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To: DA Submission Mailbox
Subject: TRIMMED: Online Submission

04/08/2023

MS Kathryn Werner
1 / 29 - 31 Waine ST
Freshwater NSW 2096

RE: DA2022/1985 - 27 Waine Street FRESHWATER NSW 2096

To Northern Beaches Council, attn: Maxwell Duncan, Principal Planner,

I am writing in respect of the amended plans lodged for a proposed residential flat building at 27 Waine Street Freshwater.

It is acknowledged the amended plans have reduced the extent of non-compliances with both development standards and DCP controls, however the proposal remains non compliant and will result in adverse impacts on amenity for the immediate locality.

Vehicular Access

Waine Street is a cul-de-sac that provides vehicular access to multiple single dwellings, residential flat buildings, light industrial premises including a bus depot, and a childcare centre. Street parking in Waine Street is not time limited, and as a result the street is used for both overnight parking of boats, travellers' and trades' vans, and for parking for workers at the commercial premises. The bend on which the proposed development is located is marked with an unbroken yellow line, signifying it is unsafe for stopping due to lack of visibility due to the topography and a dangerous corner. The street is increasingly congested on weekdays, when garbage and delivery vehicles jostle with parents dropping children at the childcare centre, and residents are leaving their homes. Given existing high demand for on site parking, it is unclear how vehicles associated with the development could reasonably be accommodated whilst works are underway, either on the work site, or on the street, and then residents once the development is completed.

Despite these concerns, the vehicular entry for the site is proposed to be located within the area that is currently identified for no parking. It is noted council's traffic engineer has commented 'The driveway is located at the southeast corner, which is not the safest option with access being preferred from the north east corner recommended'. The traffic engineer goes on to recommend numerous conditions of consent be applied to the development, however it is unclear if they could realistically be achieved. The development has proposed to have 50% of the required parking arranged in stackers, which will likely result in at least half of the vehicles on the site being accommodated on the street. Providing such a significant proportion of parking in mechanical stackers is a concern.

Height and Setbacks

The amended plans propose a development of four storeys (the DCP control is three storeys) and inadequate side setbacks. These non compliances are inappropriate for this site and

cause an unreasonable loss of sunlight to adjoining properties, and inadequate deep soil planting along the boundaries of the lot. It is further noted that 'At this stage Landscape Referral are unable to support the application without receipt of further Landscape Plans detailing the above requested information'.

Bulk and Scale

The proposed development is a remnant site, with no chance of amalgamation. As a result, the proposal should have stronger regard for the character of the locality and moderate the bulk and scale of the development accordingly. Further, the proposal development does not meet the objectives of the R3 zone, in particular the proposal is not a 'medium density residential environments are characterised by landscaped settings that are in harmony with the natural environment of Warringah', and it is not a 'medium density residential environments are of a high visual quality in their presentation to public streets and spaces'.

Dual Zoning

It is noted the northern side of the lot is in the R2 zone. It is unclear from the plans submitted if the retaining walls of the basement encroach into the R2 zone. If this is the case, this would be a further non compliance. It is also assumed the vehicle access to the site is located on the southern side of the block due to the dual zoning, which prohibits constructing a driveway from the R2 zone to development in the R3 zone.

I am happy to discuss this submission.

Kind regards.