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**RE: PEX2018/0009 - 1294 Pittwater Road NARRABEEN NSW 2101**

As the owner and resident of Unit 29 at 1-7 lagoon Narrabeen. I strongly object to the development proposal on several grounds.

1) Over height and effecting my current property aspect and potential value.

The developer seeks to increase the height of the originally proposed development with the sole intention of increasing the unit lots to be sold under the masquerade of providing affordable housing. This is a ruse only to gain financial benefit. The implications of developing single bedroom apartments only exacerbates the parking and traffic implications further noted in this submission. Any green washing of bikes or footpaths is also nonsense.

2) The increased traffic and parking implications.

The traffic assessment undertaken as commissioned by the developer on a single day over 2 off 3hr peak periods and then a Saturday of 3 hrs in 2018 grossly understates the actual traffic conditions. These periods are typically peak for travel to the city but not necessarily peak trading periods for the local businesses in the village. This initial understatement then leads to the overall final assessment that is understated to benefit of the developer.

As the resident that faces directly over the corner of Albert and Lagoon St and having spent the last 2 years working from my lounge room facing this intersection (Covid related) it is very clear that the overall traffic volumes are much higher than stated and a revised survey should be carried out over at least a 7 day period to understand the true traffic detail.

Additional vehicle access and traffic into Albert Street and Lagoon Street, will impact what is already very narrow Albert Street. Currently residence wait for cars to single file through Albert Street as it's not possible to pass otherwise. The proposed location of the entrance driveway will inevitably (with 60 cars an hour as modelled) increase this congestion. Consideration must be given to the elderly residents of Furlough House whom use Albert St for access to the shops and village.

It is noted that RMS are currently investigating a proposal to extend clearway conditions along Pittwater Road at the site as part of the "Clearways Program". This will only increase the traffic and parking impacts to the locality.

The site, which fronts Pittwater Road, currently has three vehicle access driveways to Pittwater Road. A bus stop is also located on the site's frontage to Pittwater Road in the southbound direction. Removal of these driveways will only increase the traffic and parking impacts to the locality. The bus stop mentioned located in .

The proposed vehicle access at Albert Street and the removal of all vehicle access directly to / from Pittwater Road is suggested to provide benefits to the operation of the B-Line and the bus stop at the site's frontage (which is only a Sydney Olympic Park special event bus stop) through the removal of potential vehicle conflicts associated with vehicles slowing to turn into the site or turning out and entering the traffic stream at a slow speed. This is again an over estimation of the benefits as there are hundreds of residential driveway accesses along Pittwater Road. The benefit of removing 3 would be insignificant in the delay of any public transport along this route.

3) Development not in keeping with the current village atmosphere of Narrabeen.

The proposed visual impact does not protect the character of the village locality. The addition of more retail space to an already under-utilised capacity (Currently there are at least 4 premises for lease) would drive down rental prices and effect values.

Pedestrian and Cycling Implications is noted however there is no tangible evidence that there is a need for more pedestrian access. It must be noted that figure 7 and 8 of the DCP amendments - Warringah Development Control Plan 2011 - Part G8, Corner of Pittwater Road and Albert St Narrabeen do not accurately reflect what is proposed as they are missing the proposed driveway.

With the above key points in my opinion, and the nature of the landscape coastal village on Narrabeen at mind for existing and future residence. I strongly oppose this development application and the concept of increasing the residential density to the village which is already at extremes.