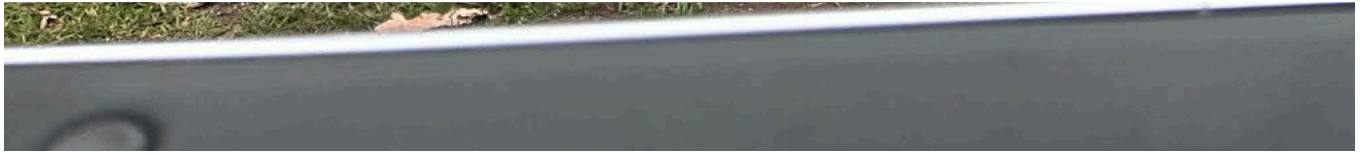

From: Eric Blewitt
Sent: 4/11/2024 6:37:49 AM
To: Council Northernbeaches Mailbox
Subject: TRIMMED: Addition to Objection to DA 2024/1390

Further to my letter of yesterday
immediate evidence supporting construction traffic impact - that even at 6.30 am here is no parking and the one delivery for a small site has to park illegally on what was a nice grass verge 2 years ago.
Also making it very dangerous with no view of the road as we leave the drive .
The effect will be multiplied given the size of the Dev proposed.





Sent from my iPhone

Begin forwarded message:

From: Eric Blewitt [REDACTED]
Date: 3 November 2024 at 5:55:38 PM AEDT
To: council@northernbeaches.nsw.gov.au
Subject: Re: Objection to DA 2024/1390

Dear Sirs

We are the owners of 10B Gladys Ave, Fenches Forest, and our property directly borders the proposed development site. We wish to formally object to Development Application 2024/1390 on the following grounds:

1. Inconsistency with Zoning and Existing Dwellings

The size and scale of the proposed development are inconsistent with the R2 Low-Density Residential zoning. The proposed 19-unit development, comprising 55 bedrooms and 28 car parks, is disproportionate and incompatible with the character of the neighborhood, which consists primarily of detached family homes with ample greenspace. The previously approved DA, which increased from four dwellings to two, aligned well with zoning requirements. My support of the prior DA demonstrates that my objections are not arbitrary but rather are specific to the extreme nature of this new proposal, which deviates significantly from the area's character.

2. Height, Privacy, and Light Impact

The proposed building exceeds the R2 low-density residential height limitations, creating issues for neighboring properties, particularly with apartment windows that face 10A and 10B Gladys Ave. The design report acknowledges non-compliant setback distances for habitable room windows, but attempts to minimize the impact by noting that these windows are "tall and narrow." Despite these claims, the proposed design would severely affect the privacy and outlook of both existing and proposed dwellings.

The height and scale will also significantly impact natural light to our pool and entertaining areas, especially during winter, and obstruct district views from our kitchen and entertaining spaces, potentially leading to a devaluation of our property. As with the previous DA, we strongly request that height poles be installed to visualize the impact on views and light.

3. Excessive Height Variation

The Boston Blyth and Fleming report states that the roof breaches the standard by a maximum of 2.2 meters, nearly 20% above the current limit. The report's reliance on case law to justify this excessive height does not consider the adverse effects on adjoining properties, including ours. The cases cited are self-referential, with no regard for the negative impact on neighboring residences.

4. Traffic and Parking Concerns

The traffic study relies on data from TDT2013/04a, last updated over 12 years ago. It fails to reflect current traffic conditions and disregards the cumulative impact of recently approved developments, including:

- Developments at 6 and 8 Gladys Ave
- Pending DA 2023/1751 at 2 Gladys Ave

The claim that traffic generated by this 19-unit development will add only six vehicle trips per minute on weekdays is unrealistic. This type of development will bring substantial service vehicle traffic (e.g., food deliveries, medical services, maintenance, and elderly transport). Additionally, with other nearby projects, the cumulative traffic impact will likely exceed estimates, impacting congestion and safety in the area.

5. Construction-Phase Traffic and Parking

At a smaller nearby construction site (8 Gladys Ave), we observe 6-8 trade vehicles daily, often parked on verges, creating safety risks. With a development of this scale, we can expect a prolonged period (2-3 years) of similar or greater disruption. The cumulative effect of overlapping construction projects has not been adequately considered, nor has the immediate impact on our previously quiet neighborhood.

Long-term, I estimate at least 140 additional cars during peak times from all developments, which will place substantial strain on local roads and parking availability.

6. Local Road Network Capacity

The assessment does not sufficiently address whether the local road network can absorb additional traffic without degradation in service levels, especially for residents further down Gladys Ave, which is a cul-de-sac.

7. Environmental and Quality of Life Impacts

The proposal overlooks key quality-of-life concerns, including noise and air pollution from increased traffic, reduced pedestrian safety, and the negative environmental impact on our community.

8. Insufficient Public Transport and Active Transport Consideration

While the proposal notes proximity to public transport, it lacks analysis of whether current services can accommodate increased demand or measures to encourage active transport alternatives that would reduce reliance on cars.

9. Geotechnical and Landslip Concerns

The proposed basement car park will require significant excavation within meters of our pool and entertaining area. Given the steepness of the site, we are concerned about potential geotechnical risks to our property's foundation stability. An independent dilapidation survey is essential to assess the impact on our home and ensure its structural integrity.

In Summary

This proposal underscores the need for a holistic approach to planning for Gladys Ave and surrounding areas, rather than piecemeal approvals that fail to consider cumulative impacts on the neighborhood's character, infrastructure, and residents' well-being.

We request that these concerns be carefully considered and that this DA either be rejected or significantly modified to align with the character, safety, and integrity of the community.

Thank you for considering our objections.

Eric Blewitt
10B Gladys Avenue
Frenchs Forest
NSW 2086

