
Sent: 30/08/2019 7:48:15 PM
Subject: Submission in relation to DA2019/0811
Attachments: DA20190811 submission.pdf;

Please find attached my submission in relation to the proposed development DA2019/0811 at 49 Forest Way, Frenchs Forest.

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30th August 2019

Northern Beaches Council
PO Box 82 Manly, NSW 1655
Attention: Ms Lashta Haidari

Dear Lashta,

RE: DA2019/0811 – New Seniors Housing Units with Basement Parking Development Application at 49 Forest Way, FRENCHS FOREST NSW 2086

Thankyou for your opportunity to provide a written submission in relation to my concerns about the proposed development application DA2019/0811. The following submission is made on behalf of my family as owners of 25 Adams Street, Frenchs Forest which directly adjoins the proposed development site. This submission also voices the concerns of our immediate neighbours in Forest Way and Adams Street who have personally spoken to us about the proposed development. The submission is informed by my work practice as a senior architect who regularly deals with development matters and also our personal experience as a family living in this part of Frenchs Forest and adjacent to the proposed development site. We wish to raise the following concerns about the development for Council's consideration to assist in their determination of the above application:-

- The proposal represents overdevelopment and is not permissible under relevant planning instruments;
- The proposal is inconsistent with the prevailing scale of the surrounding streetscape;
- The proposal will result in loss of visual and acoustic privacy to neighbouring properties;
- The proposal will significantly increase overshadowing of 47 Forest Way;
- The proposal will create additional traffic on already heavily congested roads and intersections immediately adjacent to the development;
- The proposal will result in the loss of significant trees and severely impact others within immediate proximity to the development;
- The proposal will increase run off and load on stormwater infrastructure;
- The proposal will create pedestrian conflict at the proposed driveway and has inadequate parking provisions;
- The proposal will have problematic waste collection; and
- There is insufficient and inadequate information supplied with this Development Application to enable a favourable determination.

These matters are outlined in further detail below in this submission. We also draw to your attention the failure of the applicant to display the appropriate development application notification signage outside their property over the last two and a half weeks and feel that the notification period should be extended accordingly to enable local residents to have greater awareness about the proposal and time to respond.

Overdevelopment and permissibility under relevant planning instruments

The application is for 4 x 3 bedroom dwellings and basement parking. Following review of relevant planning controls and legislation it is clear that the intensity of proposed development is not consistent with Northern Beaches Council's LEP or DCP controls in relation to the sites R2 Low Density zoning. Whilst the use of the Seniors Living SEPP is permissible for R2 zoned land, this is strictly on the basis that the lot size is greater than 1,000sq.m. The development site has a site area of only 923sq.m and on that basis alone the development should realistically be rejected as it fails to meet this mandatory requirement. There are numerous other points however which are discussed in further detail below that illustrate that the development is too large for the subject site and should be reduced in intensity or rejected outright.

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I note that two Clause 4.6 variations have been lodged seeking dispensation from the mandatory site area standard under the Seniors Living SEPP and the second storey setback requirements. Clause 4.6 is relevant as a means of providing variation to planning controls **only** where it can be irrevocably demonstrated that the planning condition is either **unreasonable** or **unnecessary** in its application to the proposal. The 1,000sq.m site area requirement to enable the application of Seniors Living SEPP development ensures that development sites have sufficient area to provide adequate setbacks, landscaping, carparking and amenity to the seniors living housing – without adversely impacting the existing amenity of the surrounding low-density housing.

The submitted Statement of Environmental Effect and accompanying Clause 4.6 state that the development is compatible with the surrounding low density area and will not impact on amenity. I submit that the development will create adverse impacts on the surrounding residential area on the basis of:-

- Inconsistency with prevailing scale of surrounding streetscape;
- Loss of visual and acoustic privacy;
- Significant increased overshadowing;
- Additional traffic on already heavily congested roads;
- Loss of and threat to significant trees;
- Pedestrian conflict at driveway intersection

Development scale is inconsistent with prevailing scale of surrounding streetscape

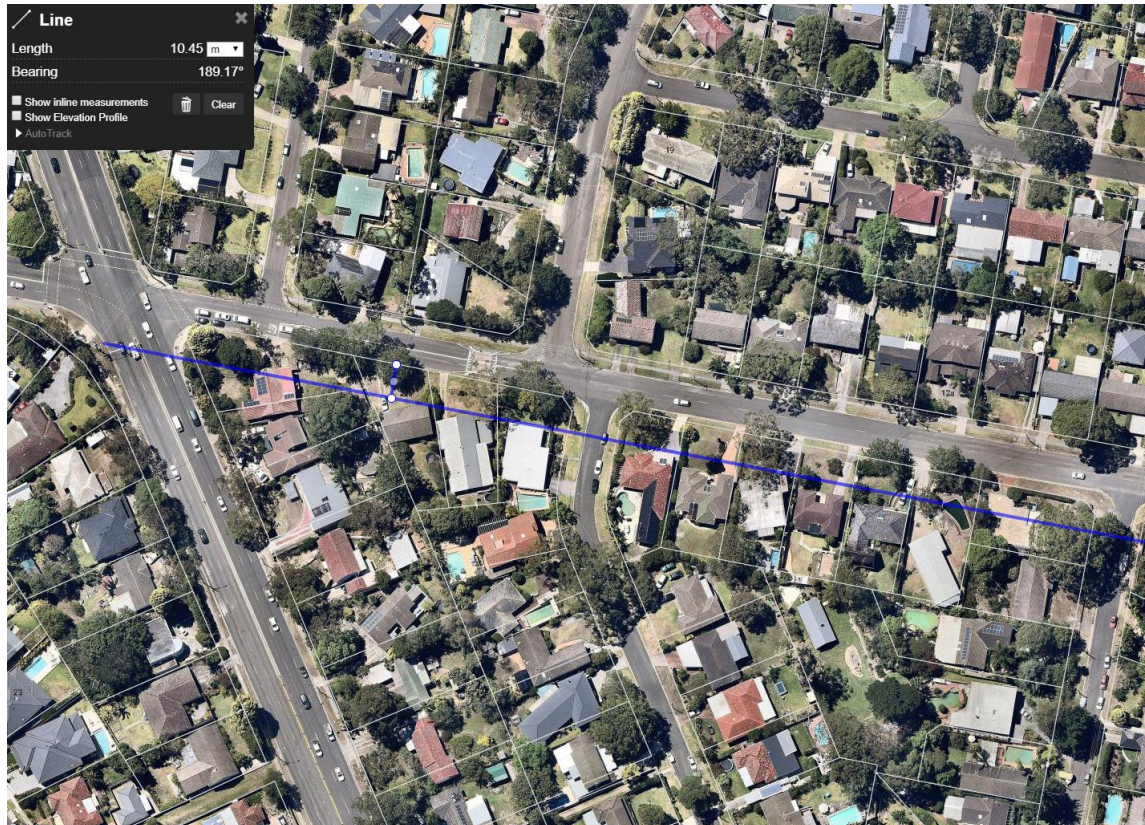
The immediate vicinity around the subject site has a prevailing character of detached single residence housing of one or two storeys.

The proposed development being located on an elevated corner block is visually prominent and will have the appearance of a multi-unit residential development with long facades to the Adams Street frontage and a two and a half storey appearance when viewed from the east due to excessive height which breaches DCP wall height plane. The height will dominate our single storey residence to the east and the balconies overlook our bedroom window and terrace. The existing 49 Forest Way residence has a façade length of 11m to Adams Street and the proposal is approximately 33m or three times the existing proportion.



Proposed development appears 2.5 storeys high due to breach of 7.2m wall height plane and façade length to Adams Street is excessive

The proposed setback of 3.5m to the 33m length of Adams Street frontage is very out of character with the existing front setbacks along Adams Street – shown below to be in the order of 10m on average. The 3.5m setback control proposed is for domestic scaled houses on corner allotments. The proposal will dominate the visual character of Adams Street and this will be exacerbated by its two and a half storey appearance viewed from the east approach.



Aerial image showing prevailing 10m setback line along south side of Adams Street

The proposed development floor space ratio is significantly higher than is permissible under the SEPP. It is incongruous that a site area that is already too small for a permissible development under the SEPP should then seek exceedance of the required FSR control by more than 10%. This reflects the opportunistic nature of this development application and as outlined below the FSR exceedance has significant impacts on the amenity of neighbouring houses through overshadowing, overlooking, problematic parking arrangements and loss and threat to significant trees. The parcel of land is a tapered block and is not suitable for large scale development.

Loss of visual and acoustic privacy

The proposed development significantly intensifies the existing development on the subject site and will result in overlooking of private open space, bedrooms and living areas and noise, specifically to our residence at 25 Adams Street but also to our neighbours at 47 and 45 Forest Way.

Of particular concern to our family as immediate neighbours to the development is visual overlooking from the proposed first floor residence to our shared front boundary. The statement of environmental effects and submitted Clause 4.6 for decrease in first floor setback incorrectly asserts that there will be no visual connection between our premises and the proposed development. This is patently incorrect and fails to take into consideration the NWN orientation of our residence to the street and the proposals east façade elevation which is not at a 90 degree relationship to our façade but less acute. As a result there are clear unobstructed sight lines from the proposed developments upper floor

windows and balcony directly into our master bedroom and also our front porch which I note is the only covered outdoor space and we regularly use. The current residence at 49 Forest Way has a rear façade of more than 20 meters from our boundary and the new proposal is only 11m and higher.

As a result, the proximity of the proposed first floor living area windows and balcony will mean direct overlooking into our master bedroom. We are heavily reliant on leaving the curtains of this room open to provide natural sunlight and warmth to our residence as well as enjoying the leafy outlook created by the deciduous street trees which create a delightful environment to the room. The resultant development will mean that we will always potentially have a neighbour looking directly into our master bedroom whenever the curtains are open. I note the proposed vertical batten treatment to the eastern façade of the first floor of the development which is completely inadequate to address overlooking of our premises. The louvres are spaced widely apart, only in place for a small length of the east facade balcony and positioned in a straight east west orientation which will enable the occupants to look directly through them to our property.

Our neighbour at 47 Forest Way has presented similar concerns to ours and on review of the submitted plans their situation is significantly worse. The south elevation of the proposed development shows numerous windows and balconies with no louver treatments at all, in even closer proximity and their entire backyard private open space and backyard (east) facing windows will be overlooked from the proposed development. The applicant has argued that the lack of northern facing windows to 47 Forest Way means that this issue is negated. This fails to take into consideration overlooking of the backyard, and unobstructed sight lines between any windows proposed in the first floor east most residence looking backwards in a SW direction straight into the living room and bedroom windows of 47 Forest Way. Likewise our neighbour at 45 Forest Way has spoken to us about their concern of overlooking into their backyard.

The proposed development is reliant on contravention of both the minimum site area requirement and the 25% first floor setback control and asserts that there is no impact. This is patently incorrect and therefore there should be no leniency permitted to the controls. Council should refuse the development proposal outright. At a minimum the 25% first floor setback control should be fully enforced and any proposed windows or balconies with direct sight lines into private open space or bedroom/living room windows should be provided with fixed vertical louvres to the full extent of the opening at a blade orientation that prevents overlooking.



Photo from our master bedroom to 49 Forest Way – there is already a sight line from our window to the existing residence – proposal will lead to significant overlooking and loss of privacy as new windows and balconies of two 3 bedroom apartments will be so much closer in proposed location to current situation and prevent us from enjoying northern light

Acoustic Privacy

Acoustic privacy and noise has been inadequately addressed in this development application.

A large development of this nature should include a detailed acoustic report to ensure the appropriate noise levels from the proposal does not affect the amenity of neighbouring dwellings. As stated above our master bedroom window is orientated in such a direction that there is a direct line of sight between the balconies and living areas of the proposal and our bedroom. Also of significant concern is the position of driveway ramp again which will mean vehicles entering and exiting the property and accelerating up the driveway ramp will cause a significant new noise source to our master bedroom potentially at all hours of the day. We will also have to content with headlights shining through our windows as cars enter the driveway. Having lived in an apartment complex previously we are all too familiar with this noise source as well as the opening and closing of security doors. Our boundary fence is a heavily dilapidated timber fence and will provide little to no acoustic buffering from the elevated balcony of the proposal or the driveway.

The BASIX certificate notes that the living areas and bedrooms will be provided with air-conditioning. The basement carpark will also require ventilation and neither the air-conditioning nor the ventilation plant have been detailed in location or type in the drawings. Both of these items will potentially be a significant noise source particularly through summer when we leave our master bedroom windows open for passive ventilation.

Council should insist that a detailed acoustic report be undertaken including noise logging and a specification of the location and indicative selection of all mechanical plant equipment should be provided to ensure that there is no exceedance of background noise levels.

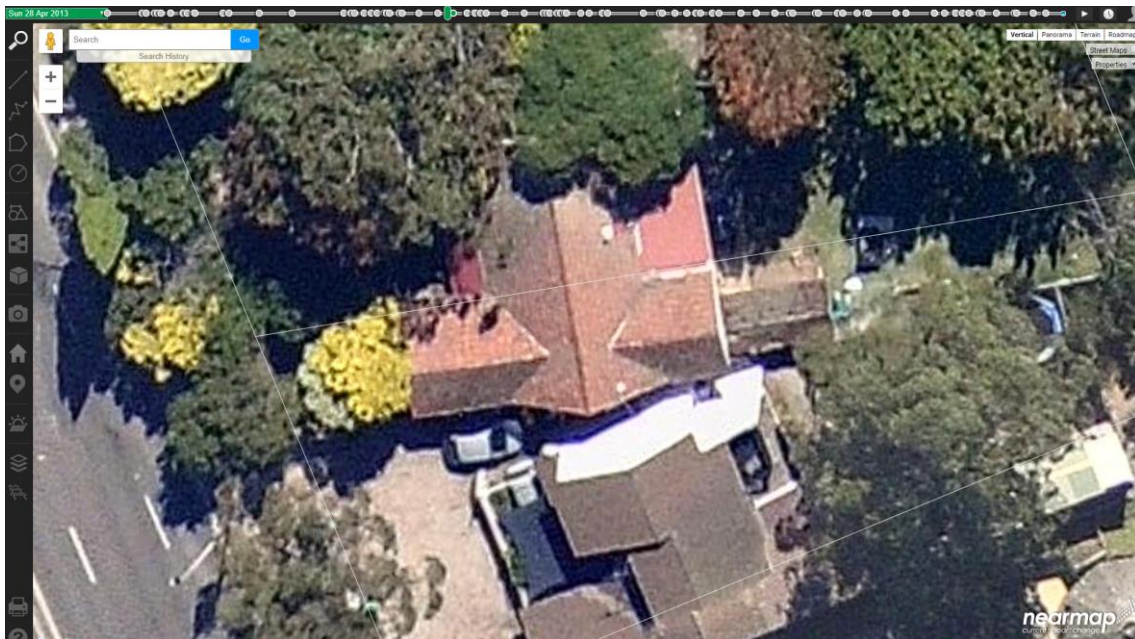
Overshadowing

Contrary to the Statement of Environmental Effects and the two submitted Clause 4.6 in relation to lot size and 25% rear area single storey control, I would submit that overshadowing is a substantial concern should the proposed development be approved in its current form. The proposed development will create significant increased overshadowing of both the private open space and the east facing living room windows of 47 Forest Way. This overshadowing extends all the way into the rear yard of 45 Forest Way in late winter afternoon. The submitted shadow diagrams fail to take into consideration the two large existing eucalypt trees in the rear yard of 47 Forest Way (tree 16 identified in the arborist report and another larger eucalypt further to the west). These trees substantially shade and block early morning sun to the backyard private open space and ENE facing living room and bedroom windows such that the house is heavily reliant on later morning sun and early afternoon sun particularly through winter (from 10am to 1pm). As illustrated in the shadow diagrams the existing residence at 49 Forest Way casts no shadows on the east (backyard facing) façade or the backyard private open space between 12pm and 3pm. The proposed development will substantially overshadow the east façade and backyard immediately outside the residence at 12pm and by 3pm the entire backyard is in shade whereas only half the backyard is shaded in the current situation.

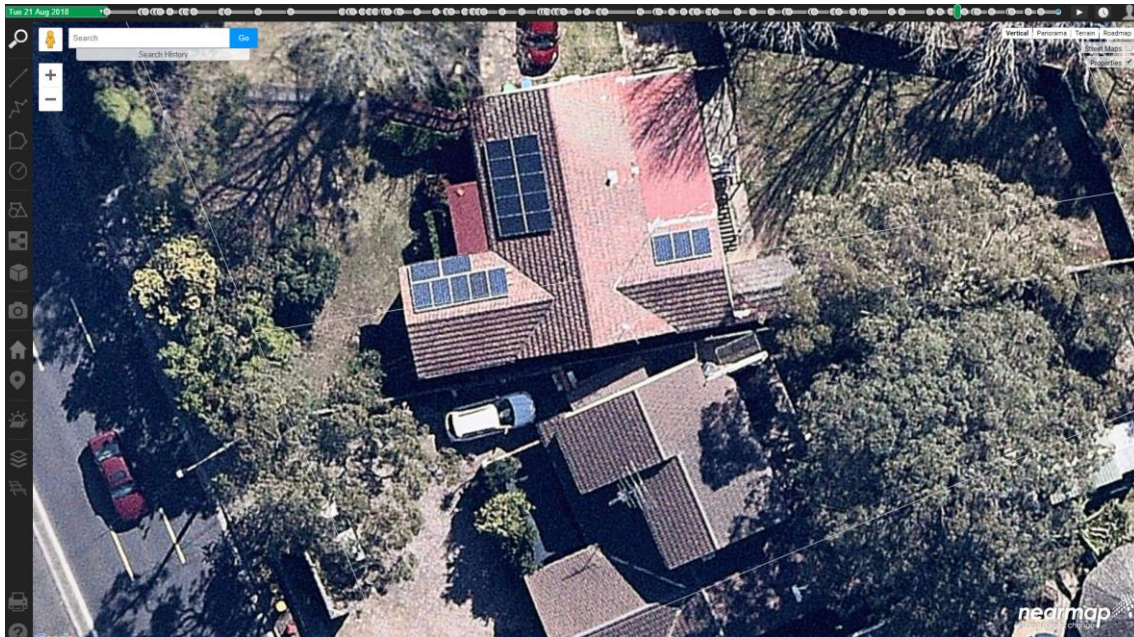
The application purports that there is no impact on 47 Forest Way as they do not have any windows in their north façade. Rather than ameliorating an impact this substantially increases the impact of the development as 47 Forest Way is so heavily reliant on mid-morning to early afternoon sun to achieve acceptable light into their ENE facing windows and backyard (refer image sequence below). The submitted Clause 4.6 for variance to the 25% rear area single storey SEPP control states on Page 8 that 47 Forest Way will still receive 3 hours of sun to their property. This claim is erroneous and fails to consider when sunlight is actually able to be received into their windows (10am – 1pm) due to the large trees that shade the walls in early morning. In any case the development is already causing substantial overshadowing by 12pm onto the ENE façade and even without the trees being present it is not correct to say that 3 hours of sunlight has been achieved between 9am-12pm as is required.

The extent of impact on 47 Forest Way could be substantially improved if the development complied with the required 25% of rear site area being single storey as mandated by the SEPP. The submitted Clause 4.6 cannot substantiate that there is no impact to 47 Forest Way in relation to overshadowing for the above reasons. Indeed the non compliance with the control means overshadowing extends all the way into the back yard of 45 Forest Way as well. There is clearly a significant loss of sunlight and amenity which is unacceptable. At a minimum the applicant should be required to provide a solar study on the façade and rear private open space of 47 Forest Way at one hour increments proving that 3 hours of sunlight is maintained to their premises – which will show that the assertions made are false and the setbacks are inadequate.

Lastly it is noted that neither the sections nor the elevations for the development provide RL's for the parapet walls/roof of the proposed development. These RL's should be clearly provided such that should any development approval be granted there is a clear definition of the approved height of walls that must be complied with. As it stands the development could easily vary the height of walls and roofs with no recourse to Council or the affected neighbours and this would exacerbate overshadowing issue. We have frequently seen this tactic employed to allow developers with flexibility in terms of the approval and given the significance of the overshadowing issues all roof and parapet heights and wall setbacks in any approval should be clearly nominated with fixed RL and setback dimensions, and a registered surveyor should provide confirmation of adherence to these prior to the issuance of any Occupation Certificate.



47 & 49 Forest Way 28 April approximately Midday (and equinox) – note that the east façade of 47 Forest Way is enjoying full solar access due to its ENE orientation, and the backyard immediately outside rear façade of 47 Forest Way is also in full sun – image courtesy of Nearmap



47 & 49 Forest Way 21 August approximately 9am (and one month after winter solstice) – note that the east façade of 47 Forest Way is fully shaded by the two large eucalypts in backyard, the only opportunity for solar gain in winter to east façade and backyard is between around 10am and just after midday. The proposed development of 49 Forest Way as a two and a half storey height so far to the east (and into the 25% first floor exclusion zone) will eliminate any possible solar gain to these ENE facing windows and the backyard private open space – image courtesy of Nearmap

Traffic and parking

The proposal will create additional traffic on already heavily congested roads. Over the last seven years that we have lived in Adams Street, we have seen a rapid deterioration in traffic congestion on Adams Street and Forest Way. It often takes my wife up to 2 passes of the traffic light at the top of Adams Street before cars queued will allow her to back onto the road during the morning peak. There is significant congestion at the intersection with Greendale Avenue and frequently these cars are not able to turn right into Adams Street. There have been numerous car accidents at the intersection of Adams Street and Forest Way including a serious accident only a few weeks ago that had a driver trapped in their vehicle and many of these incidents relate to the frustration or inattentiveness of drivers turning into Adams Street at speed or failing to stop on Forest Way. In short this is a dangerous intersection and higher vehicular movements in its immediate proximity will exacerbate this danger and intensify an already congested road.



Typical morning peak hour, cars and buses queue for several phases of lights at top of Adams Street blocking our driveway from being able to be used (and the proposed new driveway).



Cars frequently queue all the way down to Rabbett Street during morning peak – new development with 8 resident car spaces close to this busy intersection is going to make this situation much worse.

Ramp design

The design of the ramp is inappropriate for the number of vehicles that the development serves.

There is no clear line of sight between a vehicle turning into the driveway and one exiting as they need to move through a 90 degree turn, on a ramp. It may not occur every day but there will frequently be issues where one car turning in meets another exiting. The ramp has been designed to accommodate a single vehicle only and the vehicles will not be able to pass. The ramp needs to be two way or alternatively a passing bay needs to be accommodated on the applicant's site inside of the boundary line. The present design is dangerous and could result in a vehicle turning into the site not being able to fully clear the road and getting stuck in oncoming traffic moving westwards along Adams Street.

Council should review and request redesign of ramp arrangements including passing bay, wider ramp or a full redesign of parking arrangements.

Pedestrian conflict at driveway

In addition to the inadequate ramp width the traffic report advises that the proposed driveway gradient is non-compliant and dangerous to pedestrians.

The applicant advises that this should not be a problem as pedestrians use the other side of Adams Street as this is where the footpath is located. This is erroneous and clearly shows a lack of understanding of the prevailing pedestrian desire lines. Every morning we watch a stream of people walk up the southern side of Adams Street, because this is where the nearest bus stop is located on Forest Way. Many of these pedestrians are young school children, my own two children included. The proposed vehicular ramp/cross over does not allow sufficient time for an exiting vehicle to check to see that the verge is clear of pedestrians as the steep section of ramp continues right up to the boundary line. This will result in drivers not being able to adequately see over their bonnet as they approach the verge and in fairness the danger of this situation will likely be amplified by older drivers. The sight lines exiting the property will be further diminished due to the two large liquid ambers on either side of the proposed cross over.



Photo showing man walking to bus stop – note heavily worn grass clearly indicating pedestrian desire line in immediate vicinity of proposed new cross over, and vehicles queuing up Adams Street.

Council should recommend relocating and modifying the driveway gradient to the carpark entry/exit point to the site.

Proximity of proposed driveway to 25 Adams Street driveway

Of specific concern to us is the proximity of the proposed new driveway to our own driveway.

We note that the site plans and traffic report have failed to show our driveway which is very close to the alignment of the proposed new driveway. This will further exacerbate the issues that we currently have getting into and out of our property. We would request that should the development proceed the driveway entry be moved west closer to its current kerb crossing alignment to avoid conflict with our property and also negate the requirement to remove the beautiful street trees that we enjoy and are so much part of the local street character. It is not adequate for the applicant to rely on removal of street trees and place a driveway wherever they see fit. The street trees are a real site constraint and the

planning should consider them accordingly. Replacing a 20 year old mature tree with a 100L potted tree that will take decades to reach a similar height is not a reasonable outcome.

Proposed driveway location should be moved further west to align with the existing "Keep Clear" zone marked on Adams Street.

Number of car spaces

The provision of resident car spaces is above what is required or anticipated for a single residential house which is what the land is zoned for.

There are 8 car spaces proposed (2 spaces above what is required in the SEPP) and as such it is reasonable to suggest that there will be increased vehicle load on the immediate intersections and conflict at Adams Street, Forest Way and Greendale Avenue. Consideration should be given to reducing the number of resident car spaces provided. Conversely the development provides no visitor car spaces. There is no on street carparking available within 50m of the development site as Adams Street is too narrow to enable parking. Where will visitors to this new development realistically park. Given the development is for seniors and disabled housing, presumably the lack of close parking is a major issue for family members or carers who would need to visit the residents. This shows a lack of thought in the overall planning and a clear desire to get away with as little amenity as possible to the detriment of the neighbouring properties.

Council should view application as overdevelopment, appropriate visitor spaces should be provided on site.

Non-compliant accessible car spaces

The accessible car spaces proposed are non-compliant with AS1428.1.

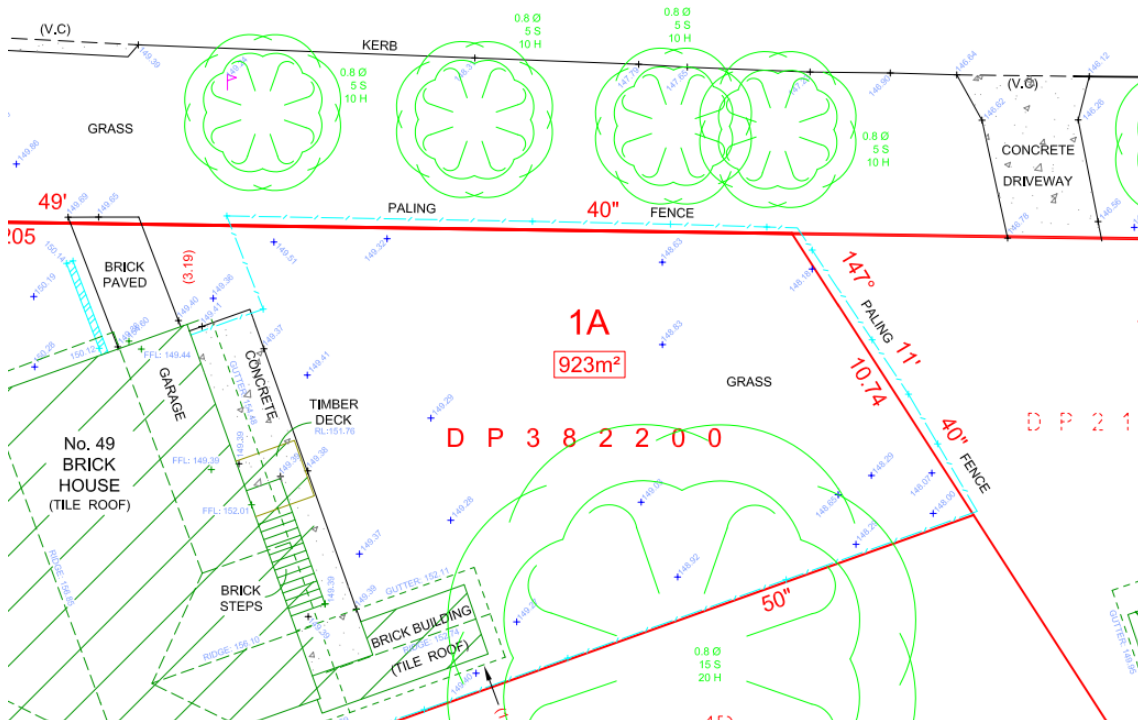
Given that the development is trying to leverage the SEPP for seniors living and people with a disability this seems to be a fairly critical oversight. Accessible car parking bays should have a minimum dimension of 2.4m width and 5.5m length and have a shared space of the same dimension immediately adjacent and unencumbered by other parking bays, line marked appropriately and protected with a bollard. They should have a minimum height of 2.4m immediately above the spaces for loading and unloading of a wheelchair as well as a clear path of travel to the car space of 2.4m height. I note that a floor to floor height of only 2800mm is proposed which is very tight for a basement carpark that needs to have accessible spaces. Given the large spans of the suspended concrete ground floor slab in all likelihood then there will be locations where beams will reduce effective ceiling height down to less than the required 2400mm clearance height, and this is even before any consideration of plumbing services or the mechanical exhaust ducts. I am dubious that the spaces can comply in the current configuration without either raising the ground floor slab (exacerbating height and overshadowing non-compliances) or lowering the basement level (potentially requiring increased driveway ramp length or compounding current slope non-compliance). What this demonstrates is the unsuitability of this site to take a development of this intensity. The applicant should provide revised plans and detailed sections showing how compliance with standards will be achieved. Manoeuvring within the basement carpark also looks problematic especially for the western most car space which does not appear to have sufficient clearance for an end bay.

Council should require amended carpark design, the traffic report should be amended to show vehicle turning circles.

Loss of significant tree 2 and impact on trees 1, 3 and 16

The proposal will result in the loss of significant trees and severely impact and potentially destroy other trees in immediate proximity. I have discussed proposed impacts to trees with a senior registered landscape architect in our office to get their opinion of development impacts.

As mentioned above it is not reasonable to assume that street trees can be removed just to enable the applicants preferred driveway entry position. The Liquid Amber street trees (identified as trees 1, 2, 3 and 4) are an important characteristic of Adams Street and provide much appreciated shade to our front yard through the warmer summer months as well as a leafy outlook from our living areas and bedroom window. The arborist report indicates that all four of these trees have A1 retention value, but identifies that tree 2 will be removed and the immediately adjoining trees 1 and 3 will be retained. However the report has clearly not taken into consideration the site falls and level of excavation that will be required to build the relocated driveway cross over. The survey has intentionally or otherwise not shown the base RL of these street trees and this information is critical to enable the arborist to make an appropriate assessment of the impact on tree roots and specifically encroachment into the SRZ and TPZ of the trees to be retained.



information and in the view of my landscape architect colleagues who have viewed the documents appears to be incorrect in its conclusions about the survival of trees 1 and 3.



Council should require a relocation of the driveway to protect the street trees in question and the removal of tree 2 should not be permitted. Detailed survey levels for any new driveway cross overs and its interface with the road reserve including cross falls should be provided for review by Councils engineering staff.



Basement plan – no existing ground levels adjoining the new ramp shown. Outline and SRZ and TPZ of trees 1 and 3 and 16 not indicated. Also note proposed contiguous piling design to basement along south boundary – the proposed hand excavation around critical root zone of Tree 16 is unrealistic.

Impact on Tree 16

The proposal will also have a significant impact on our neighbour at 47 Forest Way's tree identified in the arborist report as tree 16.

This 10m high lemon scented gum with A1 retention value is located almost on the boundary of 49 Forest Way and within very close proximity of the proposed basement excavation. Again the SRZ and TPZ for this tree has not been indicated on the basement plan (see above). The survey and arborist report have inadequately captured the detail of this tree which has a significant lean towards the north of around 6 meters, such that the canopy extends substantially over the development site (see image on next page). The survey has incorrectly positioned the canopy central to the trunk. In actuality the first floor of the proposed development will likely require substantial pruning of tree 16 to avoid the façade line hitting this tree. Again I have discussed this tree with my landscape architect colleagues who have reviewed the relevant information and they have advised that due to the northern lean of this tree the main structural root zone will have a northerly bias and will not be located central to the trunk. As such the arborist report has incorrectly located the SRZ and encroachment is above 10%. Furthermore the proposed hand excavation around this trees TPZ and SRZ is unrealistic given that contiguous piling has been proposed for the basement which will be required to avoid undermining the footings of 47 Forest Way.

My landscape architect colleagues and they are of the opinion that the Tree 16 will be severely impacted by the development and would likely die or at a minimum become destabilised and pose a significant risk of falling onto the development root with loss of the northern root structure.



Photo illustrating significant lean of tree 16 towards the north. Proposed basement excavation and façade line severely impacts this tree.

Council should not allow development in such close proximity to Tree 16 and once again it calls into question the viability of this undersized lot to adequately address the impacts on surrounding area.

Increased run off and load on stormwater infrastructure

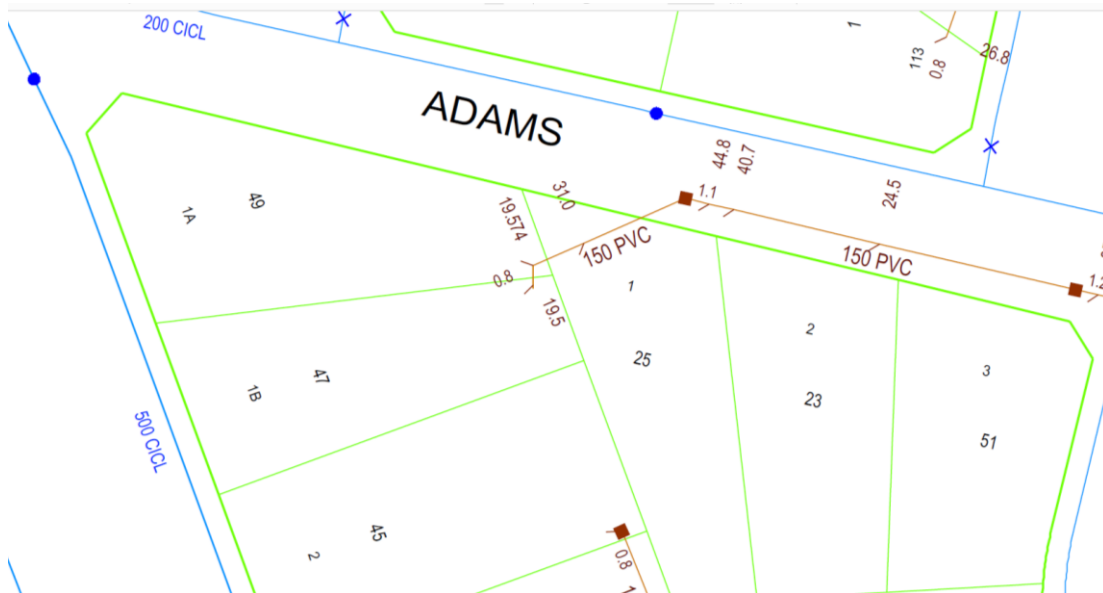
The development will increase stormwater discharge into our property and Adams Street and add to localised flooding issues.

Our property already receives substantial overland flow in heavy rain events from 49 Forest Way. I also note that the stormwater line that connects 49 Forest Way to the kerb line occurs directly adjacent to our driveway (I believe actually cutting across the front corner of our property although no easement exists) and appears to have broken as the ground immediately to the west of our driveway above this outlet becomes sodden with even light rain indicating broken pipework. The new development tries to avoid providing on site detention because of some small rainwater tanks provided. These rainwater tanks will be of no use in preventing overland flows in heavy rain when the small kerb outlets back up and tanks are already full. Frenchs Forest is one of the wettest suburbs in Sydney and the issues to our property are insignificant compared with the flooding that occurs lower down Adams Street.

It is completely unacceptable that with such intensification of roof area and hard paved surfaces that this development provide no OSD and Council should enforce compliance with their OSD requirements.

Sewer connection

The development has not included details of how sewerage connection will be managed. At present we believe that the sewer service for 49 Forest Way travels through the NW corner of our property as attested to in the Dial Before You Dig plans. There is no registered easement on our property and we will not be allowing for this pipe to be connected to if the development is approved.



Council should insist that any development of 49 Forest Way includes a connection to sewer that does not infringe on our property.

Damage to our shared fence

The proposal will remove the Adams Street return of our shared timber fence which is heavily dilapidated. No fencing details have been included in the application. Removal of the return will result in our shared fence falling over. We request that in the event that any development consent is granted a new 2100H lapped and capped treated pine fence be built between our properties at the full expense of the applicant. We note that the current fence location is considerably within our boundary and any new fence should be built on the boundary line.



Photo showing boundary fence located inside our property line with substantial lean

Problematic waste collection

The proposal will have difficult waste collection that will cause traffic congestion.

It is proposed in the waste management plan that the bin area will be located immediately adjacent to the driveway. As mentioned before the street verge is very steep immediately behind the gutter line and bins will be on a sharp incline and will be likely to topple onto the road on collection and cause disruption to traffic. The current bin collection to Adams Street typically occurs between 7:00am and 8:00am on Tuesday mornings, right in the middle of the busiest peak hour time. The garbage collection process so busy to the crowded intersection combined with an unstable surface given no footpath is going to be at best a nuisance but could also cause an accident. It is also questionable how the elderly or disabled residents will move the loaded garbage bins up such a steep driveway and into position on the steeply sloping verge.

Council should review the proposed waste collection details.

Insufficient information

The submitted development drawings do not have sufficient information to enable a proper assessment to be made.

I have reviewed the submitted plans and can honestly say I have rarely seen such lack of detail in a development application of this nature. In accordance with Northern Beaches Council's development protocol, floor plans should be provided that provide building, room and window dimensions and clear setbacks from boundaries. Wall construction types should be notified and floor levels and relative ground levels should be shown. Relationship of the proposal to existing trees and specifically the TPZ and SRZ should be shown on ground floor and basement drawings to enable an assessment of impacts to be correctly made. Sections and elevations should include heights of roofs, parapets and windows and a consideration of immediately adjoining residences so that a comparison of heights can be made. Site plans should show window locations of neighbouring dwellings such that assessment of overlooking and the like can be made. Where will air-conditioning units be located and the mechanical exhaust duct to the carpark. No mention of fencing has been made, what will our boundary fence with the proposed development be. Presently this is a dilapidated fence and if the northern return is removed it will probably fall over.

Similarly reports provided seem to have inaccuracies or assumptions have been drawn based on limited information available. The geotechnical report should include direction on how to prevent the basement excavation undermining the foundations of 47 Forest Way and minimise vibration which may cause structural cracking to our property and 47 Forest Way. Dilapidation reports should be a mandatory condition of consent at the expense of the applicant.

An acoustic report should be provided in relation to noise impacts on surrounding residences.

Conclusion

We moved to Frenchs Forest to enjoy a peaceful lifestyle in a suburb defined by a leafy spacious quality, with its relatively modest houses on large blocks of land. Northern Beaches Council has shown their concern about the intensity of development in and around Frenchs Forest with the recent revisions to the Draft Structure Plan downgrading the number of new dwellings proposed for the region. This has been largely in relation to an acknowledgement of the lack of appropriate public transport, congestion on roads and concern about capacity of local infrastructure to meet increasing demands. Northern Beaches Council have also been conscientious in terms of their concerns in and around the development of boarding houses and the adoption of the new medium density housing code because of the increased pressure that these developments can put on existing infrastructure and their potential lack of compatibility with neighbouring low density residential areas.

Whilst I am supportive of the provision of additional housing within the Frenchs Forest region it should be done in a carefully planned manner and with due consideration to the proposed precinct plans rezoning. Seniors housing will best be accommodated with the uplift of the streets immediately in and around the hospital precinct or on appropriately sized/consolidated blocks of land that enable amenity to neighbouring properties to be maintained. This application does not achieve this outcome. It would be easy to imagine that with approval of sites such as this and lenience applied to site area controls, a growing precedent will be set for development of undersized lots. Ad-hoc development of undersized lots will exacerbate our already heavily congested roads, lead to stress on road and stormwater infrastructure, and create pockets of single residence houses surrounded by what is essentially multi-unit development in R2 zoned land.

I would urge Council to consider the importance of adherence to appropriate planning controls and refuse this development and not encourage a move towards a developer free for all. I would be very grateful for an opportunity to discuss the concerns outlined above regarding this development proposal with the relevant assessing planning staff on site at Council's convenience.

Regards,

Andrew Tripet

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