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24/04/2023

MR Ian Cambridge
30 DOBROYD RD - 30 ST
BALGOWLAH HEIGHTS NSW 2093

RE: DA2022/0596 - 29 - 37 Dobroyd Road BALGOWLAH HEIGHTS NSW 2093

We wish to provide the following brief submission in response to the amended plans that were published on 12 April 2023.

We acknowledge and welcome many of the changes that have been incorporated in the amended plans. The reduction from 12 to 10 units can be described as a "move in the right direction", and the removal of some of the balconies has reduced to some small degree, the invasive nature of the proposed development.

However, the reduction in car parking spaces from 7 to 3 (one being disable) is a very disturbing regression.

Despite what is asserted to be the technical requirements for the provision of off-street parking as a ratio of the number of units, as we stated in our previous submission (25/05/2022), a ratio of 0.2 parking spaces is fixed for boarding rooms not the self-contained units that are proposed in this development.

As we previously submitted, proper assessment of this combined development should provide car parking that would be broadly consistent with parking rate requirements as set out in Schedule 3- Part A1 of the MDCP, which relevantly states: "Residential Flat Buildings, Multi Dwelling Housing, Shop Top Housing, Attached Dwellings, Boarding Houses, Dual Occupancies, Group Homes, Hostels, Seniors Housing: In other LEP Business Zoned land (i.e. other than Manly Town Centre) • 1 resident parking space for each dwelling (irrespective of number of bedrooms), and • 0.16 visitor parking space for each dwelling."

In the circumstances of this development, the units should be considered as dwellings for inter alia, car parking requirements. Each of the units is a fully self-contained dwelling, as distinct from situations where boarding rooms by necessity, require communal use of facilities such as bathrooms, kitchens and/or laundries. In this case, each one of units is not a boarding room but instead a separate domicile.

In addition, as we previously submitted, the location of the development is not serviced by regular public transport (catching a 162 bus is a game of chance!), and it is a considerable distance from any local shopping facilities/services. The residents that will occupy the units will invariably need private motor vehicles to enable their day to day activities.

As has been acknowledged in the Traffic Engineer Referral Response dated 21/04/2023, the

provision of only two car parks for 10 units will mean that "it is more likely that tenants may enter the carpark and find all spaces occupied."

Therefore, with the amended plans providing only 2 off-street parking spaces (plus one disabled), there will be at least 8 cars requiring parking in the Dobroyd Road/ Commerce Lane/ Vista Avenue area. Most mornings when the tennis club and café are operational, the parking in this area is already a major problem.

Therefore, the amended development should include provision of a minimum of 12 car spaces (10 plus $0.16 \times 10 = 1.6$). The applicant should be required to excavate and construct an underground carpark to accommodate 12 cars. The adjoining development at 31 Dobroyd Road has included sufficient off-street parking, why should this development not be required to do the same?

In conclusion, we submit that the amended development application should not be supported, unless it can be further amended to provide 12 carparking spaces.