

---

**From:** DYPXCPWEB@northernbeaches.nsw.gov.au  
**Sent:** 14/12/2022 9:24:10 AM  
**To:** DA Submission Mailbox  
**Subject:** Online Submission

14/12/2022

MR Hank Paulsen  
20 / 29 - 33 Waine ST  
Freshwater NSW 2096  
[REDACTED]

**RE: DA2022/1985 - 27 Waine Street FRESHWATER NSW 2096**

To whom it may concern,

In reviewing the the DA for I wanted to raise the following issues/concerns for your consideration in the proposed planning in Waine Street, where I reside.

1) The building will be 15% higher than all current buildings in the street. The current cap is 11m and this building will be 12.67m.

My understanding is that Council regulations stipulate that on that side of Waine Street only 50% of a private block is allowed to be built on. The plan is to build on 75% of the block - this would seem to contravene the regulation.

2) The finished building is made up of 6 x 3-bedroom apartments across 5 storeys, including an underground level. My understanding is that Council regulations cap Waine Street at 3 storeys, which will be exceeded even if the underground level is not considered.

3) It will be a building site for at least 2 years, causing major problems with traffic flow, noise, dust, and accessibility. Given that cranes may be required to build something of this size the street may be blocked for lengthy periods. During the recent floods, the access to Waine Street was highlighted as problematic being a cul-de-sac, and the emergency gate at the end had to be opened to enable access for emergency vehicles. Even if this were opened for the duration of the build, that "path" from the end of Waine Street's cul-de-sac through is not suitable for a significant volume of traffic and would likely be impossible for access by larger vehicles such as garbage collection, or fire appliances. How will this be managed?

4) Parking is already very difficult on Waine street, and has worsened over the last 5 years with more people that have 2 cars for units that either only have 1 or no dedicated parking bays and the increased occupancy would further exacerbate that issue.

5) During the building, parking will be severely impacted by construction vehicles, workers, and other related traffic.

6) There is a childcare centre at the end of the street and the increased noise, dust, and traffic will present a significant increase in risk and impact on the children attending and the parents taking their children there.

7) We have a local business in the street that operates heavy vehicles, and they will undoubtedly be affected by traffic changes, other heavy construction vehicles, and access limitations that will occur over an extended period.

8) Post-COVID far more people are working from home at various times which means the increase in noise pollution, dust, and traffic will also further impact those trying to earn a living.

9) The wide driveway, entrance/exit, will be located where there is currently a yellow unbroken line, indicating no parking. This is at the base of a dangerous blind bend and Council made a very wise decision some years ago to mark the corner with the yellow line rather than relying on street signage to ensure that vehicles did not park there (and compliance was dramatically improved after that measure). This corner is already not well patrolled by council rangers as per point 4 above residents are using this as parking creating a dangerous position on the corner.

Being on the downhill, the driveway will create an accident zone for cars coming down around the bend and will also impact pedestrian traffic which is common on the quiet street.

Parking is restricted adjacent to the subject site because of the bend in the road and the additional danger it causes. It is inappropriate to reduce the safety measures taken or to increase the risk. Council should be considering narrowing the road at this point to force traffic to slow down and commute via a single lane. It is concerning that the design looks to promote more traffic rather slowing it down.

Council will also note that it has appropriately restricted traffic parking on certain days in the cul-de-sac end to ensure that garbage collection trucks are able to manoeuvre safely. Their operation around the rest of the street is already difficult and will be further impacted by collections at that location and the additional traffic coming in and out of proposed block.

Kind Regards  
Hank