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**From:** Luke  
**Sent:** 11/12/2023 9:01:33 AM  
**To:** Council Northernbeaches Mailbox  
**Subject:** TRIMMED Submission for DA2023/0617

Hi,  
Please find a submission for DA2023/0617 below. My contact details are  
Luke Westlake  
6/20 Angle Street, Balgowlah, 2093  


## SUBMISSION

To the Assessing Officer

Having reviewed the updated plans for the proposed development, whilst I can see that some effort has been made to improve the compliance of the design, I still have objections to what I believe are significant infringements to planning controls that are highly impactful on nearby neighbours and the community:

- The bulk and scale of the design is inappropriate and does not meet the objectives of planning controls that it is non-compliant with relating to height, floor space and setbacks. From the northern elevation, the profile is significantly bulkier. Noting the window elevation is higher than 20 Angle Street, 72A+B West Street is significantly lower in elevation than depicted (as 72B is lower than 72A) and the profile of the existing building at the north elevation is also significantly lower (as can be seen in the east elevation diagram).
- The overlook into adjacent properties is still unresolved. Other neighbours have already made submissions, but for 20 Angle Street specifically the balcony of Unit 103 in the proposed development overlooks 20 Angle Street's primary common area as well as the bedrooms for 3 units, creating privacy issues.
- The vehicle access is already inappropriate for 22 Angle Street, increasing the usage to six units and visitors presents a significant risk for pedestrians given the shared path access. I believe this is non-compliant with planning control 4.1.6.4, noting that this is yet to be adequately addressed in the planning assessment documents (and as previously submitted, I believe the traffic report is inadequate). The design still hasn't addressed how pedestrians will be protected nor how vehicles reversing will be prevented. Whilst the traffic report is focused on the probability of inconvenience caused by a queue happening on the arrival of a single vehicle (which is low), the test to avoid safety issues caused by reversing vehicles on a shared pathway or a conflict between pedestrians and cyclists needs to be much higher. The probability of this occurring will still be significant over a greater period of time than a single vehicle instance:
  - o If a visitor arrives, where will they see the traffic light? From the road and therefore with sufficient notice to wait, or when they enter the primary driveway? (If the former, does the light need to be situated on public land, what design features will be in place to avoid light pollution? If the latter, the design will result in reversing vehicles).
  - o If a visitor or resident arrives, how will the system know they have entered the shared walkway area, thereby turning the signal red (or preventing the signal from turning green) for a car waiting to leave the property? How will the system differentiate versus other users of the pathway? Failing to resolve this will result in reversing vehicles.
  - o Has the applicant or planning officer calculated the likelihood of a cyclist/pedestrian conflict for a given peak traffic movement either for a single instance likelihood, or the likelihood over a greater period, e.g. a month?

To resolve the above concerns, I would suggest that the applicant reverts to a design that is either:

- Vehicle access from Sydney road (noting that there are plenty of other properties with Sydney Road vehicle access and plenty of space for a passing place off road to prevent queueing issues) AND
  - o 4 units with primary living space windows on the southern elevation and a reduced building footprint to avoid significant overlook and building bulk OR
  - o 2 houses or townhouses

Thanks

Luke Westlake

6/20 Angle Street, Balgowlah, 2093