

---

**From:** DYPXCPWEB@northernbeaches.nsw.gov.au  
**Sent:** 4/06/2024 8:44:22 AM  
**To:** DA Submission Mailbox  
**Subject:** Online Submission

04/06/2024

MR S Arnold  
ST  
NSW

**RE: DA2024/0460 - 3 Gondola Road NORTH NARRABEEN NSW 2101**

There are several issues and concerns related to this development and the documents submitted for review.

**Parking & Traffic assessment**

- Current plans to reduce street parking in the parking and traffic assessment documents are unacceptable, particularly given the substantial increase in apartments who will most likely receive visitors as well as commercial areas that will also attract customers and visitors far beyond the current use of the site. There is scarcely any parking during peak times on Gondola Road and surrounding streets as it stands.
- There aren't enough visitor parking spaces in the proposed development to meet requirements. Document states 3 are proposed vs the required 5. This is unacceptable as the parking for visitors will be moved to street level which is already reduced by this development.
- The B-Line buses are not a replacement for major trunk transit compared to light-rail and therefore cannot be used as a guide for decreased parking spaces in the development. They are defined as trunk transit only. Many of these tenants will commute via their cars. Immediately local bus frequency (including the 190x) has already recently been reduced and will put more pressure on existing services which are not frequent enough.
- The traffic projections are woefully out of touch. The numbers quoted are using a guideline that was published 22 years ago and still quotes "video stores" as a functional retail outlet. This development will to unacceptable increases in local traffic for surrounding streets. There are 38 proposed car park spaces in the building which will ultimately create further traffic, let alone visitors and commercial customers. The commercial numbers have been misattributed given the shop top housing will likely be zoned for retail / food purposes and is currently used as a small office building on weekdays (not weekends) and is not open to the public. Traffic should be reduced where it can in this area, particularly on Minarto Lane. A proper traffic assessment from these plans should be submitted given the significant impacts this development will have.

**Impact on Minarto Lane / pedestrian safety**

- Minarto Lane is currently a one way street that has no sidewalk or paved area for pedestrians. It is unsafe to walk down, and is currently used by many other cars in the area as a through road from Gondola Road to Rickard Road given no right turn is available at Rickard Road from Pittwater Road. Increased traffic on this Minarto Lane is not a viable option, particularly with the development on Rickard Road also likely to increase traffic down this road which is unsafe for pedestrians.

- It's worth noting that cars wanting to leave this development and head towards the city will be required to exit Minarto Lane on to Rickard Road and then turn right on to Verona Street and then Gondola Road. This creates an unacceptable increase in local traffic in what is already congested during peak hours. The roundabout on Verona Street, Gondola Road and Lido avenue is already backed up in the mornings with frequent school and commuter traffic and this development will make things significantly worse and turn Gondola Road into a high traffic area which it's not fit for.
- There needs to be a much bigger set back from the road than just 1.5m on Minarto Lane, particularly given the increase in traffic that this development will create. This should be the same as the setback on Gondola Road.
- Minarto Lane frequently causes near accidents or traffic jams due to cars using it as a through road. There is no space to cross safely. This is particularly the case from cars that are turning right into Gondola Road from Pittwater Road, which often causes back ups and blockages on Pittwater Road. There needs to be greater consideration on the impacts of traffic through Minarto Lane on pedestrians and local streets.

#### Proposed height of development

- Total max height proposed is 17.75m (including lift shaft and roof terrace). This is completely out of character with the local area and will be the tallest building in North Narrabeen by far. This is not in any of the local community's interest and sets a negative precedent for future development.
- The roof terrace is completely unnecessary and increases overlooking on properties in the area given the height of proposed development. The acoustics of this, particularly in summer, will be difficult to manage regardless of any restrictions which, if we're honest, are unlikely to be followed or enforced. This noise will likely carry significantly through the local area given the height of the building. The rooftop is not in the community's interest.

#### Design and landscaping

- The building does not fit the local character. It's architectural style isn't in fitting with other residential and commercial buildings, particularly with the overuse of curves.
- There is a distinct lack of tree frontage on the building, particularly on Gondola Road. This is a departure from what is currently on site and would be a detriment to the local area.
- The building looks completely out of touch compared to other buildings in the area by size and proportion. There doesn't need to be as many units as there are in the building (which would solve some of the parking and traffic issues mentioned above).
- The proposed setback is not inline with other buildings on Gondola Road which includes landscaping as part of their current frontage. The building is proposed far too close to the road as it stands and needs to be inline with other developments on Gondola Road and Rickard Road which will improve match the character of local building and landscape.