

I disagree with the merit assessment to allow the non-compliant second parking space for each subdivided lot to be within the 6.5m front setback of the property.

The DCP identifies car spaces located within the 6.5m front setback to be non-compliant.

The merit consideration uses several conditions which are trying to justify the option to allow the second car space to be positioned within the 6.5m front setback, which is non-compliant.

1. The merit assessment, as part of its justification mentions:

” It is considered that given the allotment's narrow configuration, two side-by-side double garages would not be a desirable or compatible streetscape presentation. There are considered to be other examples of hardstand parking areas inside the front setback area in the immediate surrounding locality.”

A double garage on either side of this narrow subdivision would not fit within the dimensions of the block and therefore cannot be used as part of the justification for this merit assessment. I would like this to be removed from the merit assessment as it is purely not a comparable option. This cannot be used for merit approval.

2. The merit consideration, as part of its justification mentions:

“With regard to the consideration for a variation, the development is considered against the underlying Objectives of the Control as follows: To create a sense of openness. Comment: As per above, no built form is proposed inside the front setback area and therefore the proposal will not unreasonably impact on the sense of openness within the front setback.”

If allocated car spaces are to be allowed on the 6.5m front setback it does not create a sense of openness as used to justify approval. It will create a crowded front setback to this property and change the appearance of the streetscape. This is incorrect and cannot be used for merit approval.

3. The merit consideration, as part of its justification mentions:

“To maintain the visual continuity and pattern of buildings and landscape elements. Comment: The proposal is not uncharacteristic of the area or adjoining pattern of development which feature similar hardstand areas in the front setback area.”

Other subdivided blocks within the street (namely 25 Greenwood Ave) have their second parking space behind the 6.5m front setback. No other local properties have their DA approved car spaces within the 6.5m front setback. Consideration needs to be given to the effect on the streetscape in allowing this method to be used.

Allowing this non-compliance is uncharacteristic of the street. All other properties within the street have their minimum allocated car spaces located behind the 6.5m front setback. Allowing this non-compliance will change the streetscape in one move. These merit assessment comments are incorrect and cannot be used for merit approval.

4. The merit consideration, as part of its justification mentions:

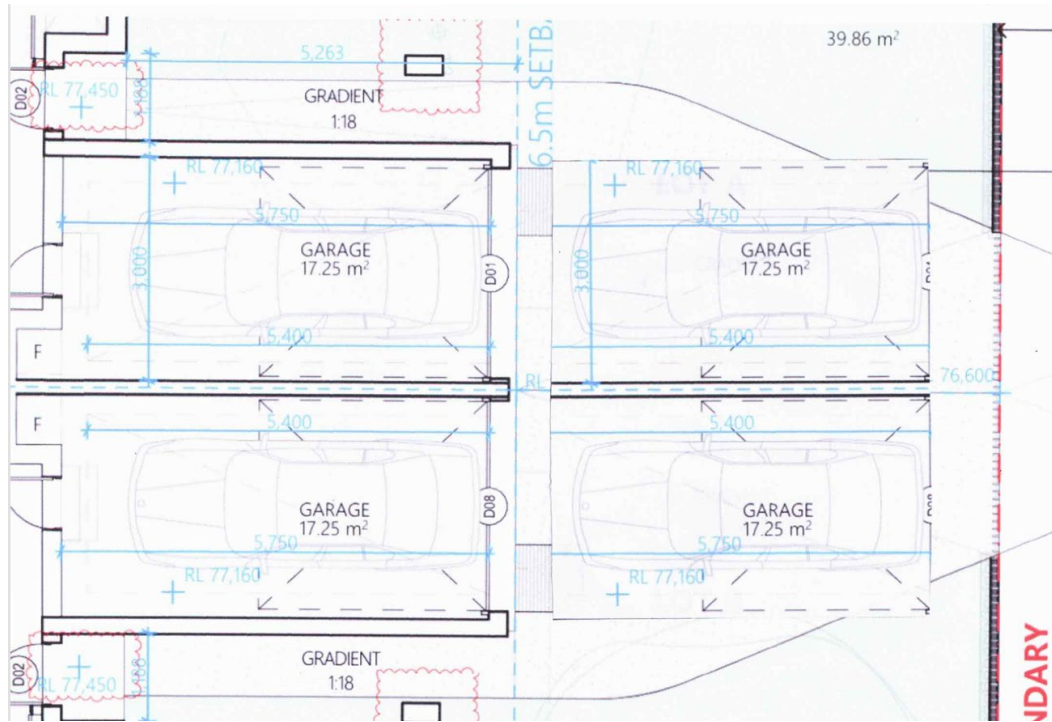
“To protect and enhance the visual quality of streetscapes and public spaces. Comment: The proposal maintains a high-quality landscape outcome for the site and front setback area, therefore enhancing the visual quality of the streetscape.”

Allowing this non-compliance does not protect or enhance the visual quality of the streetscape. This comment is incorrect and allowing a car space in the 6.5m front setback cannot “maintain a high-quality landscape outcome for the site and front setback area, therefore enhancing the visual quality of the streetscape.” This is purely incorrect and cannot be used for merit approval. Allowing these car spaces here diminishes the visual quality of the streetscape by overcrowding the frontage of this block.

In my view, these non-compliant parking spaces fail the merit assessment and the comments provided are either irrelevant or incorrect and do not provide merit to overturn the non-compliance of being located within the 6.5m front setback.

These two proposed parking spaces do not allow sufficient space for safe entry/exit of the shared driveway. The icons used (of cars in the garage) within the plans are sneakily small, and do not represent the true nature of parking two cars within this small area whilst safely driving in and out of the driveway. I was informed by The Northern Beaches Council that engineers had inspected this situation and approved the safe entry/exit of the shared driveway and the ability of each car to actually turn into and park in these non-compliant spaces. Could Northern Beaches Council please provide evidence of the engineers investigations into how these cars could manoeuvre into their desired car space, from the shared

driveway. I have cut and pasted the car icons onto the plans to show the nature of what is trying to be achieved. Each lot will have approximately 1 meter from the boundary to attempt to turn into or out of these car spaces from the shared driveway. It would be extremely crowded and near impossible for a standard size car.



The main objection listed by residents to this development is around the parking facilities provided for a development of this size and scale. The merit assessment provided by the council appears to search for a way of approving these non-compliant parking spaces, rather than genuinely listening to the concerns of neighbouring residents, and viewing these spaces as non-compliant, which they are as per the Development Control Plan. The comments provided for merit approval are incorrect and cannot justify the approval of these non-compliant parking spaces. I would like council to revisit this merit assessment and complete it without including comparisons which are not possible, and comments which incorrectly approve the items highlighted. Could council please complete this merit assessment from the view of the Development Control Plan that these parking spaces are non-compliant. A merit assessment should show significant merit to overturn any non-compliance of the Development Control Plan, which this merit assessment does not. The Northern Beaches Council should recommend adjustments to the plans allowing for all parking spaces to be located behind the 6.5m front setback. Options for this include:

- A reduction in building bulk where the building is located behind the required parking spaces allowing for a clear 6.5m front setback as required in the DCP and to meet the current streetscape.
- An internal tandem garage in each subdivided lot to allow for the car spaces to be located behind the 6.5m front setback as per the requirements of the DCP.

Could council please reconsider the approval of this merit assessment with genuine consideration given to the fact that the proposal does not comply with the Development Control Plan, and that it fails the merit assessment items by:

1. Comparing against an impossible option of 2 x double garages is irrelevant.
2. Not creating a sense of openness with 2 x cars crowding the block frontage.
3. It does not match the streetscape as there are no other houses with allocated car space in the setback.
4. It diminishes the landscape outcome by crowding the block frontage.
5. It is not possible to use these car spaces safely or orderly with the use of the shared driveway and being so close to the boundary.

Please consider these concerns as to whether the merit assessment can overturn the non-compliance identified by the Development Control Plan.

Peter Robertson – 13 Greenwood Ave, Narraweena.