
Sent: 27/05/2020 2:48:53 PM
Subject: Attention Development Assessment : DA2020/0393 28 Lockwood Ave Belrose
Attachments: DA2020_0393_Submission.pdf;

Dear Mr Cocks,

Please find my objections in the attached DA2020_0393_Submission.pdf

Below is a un-formatted copy.

27/05/2020
Mr Michael Tanner
10 Beckman Pde
Frenchs Forest

Re: Application DA2020/0393
28 Lockwood Ave Belrose, 2085

Description: Demolitions works and construction of a shop top housing development comprising retail premises, 51 dwellings, gym, basement car-parking and landscaping
To Mr Cocks,

I am writing to request council oppose the planned development for 28 Lockwood Ave Belrose in its current form. The objections are the development is **not in character** with locality. My objections are listed below:

1. The buildings bulk is **too big** for the lot; the proposal **decreases** existing open space and public realm from **81% to 27%**;
2. The proposed 51 dwellings **exceed any complex in the locality**;
3. The retail **floor space is too large** and will create oversupply in the area;
4. The development **exceeds the maximum height limits** on all sides;
5. The building setback for Lockwood Ave and Glen St **does not align** with the existing setbacks on these streets;
6. The lack of setback from the development will **increase the risk** of pedestrian, cyclist and/or vehicle accidents;
7. The previous intuitive pedestrian desire lines are now **blocked** by the development;
8. The traffic assessment **does not consider all vehicle types** in the model nor does it model **event traffic** generated by regular events at Glen St Theatre; and
9. The additional traffic and the controlled access to development will add to congestion and **increase the risk** of pedestrian, cyclist and/or vehicle accidents in Glenrose Pl.

The development is not in character with the locality. There is no shop-top housing of this scale within the locality, the local area has three smaller shop-top housing developments with 10 - 12 dwellings and 8-12 retail. These mixed-use developments with shop-top housing are the appropriate scale for the locality.

The proposed 51 dwellings **exceed any complex in the locality**, developments with a similar number and type of dwellings are in Forestville Town Centre – a ten-minute car trip out of peak, others are found in nearby Strategic Centres.

You need to travel twenty-minute by car to the Strategic Centre of Dee Why – Brookvale (out of peak) to find a retail complex of this the scale.

The 3,767 square metres of retail is too large and inappropriate for the area. The development is next door to Glenrose Shopping Village (GSV), a large retail shopping complex containing two large supermarkets, two dozen variety of stores and a medical centre. On a local scale the

community is also severed by four small 'corner store' shopping facilities which promotes active transport.

There is a plentiful supply of retail in the area with the proposed development 30-minute walk catchment overlapping with GSV and ForestWay shopping centre (part of the Northern Beaches Specialist Centre).

The buildings bulk and footprint are **too big for the lot**, the proposal allows 27% of space for the public realm (much will be "locked up" in the internal square). The former site provided 81% open space to locals, which included a playground, mature native trees and a direct and safe pedestrian path between Lockwood Ave and GSV. For the proposal to proceed the 27% of open space must be increased to at least 50%.

The setback on Lockwood Ave **does not align** with existing structures in the street. The average setback for Northern side on Lockwood Ave is 13.5 metres (approx.), see Figure 1. The development has no setback on Lockwood Ave and is replacing open space which provides a clear line of sight and a safe shared space with narrow retail street frontage. The risk of vehicle and pedestrian or cyclist accidents will increase at the Lockwood Ave and Glen St intersection with the lack of an appropriate setback. The existing open space and setback provides vehicles turning right from Glen St into Lockwood Ave with early and good visibility of the pedestrian crossing on and vehicles heading south along Lockwood Ave. The proposals lack of any setback will impede line of sight at this intersection.

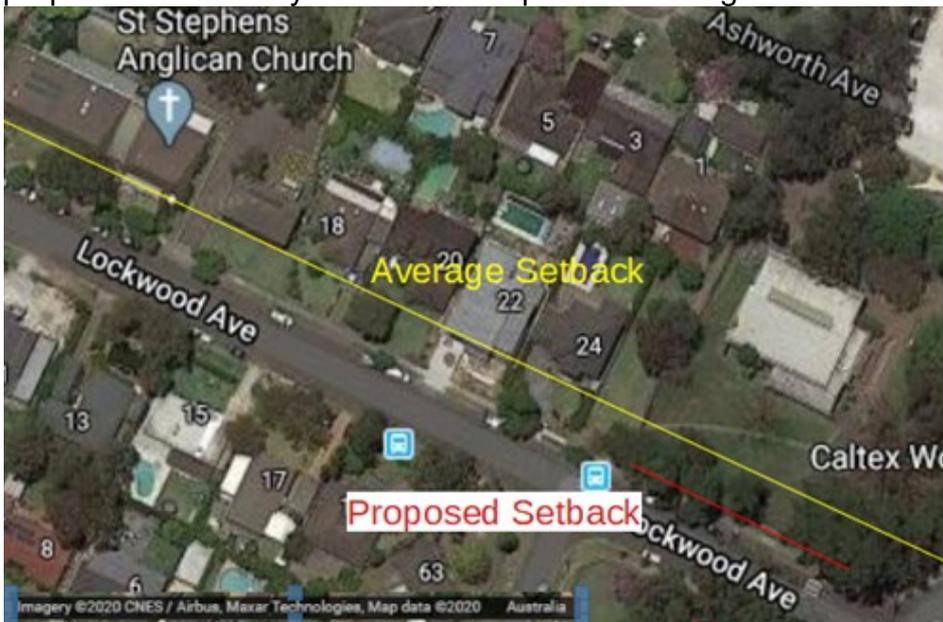


Figure 1- setbacks on Lockwood Ave, existing and development proposed

There is no **strip shopping** in the locality and the proposal is not in character with the area. The nearest 'Active Street Frontage' are strip shops in Manly, Seaforth and Fairlight.

To increase the attractiveness of walking and cycling and safety on Lockwood Ave and Glen St a wide shared path is required for locals to walk, cycle, observe and participate (see Figure 2) and the pedestrian crossing on Lockwood Ave should be upgraded to a raised wombat crossing with wide drop kerbs to improve safety and pedestrian and cyclist amenity.

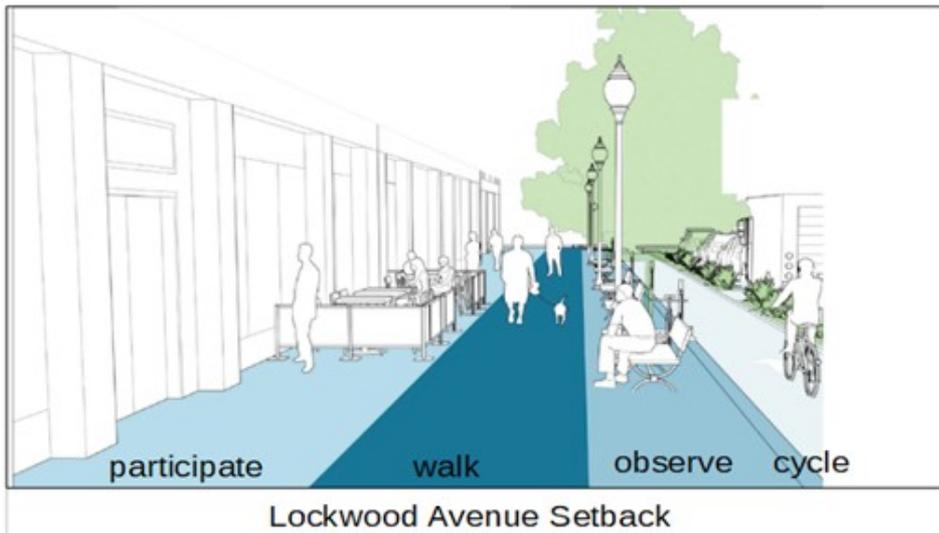


Figure 2 - best practice setback for 'Active Street' frontages

The pedestrian desire lines from the south and west to GSV are **redirected around the development**. The previous paths were direct, safe and stair free. School children and others use the low traffic Peacock Parade as the major walking and cycling route between Davidson High School and Mimosa Public School to the GSV.

The development will direct journeys from South and West down the Western edge of development increasing risks of accidents between pedestrian and vehicles at the entry to GSV via car-park drive.

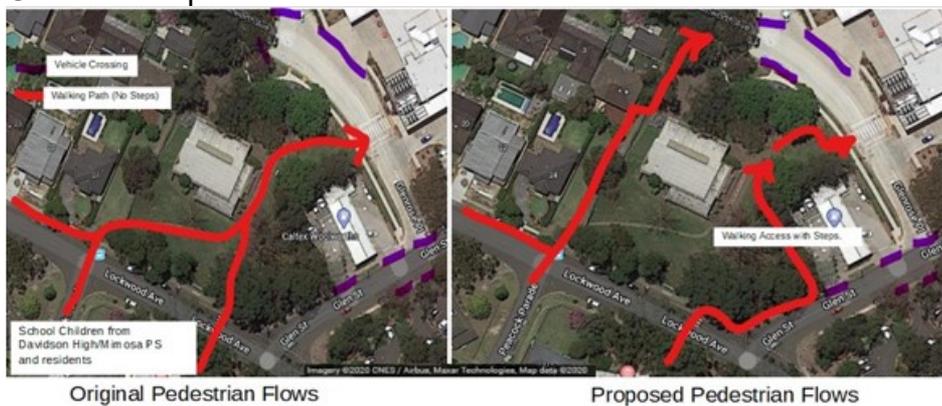


Figure 3 – Change to pedestrian desire lines

There several concerns/questions with the traffic modelling undertaken in support of the development, as outlined below:

- The traffic modelling does not consider the impact of a controlled entry for development on Glenrose PI. This is a concern for pedestrian safety on the wombat crossing and vehicle performance of Glenrose PI;



Figure 4 – Glenrose PI vehicle and pedestrian interactions

- There appears to be no Heavy Vehicles (HV) movements in the traffic modelling. There are numerous HV movements in the peak including bus routes such as 271,274,141,283,281 and for deliveries to and waste collection GSV;
- There has been no modelling or observations for special events e.g. dance performances and shows at Glen St Theatre which generate substantial vehicle traffic and pedestrian demand. In my opinion this is a major oversight for the DA;
- The car parking falls short of the councils DCP;
- The SIDRA modelling produces speeds for vehicles are above sign posted speeds i.e. 50 Km and 25 Km. The speeds in Glenrose Place range from 47.5 km/hr to 52.5 km/hr; has the model be correctly constrained?
- The heavy vehicle sweplines for the development clash with those of the GSV HV service and waste facilities and the Return and Earn recycle centre; and
- The increase in 'white van' deliveries and service vehicles for dwellings and retail has not been adequately addressed.

Other comments

- D.A. documents state the developments “**gym today could be tomorrow’s jazz club**” – might it also become a call centre or night club. **Any change to uses will impact on the noise, parking and traffic assessments.** The DA clearly states a gym in proposal;
- The informal paths used today are due to the previous direct and safe routes being fenced off. The direct and flat path from Lockwood Ave to Glenrose Shopping Village has been blocked and the development does not reinstate direct and accessible path;
- Justifying the proposals density by combining adjacent R2 low density residential land-use housing density with the nearby B2 local centre is not appropriate. There is no shop-top housing on the GSV as many in the community opposed the development;
- The reference – even if not in context - to St. Margarets Square, Surrey Hills, Bourke St in high density Inner Sydney and Salamance Place, Hobart – medium density tourist and retail strip are of little relevance to Frenchs Forest/Belrose.

The proposal is not in keeping with the local character of the area and should be opposed. The proposal is too large and too high, and the few benefits do not outweigh the many negatives. Council and the developer should seek guidance from a design excellence panel to achieve world’s best practice. Council and the community should not be satisfied with a development which “generally” meets planning requirements.

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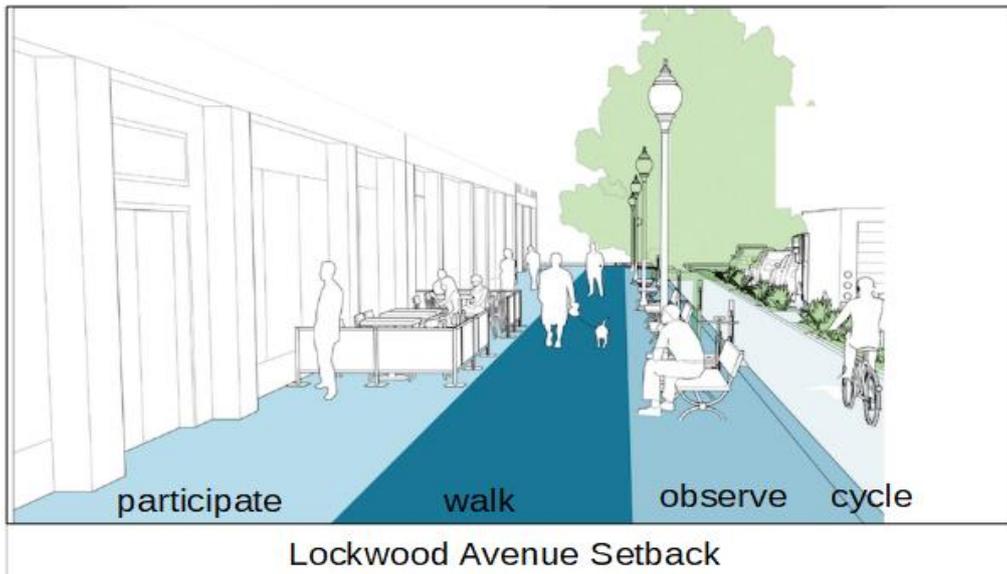


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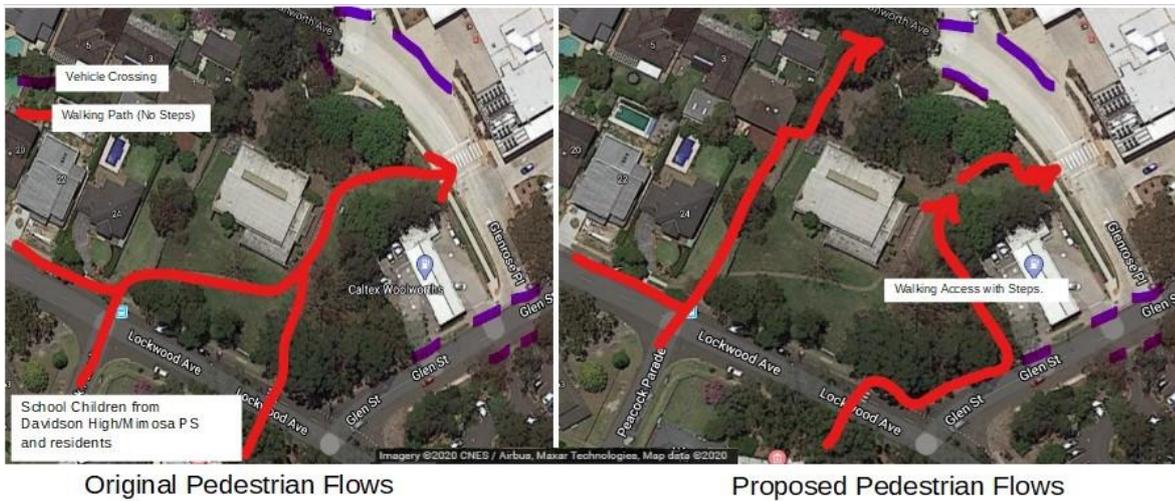


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