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**Sent:** 16/11/2018 8:20:54 AM  
**Subject:** Online Submission

16/11/2018

MS Lisa Gallate  
5 / 201 - 207 Sydney RD  
Fairlight NSW 2094  
lisagallate@gmail.com

**RE: DA2018/1708 - 195 Sydney Road FAIRLIGHT NSW 2094**

Dear Assessing Officer

I live at 5/201-207 Sydney Road, Fairlight and I totally object to the development application DA2018/1708 (DA) for the demolition and excavation for and construction of a boarding house at 195-197 Sydney Road (Land) that is currently before Council.

The Land is very close to where I live and both myself and my family will be directly impacted by this development. I also believe it will also have direct negative impacts on my neighbours and the local community.

I object to the DA on the Land for the following reasons:

1. The application does not identify or establish a need or demand for this building in our area. Given it is a significant commercial development that will be completely transformative of two residential titles, with significant impacts on the local community (as to which, see below), it is extraordinary that the DA does not prove any particular need for this development on this Land. The DA is not supported by any external evidence that this development is required in the immediate community. In fact, if the rent (circa \$500) proposed to be charged is any indication, then this is not affordable housing contrary to the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHPolicy) but market priced accommodation that is already readily available within the community. As such, there is no established public need or interest in this development and the DA should be refused.

2. The negative social impacts that this development will have on our local community. They include:

(a) Increased traffic on Sydney Road which is already very busy and congested and where commuters travel at more than 60km down the incline of the road outside 201 Sydney Road. It is a one lane road in each direction, and if any car is turning right or left into a side street, then commuters are forced to stop quickly, and it causes long queues of traffic. There are also many city and northern line buses, especially at peak hour that stop at the bus stops that are nearly opposite each other outside 210 Sydney Road. There have been multiple occasions when cars have slammed on brakes and beeped horns to avoid collisions with stopped cars or buses, and many near accidents have been narrowly avoided. This situation is only bound to get worse as this development introduces even more traffic into this congested area;

(b) The increased traffic will push local residents into using side streets to avoid the additional traffic and this is likely to cause more traffic around the local park and local school, Manly West Primary School. Has the school been personally notified of the application as they have a

direct interest from the likely increased traffic flows that will result from the development;

(c) The increased traffic is likely to increase the risk of pedestrians being run over as they try to cross the road or exit cars parked on the side of the road - it is a narrow one lane road in each direction with no pedestrian crossings anywhere and sharp turns in the road that impede vision for pedestrians and other road users. My children and I have often been required to run fast across the street in order to cross it safely because cars are travelling at faster than the 60km speed limit and because of the impeded vision of the road caused by multiple cars parked on the side of the road;

(d) There will be increased on-street parking in circumstances where there is already none available, causing more congestion on Sydney Road and side roads;

(e) There will be increased noise from residents at the development, likely emanating from the communal areas during the evening, which will be incompatible with the area in which many young families reside. In 201 Sydney Road, we have multiple young families with at least 15-18 children, most of whom are infant or primary school aged children;

(f) The increase in the number of residents in the area is likely to create safety and security concerns for current residents with so many new residents entering the area, many of whom may not be long term residents wanting to assimilate themselves into the community;

(g) It is unclear from the DA who or how it is proposed that the boarding house will be managed with so many residents (up to 126 persons) residing together in the development. It is not clear from the DA that the applicant has any practical experience in managing a development of this magnitude with so many potential residents. A company search of the applicant, Micro Nest Pty Ltd identifies that there are two directors, Sascha Harms, who according to his LinkedIn profile is a "senior real estate professional with long experience in transaction sourcing on and off market/execution..property and asset mgmt, funds and portfolio construction and mgmt" and Dejan Radanovic, who according to his LinkedIn profile has experience as a chief investment officer, strategic consulting manager and investment analyst, none of which suggests either director has any on-hand experience managing the operations and financial position of the development, nor the behaviour of residents to ensure compliance with the draft Plan of Management. The Plan does not identify who the Site Manager will be or what their qualifications or managerial experience will be to manage this development in accordance with the draft Plan of Management;

(h) There is no evidence for Council to be satisfied that Micro Nest Pty Ltd has the required financial resources to undertake and complete this development to the proposed standard of the design, and there is no contingency plan proposed in the event that Micro Nest fails to complete the development - given the enormous size of this development, it will be an "eye sore" and have serious negative impacts on the local community if the DA was granted and the construction fell over due to the insolvency of Micro Nest.

3. The application is contrary to State Environmental Planning Policy (Affordable Housing) 2009 as the design of the development is not compatible at all with the character of the local area for at least the following reasons:

(a) Oversized development on an entirely inappropriate Land size for this development. This is a commercial development which should be built on a commercial sized title. Instead it is proposed to be built in an area of low density housing;

(b) It is visually offensive due to the bulk size of the building compared to houses in the area which are generally limited to buildings of two storeys in height, (excepting 10 Hilltop Crescent which is on another street with different topography some distance from Sydney Road). The front of the development with a proposed 3m wall is also incompatible with the local area.

(c) The proposed cafe at the front of the building is contrary to the local residential character of the area. There are already cafes and shops further up Sydney Road at the Fairlight shops and there is no external evidence in the application that such a commercial use in this part of Sydney Road is needed. Have the shop owners at the Fairlight shops been personally notified of the development? If not, then the consideration of this application should be postponed pending their notification as they have a direct interest in the outcome of the DA.

(d) The proposed development is physically incompatible with the residential character of the area given (i) the non-compliant front and side and rear setbacks, (ii) the overdevelopment of the Land with a development design that is not compatible with buildings in the area (iii) the excessive excavation that will be required in some places extend some storeys, and which is required to accommodate the necessary car parking for the development. This is further evidence that the Land is not compatible with what is a significant commercial development and should not be permitted on this site.

4. The DA does not comply with relevant statutory planning requirements. These include:

(a) the DA does not provide sufficient car parking spaces as the basement car park will have 38 car spaces that include 3 accessible parking spaces when these cannot be used by residents who are not disabled and as such, they cannot be included in the minimum number of carparking spaces that is required by the ARHPolicy;

(b) inadequate front, side and rear boundary setbacks;

(c) non-compliance with minimum size requirements of each room which are required to have a gross floor area of 16 square metres as the kitchen areas have not been excluded from the calculation of the gross floor area;

(d) insufficient communal areas which total 135 sqm rather than the required 155sqm.

I request permission to address the Planning Panel on my own behalf and on behalf of the Owners - Strata Plan No. 77843 at 201-207 Sydney Road, Fairlight when this DA is before that Panel for determination.

Yours faithfully  
Lisa Gallate