
From: DYPXCPWEB@northernbeaches.nsw.gov.au
Sent: 10/02/2022 11:08:52 AM
To: DA Submission Mailbox
Subject: Online Submission

10/02/2022

MR Matt Sherwood
- 6 Bubalo ST
Warriewood NSW 2102

RE: DA2021/2600 - 49 Warriewood Road WARRIEWOOD NSW 2102

DA2021/2600 - 43,45,49 Warriewood Road WARRIEWOOD NSW 2102

24/01/2022

Mr Matthew Sherwood & Mrs Corey Robertson
6 Bubalo Street
Warriewood NSW 2102

Dear Lashta,

As land owners and residents of the adjoining Bubalo Street (6 Bubalo St), we still have grave concerns with the redevelopment of 45-49 Warriewood Road - DA2021/2600.

We have previously lodged a submission against the initial proposal DA2020/1517 and feel the numerous submissions voicing community issues have not been taken seriously with no action being enforced by the council or action taken by the developer.

Our Initial Concerns were traffic flow and Streetscape impact / Overdevelopment (Original Submission below), we feel these issues have not been addressed.

1) Traffic

Our DA was declined on the basis that we had a double garage on our initial plan. There was a condition on our DA that stated that all houses in Bubalo Street must have single garages even if the land width was greater than the 12.5m required for a double garage. This is not what us or other land purchasers wanted, but we have all complied with the council's requirements and built single garages. This has forced all residents to park their second cars on the street. In some cases, both household cars are being parked on the street because the narrow garages only have enough room for use as a small storage space. This already causes struggles with traffic congestion with the road reduced to one way at points due to cars parked on each side and as the construction of new residences finalised, the traffic congestion will increase.

Further to this, vehicles are having to park on the footpath to ensure sufficient width to allow construction vehicles through. This creates not only a risk to the health and safety of residents it also increases risk to property damage on the narrow street.

When referring to the initial traffic report conducted by the developer, pages 3-5 reference the bus routes to the city (E85) and Warringah Mall (185) however the E85 (185X) is no longer operating and the 185 now ceases at Narrabeen from December 2020 limiting public transport options for those in the area and placing further increase on the usage of cars to travel to the B-line, Warringah Mall or work. The report also references developed access points to Lorikeet Grove, but does not make reference that 81 Warriewood Rd development (Pheasant PI) is a

private road yet to be connected to Lorikeet Grove, leaving Bubalo & Hill St's the only access points to Lorikeet Grove at this point in time.

With the developers of the proposed 45 Warriewood Road also planning to use Bubalo Street for their access to the site this will even further exacerbate this issue. Whilst we understand that the construction of a through-road might not be ideal we believe the proposed development should have its own dedicated vehicle access point onto Warriewood Road and not allow traffic to channel through the local narrow residential street system.

2) Streetscape / Overdevelopment

Upon reviewing the resubmitted DA the design still represents an overdevelopment of the site. Our DA was initially declined due to "a restriction is imposed on each of the residential allotments to limit the footprint, height and garage locations of future development".

I still question the council's logic to impose such strong restrictions on the residents of Bubalo Street and to then consider a 3 storey 34 apartment and 11 lots to be developed on the proposed site, especially allowing the development to exceed the 8500 residential height restriction imposed on surrounding lots.

The three story units will block our views, block our afternoon sunlight, impact on our privacy, and turn the desirable green nature inspired theme of Warriewood into an inner-city type concrete jungle.

The proposed development does not match with the surrounding streetscape of Warriewood and will impact the much loved tight-knit community feel, with beautiful scenic bushland and green nature. If this land has to be developed, we urge you to apply standard housing like that of the recent Bubalo Street and Karinya developments.

ORIGINAL SUBMISSION

Hi Anne Marie,

As land owners and future residents of the adjoining Bubalo Street (6 Bubalo St), we are against the redevelopment of 45 Warriewood Road - DA2020/1517 as it is currently proposed. We strongly support the issues raised in the online submissions from Mr Ben Sommer of 18 Bubalo St and Mr Paul Sommer of 1 Bubalo Street and would also like to add the following.

1) Traffic

Our DA was declined on the basis that we had a double garage on our initial plan and as you are aware there is a condition of our DA that stated that all houses in Bubalo Street must have single garages even if the land width was greater than the 12.5m required for a double garage. This is not what us or other land purchasers wanted, but we have all complied with council's requirements and built single garages. This has forced all residents to park their second cars on the street. In some cases, both household cars are being parked on the street because the narrow garages only have enough room for use as a small storage space. Already at times this street struggles with traffic congestion with the road reduced to one way at points due to cars parked on each side. I have also observed vehicles having to park on the footpath to ensure sufficient width to allow construction vehicles through. This creates not only a risk to the health and safety of residents it also increases risk to property damage on the narrow street.

When referring to the traffic report conducted by the developer, pages 3-5 reference the bus routes to the city (E85) and Warringah Mall (185) however the E85 (185X) is no longer operating and the 185 now ceases at Narrabeen from December 2020 limiting public transport options for those in the area and placing further increase on the usage of cars to travel to the B-line, Warringah Mall or work. The report also references developed access points to Lorikeet Grove, but does not make reference that 81 Warriewood Rd development (Pheasant PI) is a private road yet to be connected to Lorikeet Grove, leaving Bubalo & Hill St's the only access points to Lorikeet Grove at this point in time.

With the developers of the proposed 45 Warriewood Road also planning to use Bubalo Street

for their access to the site this will even further exacerbate this issue. Whilst we understand that the construction of a through-road might not be ideal we believe the proposed development should have its own dedicated vehicle access point onto Warriewood Road and not allow traffic to channel through the local narrow residential street system.

2) Streetscape / Overdevelopment

Upon reviewing the DA it was immediately apparent that the design represents an overdevelopment of the site. Our DA was initially declined due to "a restriction is imposed on each of the residential allotments to limit the footprint, height and garage locations of future development".

I question the council's logic to impose such strong restrictions on the residents of Bubalo Street and to then consider a 3 storey 34 apartment and 11 lots to be developed on the proposed site, especially allowing the development to exceed the 8500 residential height restriction imposed on surrounding lots.

The three story units will block our views, block our afternoon sunlight, impact on our privacy, and turn the desirable green nature inspired theme of Warriewood into an inner-city type concrete jungle.

The proposed development does not match with the surrounding streetscape of Warriewood and will impact the much loved tight-knit community feel, with beautiful scenic bushland and green nature. If this land has to be developed, we urge you to apply standard housing like that of the recent Bubalo Street and Karinya developments.

Options for mitigating the above concerns:

1) Traffic - The proposed development should have its own dedicated vehicle access point onto Warriewood Road.

2) Streetscape / Overdevelopment - Remove the third level from the residential flat buildings in order to allow the development to meet the maximum 8500 residential building height limit imposed on surrounding lots and minimise the dominating effect on adjoining properties or apply standard housing like that of the recent Bubalo Street and Karinya developments

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,

Matt Sherwood & Corey Robertson