rooms are only offered to those who meet both the low income and key occupation criteria. There is nothing in the Management Plan to indicate how the residents will be selected other than vague references to a "Managing Agent". In addition, there is nothing in the plan to indicate the room rate will also be set at a rate to meet the low-income requirement. The Management Plan does not provide any detailed information on the running of the boarding house e.g. there is no mention of the type of lease the resident would sign (NSW Residential Lease for Boarding House), rules, length of time etc.

2) Access to public transport

AHSEPP allows boarding houses to be permissible in R2 Low Density Residential Zones in locations close to public transport services. While the proposed development is within the 400m walking distance of a bus stop used regularly, I would argue the developer has been too literal in their application of this provision. While there are regular buses on Allambie Road, the services are not commuter services. The direct commuter service south to Sydney CBD only operates for a limited time during the morning and afternoon peak hour.

In addition, the services do not compare with the regularity of those provided on Condamine Street.

In addition, accessible area is defined, "walking distance means the shortest distance between 2 points measured along a route that may be safely walked by a pedestrian using, as far as reasonably practicable, public footpaths and pedestrian crossings."

Like most of the streets in Allambie Heights, this location has no public footpaths. Due to the fall in most of the streets, the trees and the proximity of the houses/garages to the road, it is not possible to walk along most of the verges in the suburb. This means residents usually need to walk on the road. At night, this area is not particularly well lit by street lights and most cars travel on these streets with their high beam which is blinding for pedestrians. The lack of footpaths in the area would also make it very difficult for anyone with a physical disability – particularly those in a wheel chair or sight-impaired.

I note from the documents lodged that the Council Engineers have come to the same conclusion and recommended refusal of the DA with one of the reasons being:

In accordance with the requirements of the SEPP, pedestrian access to the nearest bus stop must be

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provided for the development. In accordance with this requirement, the applicant must provide a concept design for a concrete footpath from the pedestrian access point of the development to the existing footpath at the intersection of Maneroo Road and Allambie Road. The design must cater for the existing street trees, is to be 1.5 metres wide and be positioned at the edge of the existing kerb where practicable.

3) Parking and traffic

As indicated in the previous paragraph, the access to public transport for many of the residents will be problematic. In addition, given a number of the key occupations listed in the Council Affordable Housing Policy are shift work positions. Therefore, it would be reasonable to assume that many of the residents will own vehicles.

The number of parking spaces allocated to the proposed development is inadequate. There will only be 7 parking spaces for a potential 70 residents. (It is difficult to calculate the total number of residents as neither the number of residents or room measurements were provided.) The calculation for the number of spaces seems incredibly disproportionate as the requirement for multi-story high density residences is 1 spot per unit. This will result in over 63 cars being added to the surrounding streets. As the development is at the intersection of three streets, this will pose a hazard to the sight lines for both drivers and pedestrians in the area.

In addition, the Management Plan indicates parking will be on a 'first come first serve' basis. This means the egress to the carpark will be much more than a low density residential area would normally experience as a number of cars will attempt to enter the carpark, find there is nowhere to park and then need to exit again to find parking on the street. Both this, and the number of cars, will add to an high increase in traffic movements in the area. An

additional 63 cars is a large number to add in a low density area for which the topography consists of winding streets with sudden falls in gradient and impeded sight lines.

Following on from my previous point, the residents forced to park on the street will also then have to walk on the road due to the lack of suitable public footpaths increasing the risk of accidents. It should also be noted that it is likely their car will be parked further away than the distance allowed for access to public transport.

For the residents in the streets surrounding the development, there will likely be a change to the intensity of use i.e. car doors closing and cars starting between 5.00am and 10.00pm Monday to Friday to a 24/7 situation. For those houses opposite the glare from headlights entering and exiting will be particularly noticeable as the street lighting along Nargong and the park is almost non-existent. Below are two photos taken of the location at night.



Development site from the park across the road



Park across from the development site

Therefore, I believe the development does not comply with the Warringah Local Environment Plan 2001, C2 Traffic, Access and Safety, particularly with regard to minimising traffic hazards, vehicles queuing on public roads, the number of vehicle crossings in a street, traffic and pedestrian conflict and the loss of 'on street' kerbside parking.

4) Waste Management

The current council requirement for bin collection is for the bins to be placed on the kerb, at least 20cm apart, the night before collection day. The Waste Management documents indicate 17 x 240 litre bins are planned for the site. This will take up a large part of the kerb restricting the number of parking spaces and egress will be impeded while the collection occurs. It is also a substantially higher number than the 2 x 120 litre bins placed outside the other homes in the area.

In principle, I do not object to the provision of affordable housing as long as it is done correctly and in the right location. If Council wishes to consider Allambie Heights as a location, then sites long Allambie Road would be more appropriate. If a modification of the existing DA is to be considered by Council, a smaller building, with more parking, would be appropriate to this site and possibly less contentious for the residents of Allambie Heights.

Regards,
E Miles