
Sent: 20/05/2020 4:46:50 PM
Subject: DA2020/0272
Attachments: 200520 691 Pittwater Road Dee Why Letter.pdf;

Dear Lashta Haidari,

Please see attached submission in relation to DA2020/0272. I have made a separate submission in the portal referring to this email.

Should you have any questions please don't hesitate to contact the undersigned.

Thanks

Oliver McGeachie
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20 May 2020

Attn: Lashta Haidari
Northern Beaches Council
PO Box 82
Manly NSW 1655

Dear Lashta Haidari,

Re: DA2020/0272 691 Pittwater Road, Dee Why Submission

Introduction

This letter is submitted by The Salvation Army Australia in response to the exhibition of DA2020/0272 on 691 Pittwater Road, Dee Why for the Demolition and Alterations to the existing building and development of an 8 storey mixed use building.

The Salvation Army write this letter as a neighbor at 1 Fisher Road, Dee Why and as a member of the community we serve. The Salvation Army are supportive of increased, diverse and affordable housing provided in a responsible and considered way. Representatives of the applicant had made contact with us prior to the submission and an earlier set of architectural documents were provided to us. We appreciate this consultation and below feedback is provided in relation to the submitted Development Application documentation.

Car-Parking

Warringah Development Control Plan Requirements

G1-7 Traffic and Parking

"Objectives

- *To encourage walking, cycling, public transport and car sharing.*
- *To encourage integrated basement car parking areas with shared access in suitable locations.*
- *To reduce overall building bulk and scale (particularly within podiums) by locating parking underground.*
- *To ensure the security of residential parking areas in mixed use developments."*

C3 Parking Facilities

"Objectives

- *To provide adequate off street carparking.*
- *To site and design parking facilities (including garages) to have minimal visual impact on the street frontage or other public place.*
- *To ensure that parking facilities (including garages) are designed so as not to dominate the street frontage or other public spaces."*

Requirements

4. *Carparking is to be provided in accordance with Appendix 1 which details the rate of car parking for various land uses."*



From the TFF Consulting Traffic Report dated 17 March

The Traffic Report from the DA provided the below car parking calculation requirement under the Warringah DCP:

"The total requirement for all 3 components is $21.1 + 4.7 + 5 = 30.8$ say 31 spaces."

and

"No car parking spaces are proposed. However, if the above calculated credit of 45 spaces for the existing car parking deficiency is applied, then the proposed redevelopment will result in a reduction of the existing car parking deficit"

Response

The Salvation Army support and encourage the use of sustainable and environmentally friendly modes of transportation. This proposal is very well located, with high amenity and in close proximity to main bus stops and roads. We note that in accordance with the DCP the proposal should have a minimum of 31 car parking spaces, with the application not providing for car parking.

The lack of parking may result in an additional burden on the on-street parking demand resulting in impact on the neighbouring properties and businesses. It is also noted that it could also beneficially result in reduced traffic on the local street network, it is also noted that a substantial (127) bike parking spaces are proposed. Whilst we reiterate that we support and encourage the use of public and other low impact modes of transport, we request the applicant and Council review the proposal to minimise the burden it will place on on-street parking, be it through car share opportunities, other local private parking opportunities, public transport and alternate modes of transport that will cater to the future occupants of the building and the local community.

Privacy

Warringah Development Control Plan Requirements

D8 Privacy

"Objectives

- To ensure the siting and design of buildings provides a high level of visual and acoustic privacy for occupants and neighbours.*
- To encourage innovative design solutions to improve the urban environment.*
- To provide personal and property security for occupants and visitors.*

Requirements

- 1. Building layout should be designed to optimise privacy for occupants of the development and occupants of adjoining properties.*
- 2. Orientate living areas, habitable rooms and windows to private open space areas or to the street to limit overlooking.*
- 3. The effective location of doors, windows and balconies to avoid overlooking is preferred to the use of screening devices, high sills or obscured glass.*
- 4. The windows of one dwelling are to be located so they do not provide direct or close views (ie from less than 9 metres away) into the windows of other dwellings.*
- 5. Planter boxes, louvre screens, pergolas, balcony design and the like are to be used to screen a minimum of 50% of the principal private open space of a lower apartment from overlooking from an upper apartment."*

Response

The site and surrounds are zoned B4 which provides for a range of uses including commercial, residential and visitor accommodation. Given the range of uses provided for, overlooking and privacy must be considered in the current and future scenario. The rear of the proposal has windows facing our property with no form of screening. A 6m setback is provided to the glass line, with part of the building sitting in the setback zone for articulation. We request louvres or other visual privacy measures be required on these façades to mitigate the potential privacy impact on the current and future users of our property.

Rear Lane Access**Dee Why Town Centre**

Under the Warringah DCP Dee Why Town Centre objectives, Council are endeavoring to provide rear lane access for residents, visitors, garbage, service and delivery vehicles for premises fronting Pittwater Road, which this property is.

Response

The proposal has nominated a 6m rear setback provided within the site for a laneway to service the property as envisioned by Council. The Salvation Army requests that Council provide certainty under the approval of this application and to ensure ongoing utilisation of the setback for these purposes through appropriate approval conditions. This will provide the future opportunity for Council to convert the land into a lane on a pro-rata basis.

Conclusion

The Salvation Army write this letter as a neighbor at 1 Fisher Road, Dee Why and as a member of the community we serve. We are supportive of increased, diverse and affordable housing provided in a responsible and considered way. We again thank the applicant for their early consultation and provide this letter to clarify our concerns and feedback. We do not wish to stand in the way of change however want to ensure an equitable and considered development outcome for all.

Should you require any further information please don't hesitate to contact the undersigned.

Yours Sincerely



Oliver McGeachie
Senior Development Manager
The Salvation Army