
Sent: 12/04/2021 12:45:56 PM
Subject: Letter of Objection for Development Application DA2021/0166
Attachments: DA2021 0166 Objection 210411.pdf;

Attention: Alex Keller

Please see attached letter of objection to the development proposed under DA2021/0166.

Many thanks for considering.

Kind Regards,

Randall Lumbewe
Director and Chairman



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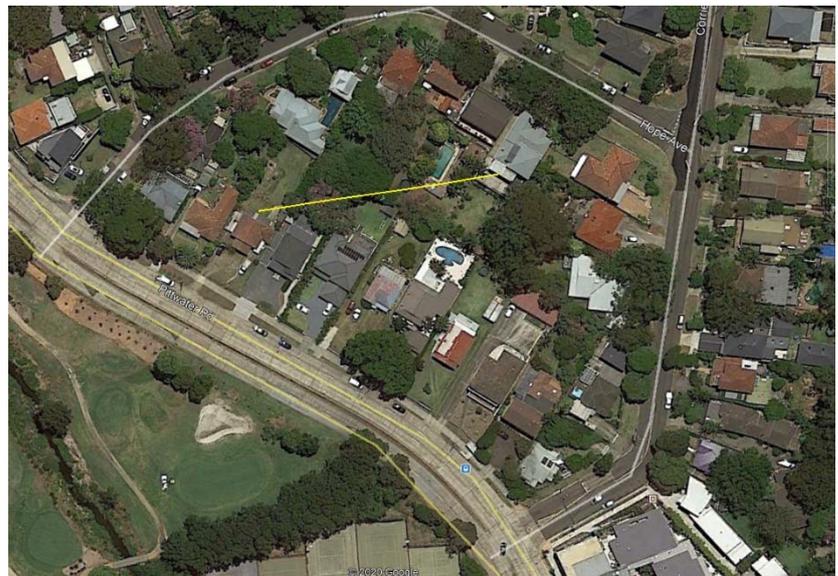
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Reference: Development Application No: DA2021/0166 pertaining to Lot 40 DP7027, 532 Pittwater Road North Manly

Dear Alex,

As residents and property owners of 9 Hope Avenue North Manly, we have received the notification letter regarding the proposed development to the property at 532 Pittwater Road, North Manly which is less than 75 metres South West of our property.

We purchased in this neighbourhood 33 years ago and did so because of the general amenity of the area, leafy, quiet, well established, low density housing with long term residents, which to us demonstrated stability in the neighbourhood and therefore offering a level of relative safety and security. We chose this area over and above other suburbs on the Northern Beaches due to this **low-density housing** and did so over and above choosing to purchase in Queenscliffe, Freshwater (nee Harbord) or Dee Why. And I have to say that over the 33 years, the general trend has followed on our initial pre-purchase expectations where the residents are still long termers.



Of recent we know the council has approved the development of some higher density living (example: 510/512 Pittwater road, 5/5A & 9 Corrie Rd) not to mention the number of “granny flats” that seem to be popping up around the general area. These approvals have given rise to saturation car parking in the area at the very least, let alone some of the services the council are now unable to facilitate due to the number of cars parked day or night, such as clearing of the street’s gutters of leaf mulch.

I have reviewed the DA submission **DA2021/0166**, which is not dissimilar to that of the previous DA 2020/0512 and accordingly, I wish to make **another** very strong objection to the proposed development at 532 Pittwater Road, on the grounds of the following:

1. Parking and Traffic

DA2021/0166 (herein referred to as the DA) shows that there are to be up to twenty (20) residents to occupy these premises across the ten apartments and a total of only four car parking spaces plus one dedicated for disabled parking provided for off street parking. Given the existing limitations of car parking that already exists in Hope Avenue and the lower part of Corrie Road this will potentially result in more parking congestion and traffic in and around Hope Avenue/Corrie Road/Pittwater Road.

To illustrate the problem that our community would be facing is that two of the surrounding roads (Corrie Road and Hope Ave) to the proposed development site, I table a summary of each address and the observed number of vehicles that each resident to these premises has and whether they are on or off street parked – see table below.

The table does not represent any parking numbers for visitors or emergency services and neglects to account for the almost too regular parking of non-resident trailers/boats Pantech trucks. There are at least 32 vehicles that can be parked on street at any one time. Parking for Tradies vehicles is at a premium during most days.

The area cannot sustain the likely increase in parking in the area without significantly affecting the general amenity of the neighbourhood and removing one of the good reasons why we purchased here in the first instance.

Item	Number	Street in North Manly	Number of Vehicles	Parked on Hope Avenue	Comments on Car Parking
1	540	Pittwater Road	1	0	Uses their off-street car port
2	536	Pittwater Road	4 or more	4	There are any number of residents here given they are an Air BnB and there are three businesses run out of the premises as well
3	536A	Pittwater Road	2	2	Granny flat with at least 2 vehicles
4	534	Pittwater Road	1	0	Uses their driveway off street
5	2	Hope Avenue	1	0	Uses off street car port
6	2A	Hope Avenue	1	0	Not certain
7	4	Hope Avenue	10	5	three vehicles need to be on street the rest are generally off street
8	6	Hope Avenue	2	0	Use of their garage
9	8	Hope Avenue	2	1	one vehicle is in the parked-on street
10	10	Hope Avenue	1	0	Generally, the vehicle is in the off street or car port
11	12	Hope Avenue	2	0	off street parking
12	14	Hope Avenue	2	1	one vehicle is on street parked - 2nd vehicle is parked in Montague Street
13	16a	Hope Avenue	2	0	Generally, the vehicles are off street in garages or driveway
14	16	Hope Avenue	2	0	Generally, the vehicles are off street in garages or driveway
15	18	Hope Avenue	3	2	One is parked on street
16	20	Hope Avenue	3	2	One is parked on street
17	1	Hope Avenue	3	3	All are parked on street
18	1A	Hope Avenue	2	2	Tenant parking on street
19	3	Hope Avenue	2	1	both parked on street
20	5	Hope Avenue	2	1	one parked on street
21	7	Hope Avenue	3	2	one parked on street
22	9	Hope Avenue	4	1	one parked on street
23	11	Hope Avenue	1	0	Parked in garage
24	512	Pittwater Road	?	2	Apartments with underground parking however often the tenants use Hope Avenue - obviously insufficient underground space available
25	5	Corrie Road		?	Town Houses with limited off-street parking - spillover on Corrie Road and some congestion occurs with vehicles doing a U-turn at their driveway to go to the BP Service Station (because there is no U-Turn at the intersection)
26	5A				
27	7		2		
28	9		?		
29	9A		?		
30	9C		?		
31	11		1		
32	13	1			
33	15	Corrie Road	3	1	Use Hope Avenue when there is insufficient space on Corrie Road or when their old classic cars are unable to park on the slope of Corrie Road
34	17	Corrie Road	2	1	Use Hope Avenue for when insufficient space on Corrie Road
35	19	Corrie Road	2	2	Usually have at least 2 cars parked on Hope Avenue as a result of limited space on Corrie Road
36	21	Corrie Road	1	0	
37	23	Corrie Road	1	0	
38	8A	Corrie Road	2	2	No Parking on Corrie Rd so they need to park on Hope Avenue
39	2	Corrie Road	2		Parking for granny flat tenant on street
40	4	Corrie Road	1		Parking on street
41	6	Corrie Road	3		No parking on street

Further, I note in the DA application's Traffic Report "The requirement is that "at least 0.5 parking spaces are provided for each dwelling containing 1 bedroom, at least 1 parking space is provided for each dwelling containing 2 bedrooms and at least 1.5 parking spaces are provided for each dwelling containing 3 or more bedrooms. With 10 studio type dwellings, the car parking space requirement for the proposed development is 5 spaces." I am assuming that the same requirement was used for the development of the apartments on the corner of Corrie and Pittwater Roads, and there is very clear evidence that these numbers do not relate to real life circumstances in this immediate area of North Manly at the very least, again refer to the table above.

Additionally, given one of the car parking spaces is dedicated for a disabled person, the I am left wondering if the SEPP Affordable Rental Housing requirements also limit the occupancy of at least one of the apartments for a disabled person, otherwise the parking provisions in the DA are not compliant.

The photograph following is taken on March 21, 2021 (Sunday) from the corner of Hope Avenue and Corrie Road, North Manly at 10:52am which is typical of the parking on-street and is a clear indication of the parking congestion. Some of these vehicles are from Corrie Road residents, as a result of the lack of parking on Pittwater and Corrie Roads and in the block of apartments on the corner of Pittwater and Corrie Road.



Additionally, the proposed site construction at 532 Pittwater Road is directly adjacent to a preschool which has numerous parents and staff requiring parking. Since the inception of the Pre-school we do see significantly more traffic in Hope Avenue to enable parents to access the Pre-school when coming from the south on Pittwater Road. Hope Avenue is a relatively narrow street (6.8m) with parking permitted on both sides of the street. There is insufficient space for two vehicles to pass one another when there are cars parked on both sides.

I do note that the **Traffic Generation: Reference Item 2.4 A2015939N Traffic Report 2.0** has no reference or consideration to existing traffic but rather considers ONLY the **theoretical** traffic created by the addition of the proposed development, almost as though this is a completely new suburb that is being developed. The traffic is already very busy on Corrie Road and certainly, now on Hope Avenue, because of the Preschool on 530 Pittwater Road. A thorough detailed traffic study measuring real traffic, versus time of day and day of week might add some credibility to this traffic study, let alone a study of car parking issues.

2. Development not in keeping with surrounding premises or for-use.

a. A boarding house is a business, and the zoning of our area should not permit the proposed development on the basis it is **conducting a business**. I note that there is a caretaker apartment allowed for as well, and this is obviously for the purposes of being able to conduct the administrative tasks necessary for the accommodation being considered – i.e. to run the business. I guess I question how different is the proposed boarding house whether it be to operate a ten-room brothel in same said premises, and would the council have enabled this DA to get this far?

b. Previously, in DA2020/0512 it was noted in the Statement of Environment Effects (herein referred to a SEE) that there is reference to premises at both 428 and 434 Pittwater Road (Page 4 of SEE) which are supposed to be like that proposed in the DA. In the aerial photograph to the right, you will also note that



the two examples provided, are arguably more in keeping with the surrounding buildings in terms of bulk and scale whereas the proposed development at No 532 Pittwater road has completely different surrounding buildings and is residential except for the Preschool at No 530 Pittwater Road and the proposed development is NOT in the form or keeping of surrounding dwellings bordered by Hope Avenue and northern side of Corrie Road.

c. It is my understanding that there are specific objectives in the State Environment Planning Policy, one of which is “In order to take account of issues relating to the compatibility of such proposals with the area in which they are proposed it is an essential requirement that a site compatibility certificate be obtained from the Director-General of Planning and Infrastructure certifying that the site is appropriate for this type of development before a development application can be lodged with the relevant council.” Previously (02020/0512) I noted in the SEE under section 4.2.1 item 1 that **“it is considered the design satisfies the compatibility test of the SEPP but there is no reference to the fact that there has been a Compatibility Certificate issued from the Director-General.**

3. Itinerant occupation in a facility immediately next door to the Preschool

I do have concerns that with the somewhat itinerant occupation of the boarding house being adjacent to a Preschool that it would not be in the interests of the council to approve such a development given the sensitivity that rightly exists for the screening of boarding house guests who could have or get access to children who attend the preschool/day-care facility. Currently there does seem to be itinerants occupying the existing house on 532 Pittwater road, and over the last couple of years there has been a continuous stream of rubbish from mattresses, old broken furniture etc and this is left on the nature strip – the place resembles a dump and indicative of the practices of the residents which may not be too different to those in the proposed development.

4. Precedence

I do have concerns where approval might be provided by council for this type of development at this address as per the DA, which will lead to setting the precedence and other boarding houses will follow suit. Over the 33 years I have lived in Hope Avenue I feel I have got to know many of the residents who are generally the owners, all of whom have a level of pride of their property and deserve the right to uphold the general amenity of the area thereby ensuring the value of the properties do not diminish as a result of the development in question.

Based on the DA in question, and the fact that there has been argument of precedence having been set because of 428 and 434 Pittwater Road developments, suggest that should council approve this development 2021/0166 then other residents in the immediate area should be able to apply and have granted permission to also build low-cost residential housing. My estimates for this are:

Address		Approx Land Area	No of Apartments by Precedence being set	Comments
536	Pittwater Road	670	9	Already being used for Air B&B or similar
534	Pittwater Road	760	10	Possible development
532	Pittwater Road	760	10	DA 2021/0166
530	Pittwater Road	760	10	Possible development
528	Pittwater Road	820	11	Possible development
526	Pittwater Road	760	10	New House built so probably not a consideration
524	Pittwater Road	800	11	Newly acquired so probably not a consideration
522	Pittwater Road	700	10	Possible development
520	Pittwater Road	850	12	Possible development
518	Pittwater Road	790	11	Possible development
516	Pittwater Road	400	6	Possible development
2	Corrie Road	350	5	Possible development
4	Corrie Road	860	12	Possible development
6	Corrie Road	620	9	Possible development
11	Hope Avenue	550	8	Possible development
9	Hope Avenue	750	10	Possible development
7	Hope Avenue	750	10	Possible development
5	Hope Avenue	750	10	Possible development
3	Hope Avenue	600	8	Possible development
1	Hope Avenue	720	10	Newly acquired so probably not a consideration
			192	

Given the above estimates, this whole block bounded by Hope Avenue, Pittwater and Corrie Roads, North Manly would be able to provide around one hundred and fifty-two (152) 1-bedroom apartments. And this is leaving the North Eastern side of Hope Avenue out of the question!

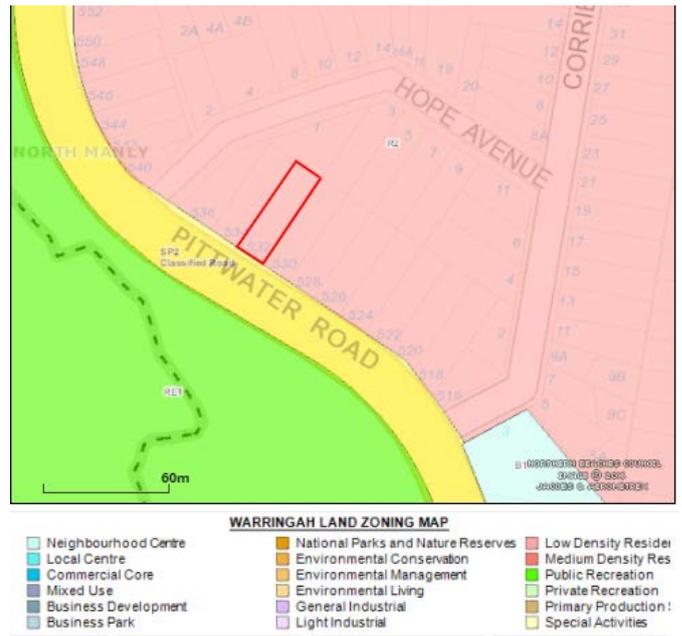
Conclusion:

Given the impact which the Development proposed in the DA on the immediate area bordering Hope Avenue, Corrie and Pittwater Roads, relating to:

- i. the increased vehicular traffic
- ii. existing vehicle parking saturation
- iii. a development which is a disguised business operation
- iv. a development which is not in keeping in terms of bulk and scale with the immediate surroundings,
- v. a Development which requires a Director General Compatibility Certificate which clearly has been neglected for inclusion in the SEE
- vi. a development which exposes the children who attend the preschool immediately adjacent to the planned development to a rather itinerant set of boarders.
- vii. dangerous precedence being set to create a domino effect leading to more similar developments and creating a devaluation of the neighbouring properties, a reduction of green space and vegetation, increase of noise and erosion of the general amenity.
- viii. This area is zoned R2, Low Density Residential and at most would permit dual occupancy and given the Council has not rezoned the area, this development should not be able to proceed. I do note that under the R2 Zoning, that there are developments permitted with consent, one of which is Boarding Houses. I put to the council that a Boarding House in this neighbourhood of this proposed development would not be characterized by landscape settings that are in HARMONY with the natural environment and would not meet the needs of our local community.

I very strongly object to the development proposal for any boarding house to be established in this area. The suburb was never one considered as one for "affordable housing". Perhaps this is more in keeping for some addresses in Brookvale, Dee Why or Narrabeena to name just a few. If low-cost affordable high-density housing is desirable then put this type of accommodation in suburbs where existing residents purchased there, knowing full well what the housing density had been planned for.

I therefore urge Council to reject this proposed development and give due consideration to feelings and thoughts of the existing voting rate payers.



Yours sincerely,

Randall Lumbewe

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