
Sent: 26/12/2020 5:14:29 PM
Subject: Online Submission

26/12/2020

MR David Loomes
6 Marina PL
belrose NSW 2085
loomesd@hotmail.com

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

Dear Sir,
Re: No 28 Lockwood Avenue, Belrose. DA2020/0393.
Amended Plans.

Having viewed the new plans that have been submitted recently I still have considerable concerns with the proposed development.

Although Level 1 of the building has been moved back from Lockwood Avenue which improves the appearance from that street I note that no reduction in the bulk of the building is being proposed.

My Continuing Concerns Are:

Height.
The building will exceed the allowable height by up to 44%.

The recent decision by the Planning Panel to support Council's refusal of the Forestway Development (DA2018/1924) on the grounds that it would exceed the allowable height by up to 41.5%.

If a development fronting Forestway is not appropriate to exceed the allowable height by this amount then it should definitely not be allowed at a site such as this which is far more residential in character. This decision of refusal of the Forestway proposed Development sets a precedent for this and other items.

Bulk.
The proposed building is still very bulky compared to the surrounding and neighbouring buildings with a proposed FSR of 2.01 to 1 and the aforementioned height exceeding the 8.5 metre limit.

Set Backs.
This proposal proposes minimal set back of about 700 millimetres of the building along the whole of the Lockwood Ave and Glen St frontages but with dividing wing walls up to the street boundary. Existing buildings fronting these streets have set backs of 8 or 9 metres. This minimal set back at the corner of Lockwood Ave and Glen St will affect vehicle sight distance and create a traffic hazard.

In the case of the Forestway proposal Council's assessment, supported by the Planning Panel, stated that: "The significantly reduced pedestrian paths, circulation zones and landscape treatments along the Forestway frontage will result in a hostile environment. The reduction in

planting to the Forestway Russell Street alignment have all been significantly reduced to the point one would question the ability to achieve and buffering. Significant tree canopy or relatively decent interface between building, circulation and roadway."

These rulings must be considered to this proposal. The previous use of the site with its considerable unrestricted open space allowed for very safe pedestrian connectivity in addition to the defined pedestrian paths.

Trees and Landscape Planting

Due to the proposal to construct basements up to the street boundary there will be no deep soil for the planting of any significant trees or shrubs to soften the appearance of the building along any of the street frontages

The lack of deep soil planting was also a reason for the refusal of the Forestway proposal. Any tree planting within the footpath areas of Lockwood Avenue and Glen Street would further decrease the pedestrian amenity and create vehicular hazards if planting is too close to the kerb. It would appear that it is proposed to have a full width, building to the kerb, concrete paving at least in Lockwood Avenue so street tree planting may not be an option.

Car Parking.

There still appears to be disagreement between the developer and Council as to the number of car spaces required. As with the refusal of the Forestway Development this must be resolved before any consent can be considered.

Traffic.

Apart from the obvious increase of traffic on Glen St, Blackbutts Rd and Lockwood Ave due to the increased number of residences proposed in this development there will be an unacceptable increase in traffic in Glenrose Place. At present Glenrose Village has over 500 car spaces with access at 4 points 2 of which are in Glenrose Place. Assuming Glenrose Place takes 50% of these vehicles the 158 car spaces provided in this proposal will increase use by vehicles by over 60%. Entry to and exit from Glenrose Place from Glen St is already compromised by the proximity of the service station driveways and large trucks proving good to Woolworths.

Council have recognised the need to provide extra traffic calming devices on surrounding roads with existing traffic flows as per the "Pedestrian Safety Improvements" being implemented by Council in November 2020 to February, 2021. This proposed development of 28 Lockwood Avenue will increase the traffic flow into and out of the area.

I request that Council, the Planning Panel and Land and Environment Court carefully consider these points when assessing this Development Proposal.

Yours faithfully,
David Loomes.