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Sent: 15/08/2023 8:19:06 PM
To: DA Submission Mailbox
Subject: TRIMMED: Online Submission

15/08/2023

MRS Michelle Hoy
20 Brighton ST
Freshwater NSW 2096
[REDACTED]

RE: DA2023/0995 - 54 Brighton Street FRESHWATER NSW 2096

Objection to proposed over-development of 52-54 Brighton Street, Freshwater

The proposed development at 52-54 Brighton St, Freshwater is inconsistent with the current and desired future character of the locality.

The size and scale of the proposed development is inconsistent with the existing streetscape and breaches many of the rules that all other properties in the street have met. The proposed development

- is a three-storey building above the maximum of two-story homes and outside the 8.5-metre height / 7.2m wall height envelope.
- size exceeds the threshold considerations for low density and low impact dwellings.
- setback is much smaller than for other properties on Brighton Street, which are observing a setback of at least 6.5 m (excluding car accommodation). This will make the property very conspicuous.
- has no articulation to break up the large "factory sized" frontage of the property. The unbroken line of concrete decks walls in the street scape will make the proposed development more out of keeping with the other properties in the street.
- has real privacy issues for the surrounding properties due to the size of the 3-story building and the large number of windows, some very large, overlooking the homes on each side and to the back of the building.
- large bulk of the building will cause properties on either side to lose much of either their morning or afternoon sun.
- flats should be set back 3.5 metres from both neighbouring properties on both sides as is the rule for other blocks of units. The only consideration to neighbours is the third story is set back 1.2 metres. However, many large d
- decks will provide ample viewing of the adjoining properties yards and pool areas.
- has minimal landscaping or vegetation to break up the wide frontage. Indeed, there is no room for any sizeable trees on the streetscape due to the properties small distance to the street and large carpark entry.
- Breaches the impervious/non-impervious area ratio of 60/40 rule which all other properties in the street have observed. The proposed development has only a very small areas of green space which will be difficult for seniors to access as the green space is not off their living areas but is in the back corner of the block. Access to green space from living areas is very important, especially to seniors who may have limited mobility.
- Each of the flats have limited solar access. Only the properties at the front of the block will

have a north facing aspect from their narrow decks that overlook the road. Flats to the rear of the property are south facing and due to the bulk and size of the building will be in shade all day, particularly in the wintertime. Decks in the centre of the block will also be shaded by the front flats for a substantial part of the day.

- Areas marked in the landscaping with plants will not grow due to very limited solar access for the plants - in the well between the two blocks of flats and in the back yard area.
- There will be excessive runoff from the large amount of impervious area on a street that is already experiencing flooding at times of heavy rain. This water runs from the road and down into many of the homes on the lower side of the street, causing damage. More extreme weather will see this a frequent occurrence.

Currently cars are parked on both sides of Brighton Street, with few free spots. Even though the apartments will have 27 car spaces many seniors (or over 55's) have a Boat, Caravan or Camper Van. These types of vehicles will not fit into the underground carpark due to height restrictions of the carpark level or the difficulty of manoeuvring these types of vehicles into a car spot in restricted space. Therefore these large, wider vehicles will take up parking on the street and provide a more dangerous street scape. Considerations include,

- Large double length buses travel up and down the street and oncoming traffic must pull off the road into a free parking spot to let them pass.
- Freshwater high school is on the corner of Brighton Street and many children walk up and down Brighton Street to Oliver Street to catch the 166/167 buses or to walk home. Large vehicles parked on the street provide a crossing hazard for children as they can quickly appear in front of a moving car from behind a large vehicle. There is no crossing provided for children and the bus stop for 166/167 is on the southern side of Oliver Street so children must cross the street.
- There will be increased traffic and congestion in Brighton Street, compounding the queues of cars trying to exit into Harbord Road which is already difficult due to a steep hill and restricted views of oncoming traffic.

The development should be redesigned to town houses which is more in keeping with the local area.

This development sets an unwanted precedent for the types of developments in Brighton Street. The Warringah LEP states that "Future development will maintain the visual pattern and predominant scale of detached style housing in the locality. The streets are to be characterised by landscaped front gardens and front building setbacks which are consistent with surrounding development." This proposed development clearly does not meet these criteria.