
Sent: 5/12/2018 10:48:28 PM
Subject: Online Submission

05/12/2018

MR anthony stocken
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RE: DA2018/0149 - 60 Binalong Avenue ALLAMBIE HEIGHTS NSW 2100

10 Southern Cross Way,
Allambie Heights,
NSW
2100
Tel. 0410 479 294 5 Dec 2018

Dear Sir/ madam,

Re: DA2018/0149 - NSW LEC AMENDED PLANS - Lot 2211 & Lot 2223 DP
752038, 60 Binalong Avenue, Allambie Heights

We refer you to our original submission of the 10 February to this proposed development. As far as we can see, the amended application has been marginally revised from 36 beds to 32 bed boarding house.

Our original objections to this development have not changed in any way, this development is totally out of character for this location (see below) and we totally object it.

This development proposal, as revised, is still totally inappropriate for the location and in our view, still not compliant in a number of regards:

Zoning - We understood that this site had a low density R2 Zoning classification. Our understanding is that such a commercial venture as a boarding house is not allowed under this classification.

Even if such a commercial or high density development is now allowed (we are assuming here that the Applicant/Developer is persisting with this application on basis that the State prerogatives will take precedent over local regulations), the high density nature (32 beds and the corresponding number of people potentially ranging from 32-64) of this particular application is far in excess of both the site and local area amenities and service infrastructure.

Carpark Space & Safety - We understand the Developer has marginally increased the car parking spaces (residents/manager/disabled), including mixed motor cycles / cycle spaces. This is still grossly undersized for potentially 32-64 people in which statistically at least 60% of households will have cars. We would therefore argue that a capacity of at least 20 car spaces should be provided within the development, thus the development would need to accommodate far more car parking spaces on-site (in eg. an underground carpark) than are currently proposed.

If the site does not allow for this number of car spaces, boarding house residents will have no option but to park on the adjacent streets, causing constriction in what is a very dangerous junction, and the much higher likelihood of accidents to local residents.

Accessibility - With 32-64 people anticipated if the Boarding House is fully occupied, we strongly argue that accessibility will be a major issue. We understand the development has been proposed on the basis/classification that it is accessible. Given the current lack of public transport services (bus in particular) in the local Allambie area, this will likely further exacerbate the need for residents to have cars (hence the requirement to have adequate car spaces on the site).

Further, there are currently no footpaths for pedestrians at this location - so these would need to be laid before any such developments of this nature proceed, otherwise pedestrian safety will seriously be compromised.

Presumably, as this is a commercial boarding house, wheelchair access within it and at least to the local bus-stop on Allambie road would also need to be provided? Will the Authorities guarantee that local pavements/pathways be upgraded?

Landscape open space - We understand that this proposal should accommodate sufficient green space ratio for the size of building infrastructure. Viewing the revised drawings, the proposal still fails to meet minimum requirements of Landscape open space - given the size of the building envelope. For a building of this size coupled with the large number of occupants, the % of available outdoor space at the rear of the development, seems grossly insufficient and not meeting either SEPP or R2 Zoning regulations. This will likely adversely impact the occupants and the immediate local community.

Setting a precedent - Lastly, we are concerned that this application, should it be approved in some way, will set a precedent for such inappropriate, inadequate and over-reaching developments. Clearly, the developer will profit, but all the other stakeholders (residents, local community) will be directly and adversely impacted by radically changing the character and amenity of this beautiful locality.

If the original pocket of land was developed in accordance with current zoning regulations, it would have accommodated 2 houses averaging 4 people per household ie. 8 people in total.

Should such a boarding house (commercial development) be deemed acceptable by the State, we strongly argue that the scale of such a development should be radically reduced in terms of rooms/occupants to a reasonable level, say 10-12 bed - with of course the corresponding but sufficient on-site parking capacity for residents, the increased local infrastructure (paths, transport, amenity space) for greater accessibility and a compliant on-site building envelope to greenspace.

We do appreciate the opportunity to continue to raise our objections to this proposed development, and trust that the residents voice and concerns are seriously considered.

Yours Sincerely

Anthony & Sandra Stocken