
From: Joe Hauser
Sent: 25/07/2023 10:17:36 AM
To: Council Northernbeaches Mailbox
Subject: DA2023/0868 response
Attachments: Submitted Version to NBC 20230723.pdf;

The Planning Officer, DA 2023/0868

Please find attached our response from Joseph & Jayne Hauser at 31 Hay Street Collaroy in relation to DA2023/0868.

Regards,

Joseph Hauser
31 Hay Street
Collaroy NSW 2097

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Proposed Development DA2023/0868 37 to 43 Hay Street, Collaroy

Joseph & Jayne Hauser
31 Hay Street,
Collaroy

23 July, 2023

Northern Beaches Council – Planning and Development Department

Attention: The Town Planner, Mr Jordan Davies

I thank you for the opportunity to provide a response to the development application (DA2023/0868). On behalf of my wife and myself we strongly object to the proposed development. We have lived in Hay Street at the same address for over 30 years. The house we purchased was a single level timber beach house with mahogany weatherboard fascia, chimney and an open veranda on the eastern side. The street character and in fact the character of the surrounding streets reflected the 'low density' sense of space of the area.

1. Bulk & Scale:

The proposal does not comply with the non-discretionary floor/space ratio in the SEPP (Housing 2021) including incentives. The calculated FSR is noted Drawing DA116 in the Master Plan Set.

The proposal does not comply with the maximum Site Coverage Calculation as noted on Drawing DA116 in the Master Plan Set. (This point is not mentioned in the Statement of Environmental Effects).

Consequently, the bulk and scale of the development is considerably larger and dominates the streetscape, any resultant loss of amenity is exacerbated as an unacceptable outcome out of character with the local neighbourhood. The zoning of Hay Street, and in fact the entire area from the Collaroy shops to Dee Why, is low density R2 made up of stand-alone houses in a 'village-like' street character setting. This development is not warranted and fails to accord with the objectives of the SEPP Division 6 Design Principles. The development contends that good design practice will overcome these standards and objectives is not an acceptable response or solution.

In fact, the proposed design does not *"(b) recognise the desirable elements of the location's current character ...; and (d) maintain reasonable neighbourhood amenity and appropriate residential character ..."* (Division 6 /99 SEPP Housing 2012).

In view of the fact that the Development Application seeks exceptions to development standards, the DA does not provide a separate document that includes a written request to vary by justification the development standards contravened - refer Clause 4.6 (3)(a)&(b) Principal Local Environmental Plan 2006; viz:

"(3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating—

(a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and

(b) that there are sufficient environmental planning grounds to justify contravening the development standard...."

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Furthermore, the DA drawings do not show the not insignificant lift room appurtenances and do not show the potential forest of stand-alone air conditioning units and satellite dishes (and solar panels on alignment frames for that matter) that eventually are added to the roof at a later stage during detailed design. The future screening of the a/c units risks the possibility of increasing the building height and confusing the building form with additional projections.

Photo 1 shows the existing streetscape when looking southwest from Pittwater Road. Note the low density character of each residential block which would be replaced by a wall of glass, hard concrete and brick including infills between, presenting a continuous face of structure and overlooking adjacent properties.



Photo 1: Existing buildings would be demolished and replaced by a bulky & oversized structure

2. Loss of Amenity:

The bulk and scale of the building when looking west from Griffith Park will be obvious and aesthetically unsuited to the local low-density environs and character of the area. The streetscape character of Hay Street will be affected by the visual representation of a continuous wall that infills the spaces between existing dwellings and that doesn't match anything else in the whole length of Hay Street, Anzac Avenue or other streets in the immediate area.

3. Overshadowing i.e. loss of solar access and Privacy incursion:

The bulk and size of the development leads to loss of amenity specifically impacts the residence at 35 Hay Street (refer Drawings DA 118, 119 & 120) and those properties on the eastern boundary on Pittwater Road. This overshadowing is further exacerbated by additional appurtenances fixed to roof

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and not currently shown on the Master Plan Set. Screening is not an acceptable solution to anyone's benefit other than the residents in the new development.

4. Traffic, viz Parking & Construction Movements:

The development allows for potentially an additional 24 vehicles to be added to the already congested road network and although the extra vehicle volumes are incidental the cumulative effect of this development concurrent with other developments aggravate to increase the local traffic volumes.

The basement parking is difficult to navigate for drivers with varying skill. Then the default will be to park in Hay Street or Anzac Avenue (clearways on Pittwater Road regulate parking durations). The surrounding streets currently present limited spaces for parking (refer Photo 2).



Photo 2: Parking in Hay Street looking north towards location of proposed development on right

The underground area is interspersed with lift shafts and stair wells limiting site distance, with dimensions that appear to create possible conflict between vehicle parking, entry and egress on steep 5.0m wide ramps at 20% & 12.5% grades irrespective of any assessment in the Traffic Analysis Report using a B85 standard vehicle. Importantly, some basement parking may need to be turned over to disability use thereby reducing internal space availability in any case.

The parking of vehicles is a vexed issue as it stands now. Hay Street is **not** wide enough (only 7.2m kerb face to kerb face) for parked cars either side of the street and two cars passing. The waste collection trucks struggle to negotiate the street and finding places for bin collection dedicated to Fridays is awkward (refer Photo 3). In addition, Hay Street is identified as a bicycle route alternative to Pittwater Road.

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An initial Construction & Traffic Management Plan considering truck movements and materials deliveries has not been included in the DA submission. For example, a volume of 5,415.08m³ is the calculated excavation volume as a minimum. Allowing for swelling of the material from ground to rigid truck this leads to at least 400 separate bogie drive truck movements off site. Premixed Concrete deliveries alone are estimated globally in the order of 300 movements aside from other material deliveries to potentially a crane located within the development property boundary.

Residents and NBC can expect at least significant disturbance to the local amenity aside from the difficulty of navigating the Hay Street precinct, further damage to the existing fragile road pavement, dust and dirt pollution and uncontrolled impacts from machine generated vibration to adjoining properties.

5. Access for DDA:

Disability access to the basement parking area can be seriously impacted by, in this area, not too uncommon power blackouts in storm events which can make the lifts temporarily inoperable. The ramp slope of 20% and 12.5% will create a significant challenge for a person in a wheel chair, wanting to access their vehicle, to negotiate. There is no alternative access shown for this situation.

6. Construction Waste Management:

The Waste Management Plan contemplates varying amounts of demolition material to be 'reused' in the development. The staged construction within the new building footprint will make stockpiling of demolition waste on site improbable if not impossible. Extra truck movements will be needed to remove waste. Furthermore, it would appear that the amount of asbestos containing material (ACM) is significantly understated when considering Lot No. 37 to include the ACM roof material and fascia.

The provision of a Bin Room impacts on the amenity of the streetscape. There are no other such structures in the immediate area and their servicing will create a logistics challenge when considering varying collection times and the limited space in Hay Street. Inevitably there is a risk that the Bin Room becomes untidy and unkempt and attracts vermin and scavenging wild life.

7. Key Geotechnical Considerations:

The provision of a contiguous pile wall approximately 3+ metres deep and an on-site detention tank, in the north eastern corner of the development site, and of similar depth, will create a significant barrier to subterranean water flow. The Geotechnical Report has identified the existence of underground water (BH 2 & 3) at approximately 1.6m below Ground Level. This water is always present; the residents particularly those on Hay Street can confirm that this water is perennial and actually increases with wet weather. The impact on those residences immediately east of the development will manifest through uncontrolled settlement of their homes and/or water seepage in places previously not known to be affected.

8. Landscaping:

The development application does not take sufficient cognisance of the existing trees i.e. "(g) retain, wherever reasonable, significant trees..." (Division 6 /99 SEPP Housing 2012). Canopy trees define the character of an area. Of the 9 significant trees on the development site, 6 number are slated for removal including a 10m high Swamp Mahogany & a 12m high Lemon Scented Gum.

The development proposes high canopy trees which will block views, and further impact by exacerbating overshadowing.

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Photo 3: Rubbish truck collecting bin on Friday – note vehicular clearance. Collection times vary.

Note parking congestion in Hay Street north of Anzac Ave