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**From:** DYPXCPWEB@northernbeaches.nsw.gov.au  
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**To:** DA Submission Mailbox  
**Subject:** Online Submission

19/06/2023

MR Anthony Byrne  
77 Chambers CIR  
Warriewood NSW 2102

**RE: DA2023/0669 - 16 Macpherson Street WARRIEWOOD NSW 2102**

From my understanding of the plans there is zero off-street visitor parking being provided as part of this development application.

Parking is a major problem on Macpherson Street, and this development proposal will significantly add to that problem.

The neighbouring 18 Macpherson Street development, referenced in some reports within this submission as being of a comparable density, consists of 79 lots and provides approximately 41 off-street visitor car spaces. These 41 spaces are separate to the approximately 8 on-street spaces on Macpherson Street.

In addition, wide grass verges within parts of 18 Macpherson allow for unofficial temporary off-street parking for 5 or more delivery vehicles and visitors. The proposed development offers no such creative parking options.

Even with the creation of 41 spaces and unofficial extra grass verge parking, the development at 18 Macpherson has contributed to the parking problems on Macpherson Street and surrounds. This should therefore be seen at the least as a bare minimum requirement.

The creation of a formal public footpath and road on Brands Lane (replacing existing gravel), removes the possibility of any vehicles parking on Brands Lane. This leaves the local community in a situation worse than today for on-street parking.

Every visitor and owner not able to directly use a garage or driveway will therefore seek parking on Macpherson Street.

I note that there are 3-4 parking spaces on Macpherson Street as part of this submission, however this area on Macpherson Street is already largely used for parking, as can be seen on council's satellite images where there are 2 parked vehicles in this space.

If 18 Macpherson is being used as a comparable density development as a justification for development approval, then all aspects of the 18 Macpherson development should be considered, including the ratio of greater than 0.5 off-street car spaces per lot as well as aspects such as dedicated community green space.

This same ratio would require the creation of at least 14 visitor car spaces on the development

for the 28 lots.

I request that the appropriate off-street visitor parking be provided as part of a submission.

We only get one chance to not make the visitor parking situation worse.