
Sent: 14/05/2021 2:27:58 PM
Subject: 750-752 Pittwater Road Objection Letter from LOT 11 Plush Locksmiths | DA2021/0388
Attachments: 750-752_Pittwater Rd_Objection _ 14.05.2021.pdf; HUMEL Marked Up Site Plan_14.05.2021.pdf; HUMEL Marked Up Floor Plan_14.05.2021.pdf;

Attn: David Auster
DA2021/0388

David,

Please find attached objection letter from LOT 11 Plush Locksmiths to **DA2021/0388** - Alterations & Additions to an existing commercial premises including signage at shops 1 to 13 inclusive and shops 15 & 16 at 750-752 Pittwater Road, Brookvale.

We note a hard copy has been delivered to the NBC Warringah front desk earlier today (14/05).

Regards

David Walker
Architectural Design Manager



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14th May 2021

Attn: **David Auster**

Northern Beaches Council

Po Box 367
Dee Why NSW 2099

Dear Sir or Madam

**RE: OBJECTION LETTER FROM LOT 11 PLUSH LOCKSMITHS TO DA2021/0388 –
ALTERATIONS & ADDITIONS TO AN EXISTING COMMERCIAL PREMISES INCLUDING
SIGNAGE AT SHOPS 1 TO 13 INCLUSIVE AND SHOPS 15 & 16, 750-752 PITTWATER
RD, BROOKVALE**

We have been engaged by the owner of Lot 11 Plush Locksmiths Mr David Plush, to raise objection to that part of the proposed development described in DA 2021/0388 for Shops 1 to 13 and Shops 15 & 16, which has an unacceptable negative environmental impact on the property known as Lot 11 at 750-752 Pittwater Road, Brookvale.

1.0 Primary Objection

The primary objection to the proposed development is the unacceptable negative impact on the amenity, safety and security to the ground floor shop known as Lot 11 which is occupied by Plush Locksmiths. This is as a direct result of proposed bicycle parking platform being extended within the approved landscape setback adjacent to Pittwater Road adjacent the pedestrian footpath. The primary objections as a result of the proposed development are as follows;

- (1) Unacceptable reduction in amenity of Lot 11 shop front and lower level entry
- (2) Unacceptable Pedestrian Safety Risk
- (3) Unacceptable Vehicle Traffic Safety Risk
- (4) Unacceptable Security Risk and No Landscape Plan
- (5) Flawed concept and therefore not in the Public Interest

We have reviewed the following Development Application documents;

- Statement of Environmental Effects by Charles Hill Planning dated 16th October 2020
- G & G Drafting Services Plan No's: 2034/M1A, 2034/M2, 2013/3C, 2013/1A, 2013/11, 2013/3A & 2013/12D

2.0 Detailed Objection

2.1 Unacceptable reduction in amenity of Lot 11 shop front and lower level entry

The proposed bicycle parking and display area located directly adjacent the street front footpath is located within the landscape setback for the site. The landscape setback has suffered systematic deterioration over time and no longer represents the original landscaping for the site. The bike parking platform and display area proposed at street level reduces the amenity of Lot 11 Plush Locksmiths by;

- Moving the existing landscaping back against the existing façade of the building,
- Moving the height of the street level closer to the building façade by 2.0 metres and reducing Access to light and ventilation to the lower level entry.
- Proposing additional balustrading (to match the existing) around the perimeter of the bicycle platform at the street front, will block view of the Plush Locksmiths signage at the lower level.
- The location of the bicycle platform negatively impacts the lower level area at the entry to Lot 11 by providing physical structures over a metre higher than the existing footpath level plus a collection of bicycle obstructions at an average of 1200mm height and handrails with vertical barriers at over 3.0 metres above the Lot 11 Plush Locksmiths shop entrance level, refer photographs 1 and 1A below.
- Effectively Lot 11 and its signage will be obscured from Pittwater Road and light, air and amenity will be unacceptably reduced at the lower level entrance, refer photographs 1 and 1A below.
- There is no landscape plan provided with the development application demonstrating what environment is being provided between the bicycle parking platform and the façade at the buildings lower level. As the bicycle platform will reduce sunlight to the lower level, the area will be a poor quality and difficult to landscape and is directly adjacent the Lot 11 entry.



Photograph No:1 **Original open landscaped area and open stair access to Lot 11.**
Lot 11 visible from the street footpath & signage from Pittwater Road.

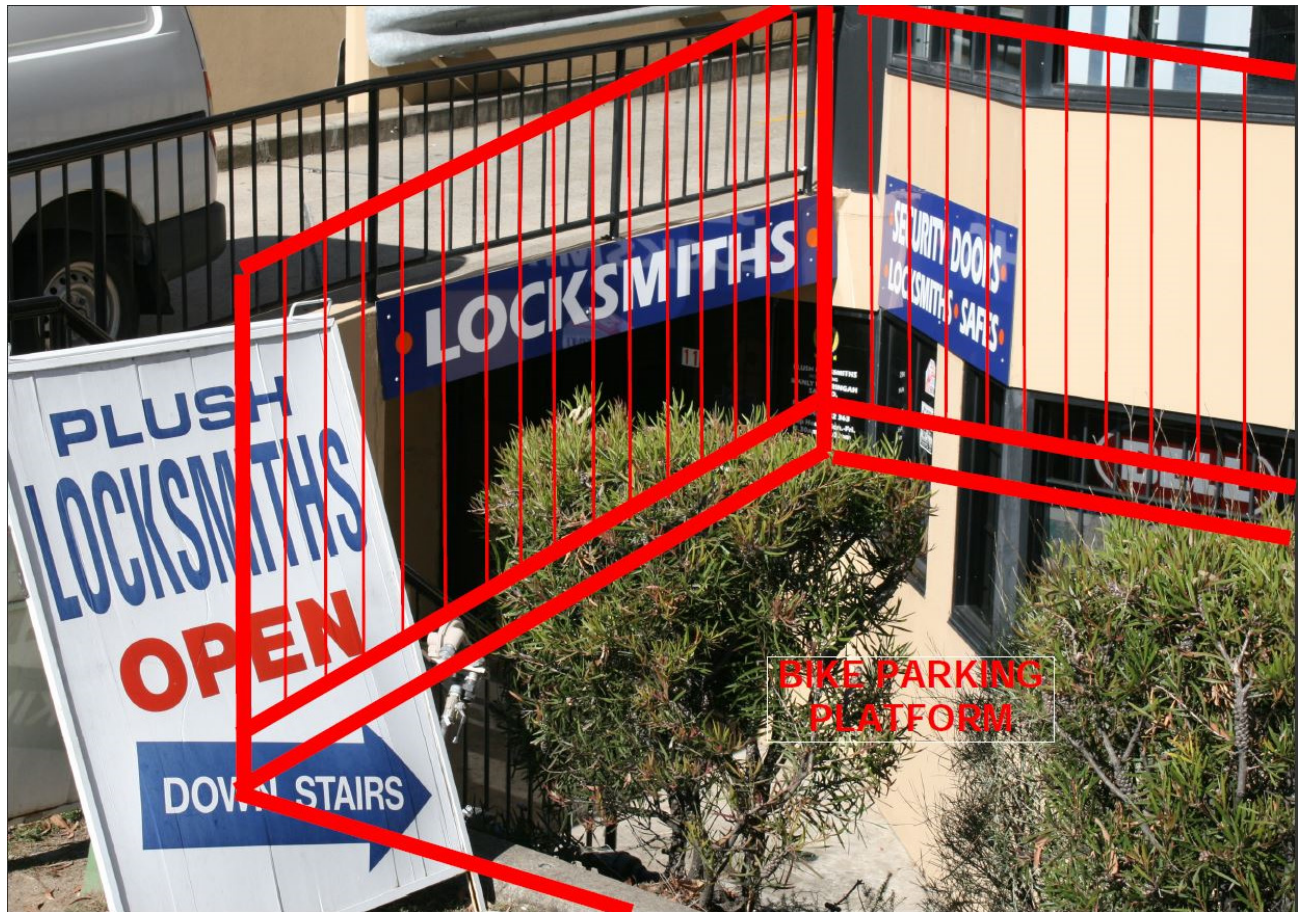


Photo No:1A Mark-up showing proposed bicycle platform and railings adjacent the Lot 11 entry stair.

Lot 11 not visible from the street footpath and signage not visible from Pittwater Road

2.2 Unacceptable Pedestrian Safety Risk

The close proximity of the proposed bicycle parking to the Pittwater Road pedestrian footpath and vehicle 'slip way' will create an unsafe pedestrian environment. This is due to the intense nature of vehicle movements in and out of the site via two sets of ramps up and down at various angles of inclination which provide access to the existing building from Pittwater Road. The proposed location of the bicycle parking will obstruct vehicle views of pedestrians and bicycles when entering and exiting the site and given the speed of traffic on this particular section of Pittwater Road will be extremely dangerous for pedestrians, bicycles and vehicles alike. The pedestrian traffic flow in this area will increase as a result of the completion of Hungry Jacks at 744 Pittwater Road. The creation of active street fronts is not intended to approve uses which rely on obstructing the public footpath for the function of that use. The proposal will necessitate manoeuvring bikes in and out of the proposed bicycle parking platform over the pedestrian footpath.

The intensification of bicycle parking and pedestrian movements in close proximity to a three lane arterial road and a vehicle 'slip way' is unprecedented in the locality for the reason that it is not safe nor desirable and is not an acceptable design to promote activation of the street.

2.2 Unacceptable Traffic Safety Risk

Vehicle movements and visibility of the street, in this very busy section of Pittwater Road, will be obscured by the proposed bicycle parking area with the obstruction created at street level by the visual barrier created by the handrails, bikes and customers on the proposed bike platform.

The location of the proposed bicycle platform will create confusion between pedestrians and vehicles alike at the footpath and this confusion adjacent a very busy main arterial road and vehicle 'slip way' poses an unacceptable safety risk to pedestrian movements and vehicles hesitating on Pittwater Road due to the uncertainty of pedestrian movement created around the bike parking platform.

Refer attached Humel marked up plan No's: DA.2013/11 and DA.2013/12D dated 14.05.2021.

2.3 Unacceptable Security Risk and No Landscape Plan

The Strata Plan has left the landscape at the front of the site in a state of disrepair, however, as originally approved the landscaping softened the bulk and scale of building from Pittwater Road and created a streetscape consistent with the setback and landscaping of adjacent buildings as described in WDCP 2011, clause B7 Front Boundary Setbacks, see extract below:

B7 Front Boundary Setbacks

Applies to Land

This control applies to land shown coloured on the [DCP Map Front Boundary Setback](#), with the exception of land identified as 'Merit Assessment'.

Objectives

- *To create a sense of openness.*
- *To maintain the visual continuity and pattern of buildings and landscape elements.*
- *To protect and enhance the visual quality of streetscapes and public spaces.*
- *To achieve reasonable view sharing.*

Requirements

1. *Development is to maintain a minimum setback to road frontages.*
2. *The front boundary setback area is to be landscaped and generally free of any structures, basements, car parking or site facilities other than driveways, letter boxes, garbage storage areas and fences.*
3. *Where primary and secondary setbacks are specified, buildings and structures (such as carparks) are not to occupy more than 50% of the area between the primary and secondary setbacks. The area between the primary setback and the road boundary is only to be used for landscaping and driveways.*

The proposed bicycle platform is not consistent with clause B7 and proposes to move the landscaping back from the street and against the building façade and therefore the landscaping will be obscured behind the proposed bike parking platform. There is no detail on the landscape treatment in the development application documents and no landscape plan submitted with the application and therefore it is assumed that there will be a dead zone behind the bike platform. The void created behind the bike platform will not be under surveillance and will provide an ideal space for drug users and other undesirable elements of the public to hide, seek shelter and become a public nuisance and negatively impact Lot 11 entrance and shop.

The open landscape area should be kept at the front of the site and remain visible for public surveillance from the footpath in the interests of the amenity of the immediate neighbourhood and specifically the Lot 11 entry as per the original landscaping provided for the site as shown in photograph No:2 below.



Photo No: 2 Original Landscaping which has been removed without consent including Significant tree planting

The proposed bike platform should be omitted from the development application and the original landscaping reinstated as per the approved Development Consent.

2.4 Flawed concept and therefore not in the public interest

The parking of bicycles adjacent Pittwater Road is a flawed concept as proposed by the applicant. The reason being that the majority of the customers attending the bike factory drive a vehicle to the site, to either have a damaged bike repaired or to buy a new bike. A damaged bike is clearly not going to be ridden to the shop and picking up a new bike will rely on vehicle pick up.

Those bicycles on the platform and the associated pedestrian activity around the area will obscure vehicle and pedestrian site lines entering and exiting the building.

Parking for the existing Bike Factory is at the lower and upper levels of the building and not at street level.

Display and parking of bicycles should be provided within the approved premise and should not rely on the Pittwater Road landscape setback to effectively provide additional floor space to Lot 12 the Bike Factory. The display of bicycles will be enhanced by the development application façade modifications by lowering the glass to the existing floor level.

As the proposed development will increase pedestrian, bicycle and vehicle conflict adjacent the boundary of the primary arterial road servicing the northern beaches and the proposed use is adequately accommodated with the premise in a safe and controlled environment, then the development application in respect of the bicycle parking and display platform is **not** in the public interest.

3.0 Proposed Plan Amendments

For the reasons noted above, we propose the following amendments are required:

- 3.1 Delete the proposed bicycle parking and display area adjacent Pittwater Road, refer attached Humel marked up plans.
- 3.2 Retain approved landscape in the original location and re-establish the plants in the approved landscape design including significant tree planting.
- 3.3 Maintain a sense of openness and setbacks consistent with WDCP 2011, clause B7 Front Boundary Setbacks.

Refer attached Humel marked up plan No's: DA.2013/11 and DA.2013/12D dated 14.05.2021.

4.0 Summary

For the reasons stated above in section 1 to 4 above we are of the firm belief that the proposed bike parking platform is an unacceptable extension into the public realm creating unacceptable safety, security and vehicle traffic risk.

The proposed bike platform would create an undesirable precedent for the adjacent tenancies including but not limited to Bob Jane, Doors Plus and Strathfield car radios and result in an unacceptable removal of landscaping and intensification of retail activity adjacent the footpath. Such development does not activate the street but obstructs the free flow of pedestrians while creating safety risks.

Bicycle access to and from the proposed bike parking platform will require use of the public footpath for access and conflict with pedestrian movements along the footpath at a very busy vehicle 'slip stream' and crossing when bikes either arrive at or depart from the parking platform. The proposal creates client interactions within the pedestrian footpath zone rather than being contained with premise.

The proposed bicycle platform is inconsistent with the setback of adjacent buildings and the breach of the setback is causing a significant deterioration of the quality of Lot 11 by reducing access to daylight and ventilation at the lower level and creating a 3.0 metre height barrier adjacent the Lot 11 Plush Locksmiths street shop entry. This physical barrier in combination with an unacceptable safety and security risks created at street level demonstrates the flawed nature of this part of the development application submission.

We trust Council will accept this objection on its merits and if Council requires any further information please contact our office.

Yours faithfully,



Ben Humel

Humel Architects Pty Ltd

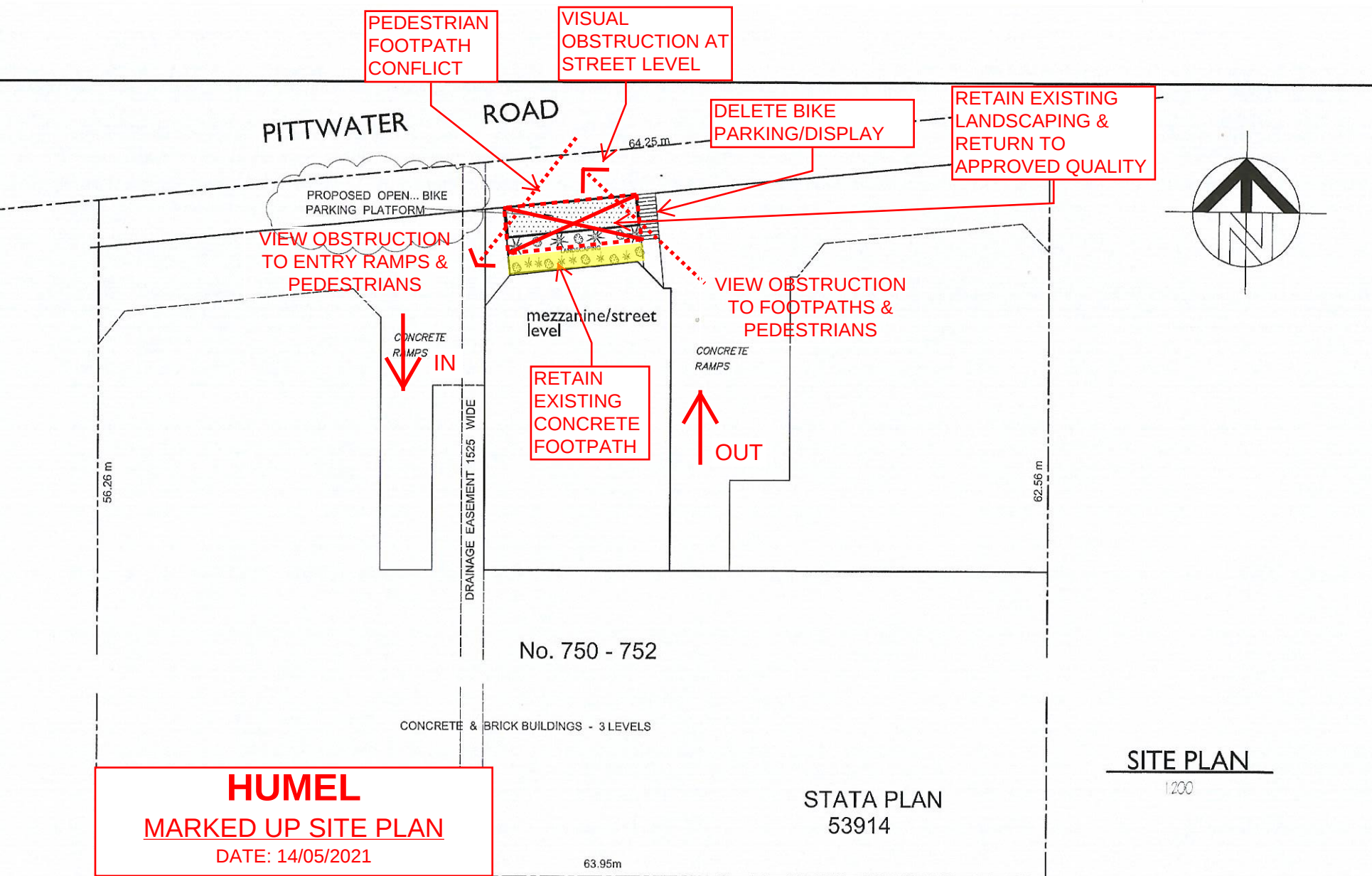
On behalf of the owner Mr David Plush

Attachments:

**DA.2013/11 –
DA.2013/012D –**

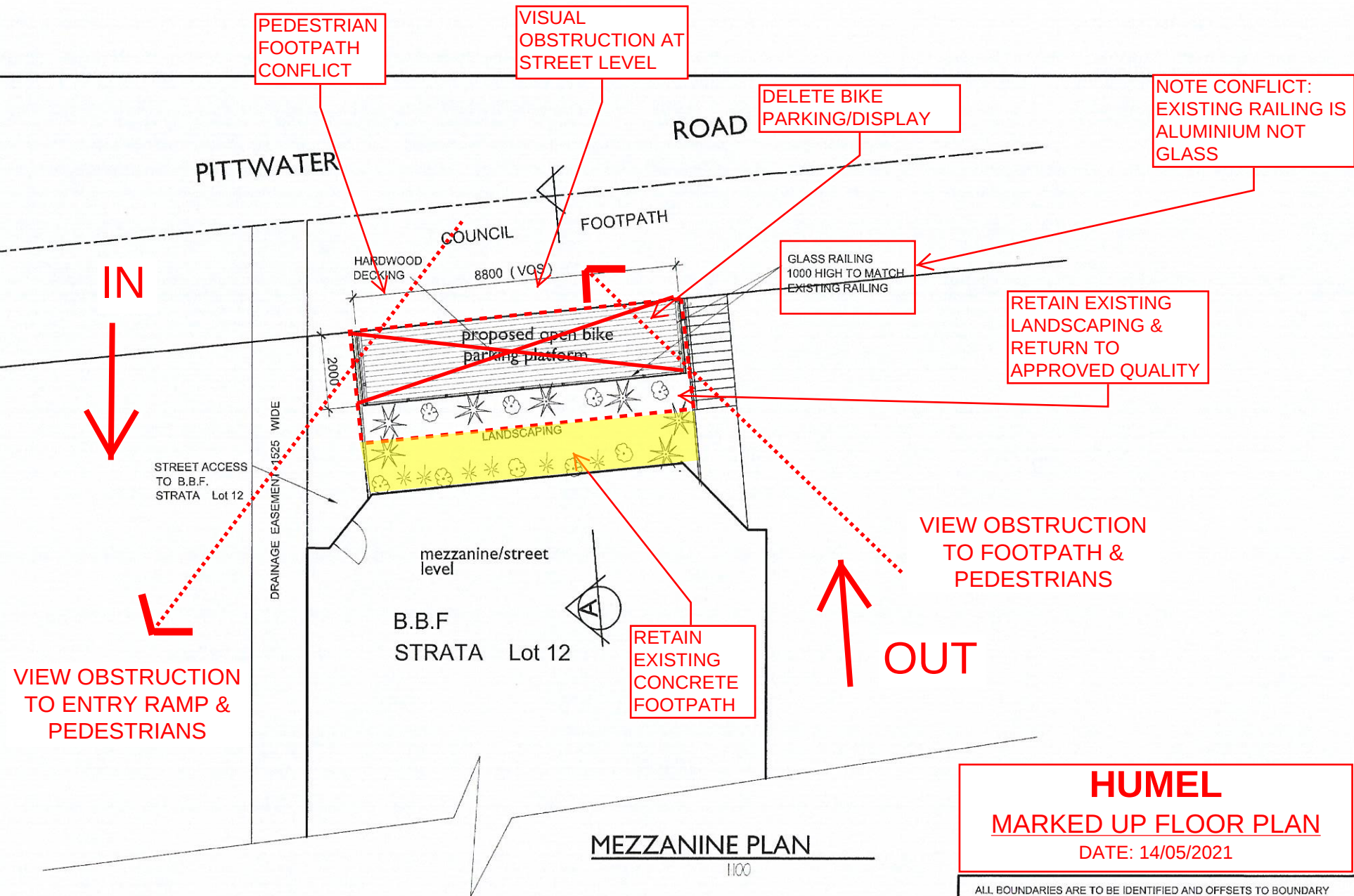
**SITE PLAN
FLOOR PLAN**

**(marked-up by Humel)
(marked-up by Humel)**



ALL BOUNDARIES ARE TO BE IDENTIFIED AND OFFSETS TO BOUNDARY ARE TO BE CONFIRMED PRIOR TO CONSTRUCTION.
ALL DIMENSIONS ARE TO BE CHECKED ON SITE PRIOR TO CONSTRUCTION.

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FOR APPROVAL	22/10/20	PROJECT: PROPOSED OPEN BIKE PARKING PLATFORM & NEW SHOPFRONT WINDOWS AT... 750 PITTWATER ROAD, BROOKVALE	Dwg. No: 2013/11
DESCRIPTION	DATE		Date: APRIL '20 Scale: 1: 250 SHEET 1 OF 3



FOR APPROVAL	22/10/20
ADD NOTES	18/6/20
REVISE MULLION SPACINGS ON WINDOWS	5/5/20
FOR APPROVAL	4/5/20
DESCRIPTION	DATE

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PROJECT: PROPOSED OPEN BIKE PARKING PLATFORM AT
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Dwg. No: **2013/12D** Date: APRIL '20
Scale: 1:100
SHEET 2 OF 3