
From: James Smith
Sent: 5/06/2024 4:57:56 PM
To: Council Northernbeaches Mailbox
Subject: TRIMMED: Submission for DA2024/0460
Attachments: Submission DA2024-0460.pdf;

To the recipient,

Hi my name is:

Mr James Smith

[REDACTED]

Please find attached my Submission for DA2024/0460 at No's 1&3 Gondola Rd North Narrabeen. (PDF)
i tried submitting on the web through the eservices but didn't work, hopefully this will be received!
I would be prefer if my personal details shown above apart from my name be withheld from the submission if possible!

Can you please send confirmation of receiving this email!

Thanks in advance!

Kind Regards

James Smith

[REDACTED]

Proposed Development at Lot 187 & 188 DP16719 also known as No's 1& 3 Gondola Rd Nth Narrabeen

Submission - Mr James Smith

After viewing the submitted documents for the above named Development proposal I have concerns over a few no compliances and inaccuracies on the submitted documents.-

Visual Privacy & Open Space

On the Submitted Documentation, there is no Identification of existing Residential Balconies that front Minarto Lane on the opposite side and extend approximately 2/3 of the length of the proposed site Approx 6m away. On the Survey Plan there is no Information shown of these buildings at 1493 & 1487 Pittwater Rd, yet there is a small portion shown on the Demolition, Basement and Ground Floor Plans (be it faded out and hard to read) The Brick Balustrade around the perimeter of the Balcony of 1493 Pittwater Rd is noted as a Parapet on these Plans and no reference to the Balcony inside this wall is given and no reference to the Balcony of 1487 is shown either. On Image 4 of the Site Analysis they have noted Restaurants/Cafes on the right side of Mintaro Lane where there are no Restaurants or Cafes.,they all front Pittwater Rd and are at Grnd Flr Lvl with some having door or Garage access to the lane for deliveries. The note shown is pointing to shop top Residences within approx 6m of the site. The proposal will result in lost privacy to these residences balconies and their private open space and is non-compliant with Pittwater DCP C1.7,there is also a clothes line for residents on the Balcony of 1493 Pittwater Rd (shown as 1489 on the 3pm shadow diagram Submitted) that will be impacted by overshadowing and is recommended that more comprehensive shadow diagrams be submitted (not just the winter solstice).but of noon onwards in Summer Solstice and Equinox's to enable proper analysis. The proposal also is non-compliant in regard to Apartment Design - Separation of Buildings –3F Visual Privacy where up to 4 Storeys there should be a min of 12m from an existing Balcony to new Habitable Space/Balcony It is also non-compliant with Pitwater DCP C1.5 Visual Privacy and C1.7 Private open Space.

Height of Buildings

The Proposed Height of the Building far exceeds the regulatory height and is not fitting with the future desired character of the locality. The Proposal is relying on prior court outcomes to exceed current height restrictions (8m above the Flood Plane Level shown as an RL of 4.4m = 12.4m) for variation to the current height regulations but this proposal is far greater in height than that and that of the other recently approved apartments it uses as examples. There is no articulation or visual relief / setback in the rise or length of the exterior walls to ease its dominance in the street-scape. The proposed rooftop terrace is shown as RL 14.3m which then has a Foyer Area with Toilet Facilities that have a roof Top of RL 17.2 and Lift over-run of 17.75 m some 5.35 m above the current height restriction for the area. The Lift travels through 5 stories from a height of 0.6m below natural Grnd Lvl . This Roof top area is not in sync with current apartment design for the area and if a refuge area is needed in times of flood, there is adequate space in the Commercial Floor Car-park area or in the actual apartments that are all way above the Flood Plane level. The roof space looks like it may be used for entertainment reasons showing cooking Facilities and many seats and being at that height would surely generate unacceptable acoustic outfall and overlooking to the existing neighbouring residences. The breach of 5.35m of current legislation is almost 2 storeys , its unacceptable and would set a precedence for future developments in this E1 Zoned Area which would completely change the Desired Future Character of the area. Looking at the Images on Page 2 of the Site Analysis the height of the existing Palm trees will be the height of the Buildings Sheer Walls and the Block form & Bulk and Scale will totally dominate the Streetscape.

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Building Design & Siting

The Design of the Building is also non-compliant with in regard to Parts D11.3 & D11.7 of Pitwater 21 DCP Both the Western and Eastern side External Walls are non-compliant with Apartment Design and also to D11.1 D11.7 of the DCP as well as the above mentioned non-compliances , the colours used do not comply with DCP D11.3. Apartment Design is supposed to be situated North-South on the Lot with landscaping used to soften the appearance .The proposal is built to side and rear boundaries with the bulk of the Landscaping hidden at the inside rear of the block mainly for use as courtyards for the apartments on that 3rd level. The Garbage Area looks like it is only accessible via the Stairwell in the Basement and are there is not adequate allocated space for all these bins to be placed for collection or are they intended to be put onto the already tight Minarto Lane?

Parking Entry and Traffic

The single Entry & Exit of the Building Parking is proposed on Minarto Lane, this proves a problem as the Ramp leading to the Parking levels is 3.1m allowing only one car to pass at a time this will cause street queueing. and would be much better to have an Entry and separate Exit and be located on Gondola Rd. Minarto Lane is a one way Lane located approx 40m from Pittwater Rd ,where there is the only right turn heading south from the Northern part of the Northern Beaches between Powderwoks Rd to the North and Wakehurst Parkway to the South. This intersection is widely used by local traffic accessing this part of North Narrabeen, especially in the afternoons and early evenings. Any queueing in Minarto Lane will inevitably cause queueing to Gondola Rd and back over onto Pittwater Rd (being such a short Distance away) when traffic entering Gondola Rd have the Green Light.. Minarto Lane has no pedestrian facilities but is frequently used by Local Pedestrians and is also used by Delivery Drivers unloading and collecting goods to and from the existing Retail (backing on to the Lane). It often gets congested when this happens due to the lack of street parking in the area and when garbage Trucks etc. are picking up residential and commercial waste along the street. Council has already reduced Parking on both sides of Gondola Rd to one hour Parking directly outside the site and removed some Minarto Lane parking already putting a strain on the limited spots available. Community Profile of the Northern Beaches Area in 2021 reported more than 55% of households have 2 vehicles and 17.6% have 3 Vehicles. With the already near non existing Parking in this locality adding a property with an extra 36 bedrooms and the extra visitors to the Residential and Commercial premises is going to exhaust the pittance of already available Parking. The proposed parking is not adequate in amount and doesn't look to be well designed and possibly non compliant with Australian Standards in regard to swept paths and not sure if the structural Columns located in the shared zone of the disabled parking are well placed as they are not Bollards and may hinder the opening of vehicle doors (just an observation)..

Conclusion

The above named Issues are of real concern and need to be addressed, the issue of overlooking and overshadowing the Amenity and Private Open Space of the Residents opposite on Minarto Lane, The location and Design of the Buildings Vehicular Entry/Exit , Siting & Design and the number of Non Compliances with Local Council and Residential Apartment Design regulations should all be considered by anyone adjudicating on the approval of this Development Proposal.

By Mr James Smith