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Subject: Online Submission

18/01/2021

MR Robert Whiley
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RE: DA2020/0393 - 28 Lockwood Avenue BELROSE NSW 2085

Dear Sir,

Having viewed the amended plans for this site, I wish to express that the amendments in no way resolve any of the issues that I raised in my objection to the previous DA. In particular, they are:

1. Lack of community consultation.

Unlike with the initial stages of the Glenrose Shopping Centre development, the applicant for this proposal has engaged in no community consultation whatsoever. Any reasonable person would surely expect that for such a prominent site in Belrose that is zoned for community use that the community would be consulted extensively by the developer to ascertain what amenities the community would like to see made available by the development. Instead, what we see in the DA is a proposal for a gymnasium when there are already two within 150m of the site, more retail when there are consistently vacant shops within the neighbouring Glenrose Village Shopping Centre and food outlets when the area is already more than well catered for.

The proposal is missing an enormous opportunity to provide for what was forced out of the area when Glenrose Shopping Centre was redeveloped, being commercial office space. Before Glenrose was redeveloped, the shopping centre accommodated or had the potential to accommodate solicitors, lawyers, accountants, real estate agents, a pool shop, physiotherapists, chiropractors and other similar health practitioners. It is this type of commercial space that the area is in need of - not more of the same, which will result in decline of trade for other local businesses and even more vacant retail space!

2. Traffic and Safety

Traffic is already a significant issue, not only in the immediate surrounds, where intersections have already become hazardous and often time consuming to navigate, but also in access to Forest Way via Glen Street and Adams Street. It is already not unusual for it to take 10-15 minutes or longer to turn onto Forest Way during morning peak hour traffic (pre COVID-19 restrictions). Adding more cars to this traffic will only make this worse. The Traffic engineer's report did not consider the impact on these intersections in any way and nor would they be able to analyse this until the current pandemic situation is well and truly past and life is back to normal.

In addition to this, the old library site, with its pedestrian thoroughfares, was a high traffic area for school children either walking or riding their bikes to school at nearby Davidson High School or the many local primary schools. These children have now already been pushed onto

surrounding footpaths or roads for their daily commute and it is already dangerous around the numerous nearby intersections (of which there are 10 within 50m of the site, including busy driveways for Glenrose Shopping Centre, Glen Street Theatre and the Service Station). Throwing another 100 residents' cars plus delivery vehicles and retail/gymnasium customers (plus another 2 intersections) into the mix would add significantly to the complexity of the area and increase the danger to children and adults alike.

3. Parking

Both Council and the Independent Assessment Panel have refused the previous application for several reasons, with parking being one of the determining factors. Having recently lived at one of the few existing apartment blocks in the area, I can report with first-hand experience that about 30% of the residents' (mostly) 2-car garages were used for storage or workshops, rather than parking, resulting in at least 6 vehicles from 10 units being permanently parked on the surrounding streets each night. If we assume that the same ratio will apply to the proposed development, then that will result in approximately 30 vehicles being parked on surrounding streets or in neighbouring amenities (eg. Glenrose Shopping Centre or Glen Street Theatre) just from the residential component of the development each night. This is an unreasonable burden to be imposed on neighbours of this property, especially given the lack of on-street parking available immediately outside the site in question.

4. Vegetation

The site has always been a beautiful green space, with trees throughout and particularly in the southern corner of the site, which has provided visual beauty as well as habitat for many native animals. People move to this area because of its beautiful leafy environment and this most definitely should be retained for this site.

Of major concern is the boundary to boundary construction of below ground parking, which will remove any possibility for deep rooted trees to be planted and grown within the site. The photomontages supplied in the plans display a disturbing degree of starkness compared to the photos of the existing site in the statement of environmental effects, with nothing but bricks, concrete and open sky all around the site compared to the beautiful canopy of green that currently exists, albeit already illegally depleted already.

Aside from the visual impact, this also means that there will be little to no shade cast over the development, which will adversely impact on energy consumption and costs for all occupants.

5. Bulk

The proposal, being 44% higher than the current allowable height in the LEP, will tower over everything surrounding it and will be completely out of place in its surroundings. We are expecting high density development at the proposed Frenchs Forest Town Centre and, presumably somewhat, along Warringah Road over time. That development will offer plenty of opportunity for young people to move into the area and for seniors to downsize without putting strain on residential streets. There is no need for this kind of development to be brought into the quiet back streets of Belrose, Frenchs Forest and Davidson, where families seek a safe and secure environment to raise their children.

I feel that Council have erred in not attaching determining status to the lack of setback on Lockwood Avenue in particular in their recommended refusal of the previous application. Due to the 3 successive intersections with Blackbutts Road, Glen Street and Peacock Parade along

Lockwood Avenue and the bus stop outside the site, there are currently only about 4 legal street parking spaces in the immediate vicinity of the site and at least two of these are currently nearly always occupied by nearby residents' vehicles. Given the proposed construction of retail facing and abutting Lockwood Avenue and the deterrent for their customers of having to negotiate the traffic of Glen Street and Glenrose Place to park in an unappealing underground carpark at the back of the building and walk up and around to the shops, I feel that there would be a strong preference for customers to be able to park on grade along Lockwood Avenue. The lack of setback here is therefore likely to encourage illegal parking along Lockwood Avenue, which will further disrupt the already compromised sight lines for vehicles turning out of Glen Street onto Lockwood Avenue from the development itself.

Council and the Land and Environment Court should therefore consider a requirement for the developer to set the building back from Lockwood Avenue to allow for the provision of on grade parking for customers on that side of the building. That would not only be more in keeping with the existing property lines of Lockwood Avenue, but would also greatly increase the accessibility of these retail operators and hence their custom and make the retail space more lettable for their landlords.

I request that Council and the Land and Environment Court consider these issues in their assessment of the application.

Yours faithfully

Robert Whiley