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Subject: Online Submission

03/09/2021

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RE: DA2020/0393 - 28 Lockwood Avenue BELROSE NSW 2085

Dear Sir,

The amended plans once again fail to address the significant issues that this proposal presents. My concerns are:

1. Design

First and foremost, the design is poor and unreasonably prioritises profit for the developer over street appeal and functionality.

The site has only 4 street parking spaces across all 4 boundaries and these are already well used without a new development on the site. This creates significant challenges for the proposed retail - particularly those on the Lockwood Avenue side. The only parking for customers of these retailers will be in an underground car park on the opposite side of the building or some distance away from the building along Lockwood Avenue. This will be a deterrent for customers who might visit these businesses. There will also be no 'walk past' traffic, as it is the opposite side of the building from Glenrose Shops, where most pedestrian traffic is, and it is also out of sight of the building's courtyard. This will make it hard for retailers in these shops to survive and, in turn, will make it hard for landlords to attract reasonable rental returns from them. The likely outcome of this is empty shops with 'For Lease' or 'For Sale' signs permanently displayed. If retail is to be included on Lockwood Avenue, then there should be a set back from Lockwood Avenue, with on-site parking on the Lockwood Avenue side provided for customers.

The proposed courtyard will also be unappealing. The shadow diagrams indicate that for most of the day it will be bathed in cold, unappealing shade and will have no outlook of any appeal either, being straight onto a busy car and truck thoroughfare in Glenrose Place with towering walls on the other 3 sides.

Finally, no set back on Glenrose Place means that many of the units will be situated 20-30m from a Woolworths loading dock and a bottle recycling station, both of which have large and very noisy trucks frequenting them during the day and regularly during the very small hours of the morning. The lack of setback from Glenrose Place means that no large trees can be planted, which might act as even a small amount of buffer from this noise, as well as a visual screen, for the residents.

Council has always placed a high priority on the synergy and pedestrian links between this site, Glenrose Shopping Centre and the Glen Street Theatre/Library. With so many in the community speaking so highly about the design of the new Glen Street Theatre and Library

and the great outcome that was achieved at Glenrose Shopping Centre, despite Stockland's initial attempts to overdevelop the site, it would be a real shame if the synergy and connections were lost just because the site was sold to a greedy private enterprise.

2. Lack of community consultation.

The proposal is missing an enormous opportunity to provide for what was pushed away from the area when Glenrose Shopping Centre was redeveloped, being commercial office space. Before Glenrose was redeveloped, the shopping centre accommodated solicitors, lawyers, accountants, real estate agents, a pool shop, physiotherapists, chiropractors and other similar health practitioners. It is this type of commercial space that the area needs - not more retail and food, which will result in decline of trade for other local businesses and even more vacant retail space! A pity the applicant did not attempt to ask the community what it wished for before forming their proposal.

3. Traffic and Safety

Traffic is already a significant issue, not only in the immediate surrounds, where intersections have already become hazardous and often time consuming to navigate, but also in access to Forest Way via Glen Street and Adams Street. It is already not unusual for it to take 10-15 minutes or longer to turn onto Forest Way during morning peak hour traffic (pre COVID-19 restrictions). Adding more cars to this traffic will only make this worse. The Traffic engineer's report did not consider the impact on these intersections in any way and nor would they be able to analyse this until the current pandemic situation is well and truly past and life is back to normal.

In addition to this, the old library site, with its pedestrian thoroughfares, was a high traffic area for school children either walking or riding their bikes to school at nearby Davidson High School or the many local primary schools. These children have now already been pushed onto surrounding footpaths or roads for their daily commute and it is already dangerous around the numerous nearby intersections (of which there are 10 within 50m of the site, including busy driveways for Glenrose Shopping Centre, Glen Street Theatre and the Service Station). Throwing another 100 residents' cars plus delivery vehicles and commercial customers (plus another 2 intersections) into the mix would add significantly to the complexity of the area and increase the danger to children and adults alike.

4. Parking

The deletion of the gymnasium has helped a little but, having recently lived at one of the few existing apartment blocks in the area, I can report with first-hand experience that about 30% of the residents' (mostly) 2-car garages were used for storage or workshops, rather than parking, resulting in at least 6 vehicles from 10 units being parked on the surrounding streets each night. If we assume that the same ratio will apply to the proposed development, then that will result in approximately 30 vehicles being parked on surrounding streets or in neighbouring amenities (eg. Glenrose Shopping Centre or Glen Street Theatre) just from the residential component of the development each night. This is an unreasonable burden to be imposed on neighbours of this property, especially given the lack of on-street parking available immediately outside the site in question.

I have already noted in point 1 that parking for the retail along Lockwood Avenue is inadequate and, I feel, detrimental to retailers' survival.

5. Vegetation

The site has always been a beautiful green space, with trees throughout and particularly in the southern corner of the site, which has provided visual beauty as well as habitat for native animals. People move to this area because of its beautiful leafy environment and this most definitely should be retained for this site.

Of major concern is the boundary to boundary construction of below ground parking, which will remove any possibility for deep rooted trees to be planted and grown within the site. The photomontages supplied in the plans display a disturbing degree of starkness compared to the photos of the existing site in the statement of environmental effects, with nothing but bricks and concrete all around the site compared to the beautiful canopy of green that currently exists, albeit already illegally depleted.

Aside from the visual impact, this also means that there will be little to no shade cast over the building, which will adversely impact on energy consumption, sustainability and costs for all occupants.

6. Bulk

The proposal, being 44% higher than the current allowable height in the LEP, will tower over everything surrounding it and will be completely out of place in its surroundings. We are expecting high density development at the proposed Frenchs Forest Town Centre and, presumably somewhat, along Warringah Road over time. That development will offer plenty of opportunity for young people to move into the area and for seniors to downsize without putting strain on residential streets. There is no need for this kind of development to be brought into the quiet back streets of Belrose, Frenchs Forest and Davidson, where families seek a safe and secure environment to raise their children.

The lack of setback on Lockwood Avenue is also problematic, not only for customer access to retailers along Lockwood Avenue, but also for vehicle sight lines when turning from Glen Street into Lockwood Avenue. There is not a single other residential or mixed use development in the area that doesn't have an appropriate setback from the street and this should be no exception.

7. Artificial Support

Judging by the number of submissions in favour of the development coming from similar sounding surnames and from suburbs as far away as Lane Cove, Seaforth and Killarney Heights, it would appear that the developer has been very active on social media trying to fashion the appearance of support for the project. I trust that this will be seen for what it is.

I would appreciate if Council, the Planning Panel and the Land and Environment Court would consider these issues in their assessment of the application.

Yours faithfully
Robert Whiley