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RE: DA2020/1517 - 45 Warriewood Road WARRIEWOOD NSW 2102

Hi Anne Marie

We are the owners of number 18 Bubalo street and would like to raise our objection and concerns over the redevelopment of 45 Warriewood road (DA 2020/1517)

1) Increased traffic generation

Our street (Bubalo) is a narrow residential street which often has cars parked on both sides due to the single garage nature of the properties, imposed by Council. It is clear that Bubalo St was never designed to service high volumes of traffic generated by high density residential buildings such as the proposed development and the units currently under construction in Lorikeet Grove.

Even now, with the houses on the street unfinished and building on this particular DA yet to commence, it can be challenging to fit cars travelling in both directions on Bubalo street, often requiring one car to wait and let the other pass. We have serious concerns about allowing traffic from this development to flow out onto Bubalo street.

As above, a development of this magnitude on such a small site will have an adverse impact on the local street system, including Lorikeet Grove and Bubalo Street.

No doubt, a developer supplied and paid for traffic study before the development is completed and sold off, will show a minimal traffic impact. As you would be aware, these studies are prepared with a biased set of variables to produce a minimal impact result so that another genuine concern by local residents can be ticked off by Council Planners.

The facts will be that the only way to minimise the effects of traffic generated by this development on Lorikeet Grove and Bubalo Street will be to provide a direct dedicated vehicular ingress/egress onto Warriewood Road from the subject site via a roundabout. There is sufficient width in the site to allow for the creation of 4 residential lots (as proposed) on Warriewood Road plus an access road, by adjusting the lot widths and adding the surplus to the proposed 4m wide pathway.

The argument that Council would want to limit road access points to Warriewood Road is not persuasive, particularly when assessed to the impact of increased traffic on both Bubalo Street and Lorikeet Grove.

You also would be aware that many Councils see traffic calming devices such as wombat

crossings, roundabouts and chicanes as a satisfactory solution to permit safe passage, ingress and egress along collector roads such as Warriewood Road. Refer to the many examples in Garden Street.

2) Overdevelopment of the site

Upon reviewing the DA it was immediately apparent that the design represents an overdevelopment of the site.

It clearly attempts to secure the maximum development potential and financial return from the \$16.7m purchase price.

The long lasting effects of the project will be borne by the nearby residents long after the developer completes the projects and vacates the area.

Simply covering off minimum development standards does not automatically produce a good quality, acceptable project design.

This is fundamental to the intent of "parts (1) (a) (iii), (b), (c) and (e)- Section 4.15 Evaluation" of the Environmental Planning and Assessment Act 1979.

The overwhelming, dominant development type on the northern side of Narrabeen Creek is single-lot low rise residential. It is acknowledged that a three storey residential flat building is under construction on the nearby Karinya development and that this may be used as a precedent in support of the subject project.

It will be strongly argued that the Karinya development will represent a precedent, but it will be a precedent to demonstrate why further such developments are out of character with and will dominate over the adjoining single lot residential developments and should therefore not be allowed to propagate.

The relevant "Outcomes" of PITTWATER 21 DCP, 2014 require proposals

"To ensure new development responds to, reinforces and sensitively relates to the spacial characteristics of the existing built and natural environment."

"To achieve a reduction in visual clutter"

"To enhance the existing streetscapes and promote a scale and density that is at a human scale and in line with the height of the natural environment."

"To locate and design noise generating equipment to mitigate likely acoustic impacts."

"Controls" within the DCP require.....

"The bulk and scale of buildings must be minimised"

"Plant and equipment boxes, air conditioning units and lift over-runs are to be integrated internally into the design fabric of the built form of the building."

"All noise generating equipment such as mechanical plants rooms, mechanical equipment, air conditioning units, mechanical ventilation from car parks, driveway entry shutters, garbage collection areas or similar are to be located and designed to protect the acoustic privacy of workers, residents and neighbours"

None of these outcomes have been adequately explained in a way that they will be satisfactorily met.

This submission demonstrates some key areas where the proposed development is a significant departure from the stated outcomes and controls within the DCP.

It is argued that the appropriate way to achieve higher densities is to designate specific zones for developments greater than two storeys as has been successfully achieved in the area along nearby MacPherson and Boondah Streets. There, the built form does not tower over peoples'

houses and private open spaces.

The argument that the provision of 11m setbacks to the three storey flats with windows and balconies facing adjoining backyards is neither effective or persuasive in mitigating the impacts of the development. Installing landscaped screening with tall, uncontrolled trees/vegetation along the adjoining boundary line in an effort to solve this problem will only create the problem of overshadowing adjoining residents rear yards and access to afternoon sunlight.

3) Services

The site plan shows a large garbage structure located at the south eastern corner of the unit development site. It is understood that this is an open sided structure. It is proposed that the garbage bins will be housed below ground, to be brought up and returned following garbage collection.

In order to avoid concerns relating to the attraction of vermin, emission of odours and noise during garbage collection operations, this structure should be enclosed on the southern, eastern and northern sides and/or relocated to a central area on Warriewood Rd where there is ample excess land for this to be accommodated. In this way vehicular access can be closed to Lorikeet Grove, eliminating all traffic concerns arising from the development as all traffic is appropriately directed onto the collector and arterial road system.

Plant and equipment, including air conditioning units should be located in such a way as not to add to ambient levels. Simply saying that an additional 5dba is the standard, is not acceptable. This is because as additional development occurs and additional traffic is generated by this development, new and increased ambient levels continue to occur.

Options for mitigating the above concerns:

1) Overdevelopment and density.

Remove the third level from residential flat buildings in order to allow the development to reduce the scale, height and dominating effect on adjoining properties.

2) Traffic generation.

Provide a dedicated vehicular ingress/egress directly from the site, for all residential traffic onto Warriewood Road. Vehicular access to Lorikeet Grove should be limited to garbage collection only

3) Garbage storage area.

See suggested remedies in point 3 above.

Thank you for considering our submission, we hope that the right outcome is achieved for the residents and families that live in the area.

Regards,

Ben Sommer