

24 November 2020

The Secretariat
Sydney North Planning Panel

691 PITTWATER ROAD, DEE WHY - PROPOSED MIXED USE BOARDING HOUSE, SUBMISSION TO THE PLANNING PANEL (REF: PPSSNH-91 & DA2020/0272)

This submission responds to the issues raised within Council's supplementary assessment report relating to the subject matter.

1 Overview

The Panel gave six reasons for deferral of the DA on 19 August 2020. The applicant made detailed responses to the reasons for deferral on (or around) 24 September 2020, and has continued to work to resolve further details relating to waste management, and future car parking provision.

Notwithstanding Council's overall recommendation for refusal of the DA, four key matters remain in contention being: the likelihood of the northern adjoining property being redeveloped (and hence the rear access being created), design of the bin room, delivery and removal of bulky items (furniture) to/from the property, the distance between the property and the two car share spaces proposed as an interim transport measure. These matters are responded to in the following table. Further to the above:

- Section 3 lists the range of interim and ongoing sustainable transport measures to accompanying the proposed development.
- Section 4 addresses the draft conditions of consent should the panel be of a mind to support the application.
- Annexure 2 provides comparisons between the ground floor level of Architectural plans lodged (Revision C) and revised (Revision G) to address waste and provide more car parking spaces.

2 Additional responses to reasons for deferral

SNPP reason for deferral	Council supplementary report response	Applicant's response
1. Motorcycle parking	Concern raised regarding timing and likelihood of property at 691 Pittwater road being developed.	693-695 Pittwater Road is a 1,000 m ² site with a 20 meter frontage to Pittwater Road (approx.), of regular shape, with rear vehicle access, no significant environmental constraints, positioned in the centre of Dee Why. There are few, if any, properties with such characteristics within the town centre. On planning grounds, it is a property that is fit for redevelopment in the manner anticipated by the 27 metre (8 Storey) height limit and 4 to 1 floor space ratio applicable under the LEP. It is only a matter time before such an opportunity is realised.

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		<p>The proposal development makes positive advancement towards securing a rear lane if and when that site is developed and this outcome in the public interest.</p> <p>The alternative and interim arrangements proposed are 2 car share spaces are proposed at 5 Mooramba Rd as one of a range of measures (listed in Section 3 below). The proposed car share location is within 400 metres which is an accepted accessible walking distance, particularly noting the relatively flat topography, walking paths, and signalised pedestrian intersection available between the two sites. Council say it is unacceptable, but no reason is provided as to why. Furthermore, Council's original and supplementary assessment reports do not address in a material manner the alternative sustainable transport means that are proposed.</p> <p>The applicant has made provision for various interim sustainable transport measures and it is concluded that satisfactory alternative arrangements can be made until rear vehicle access is developed for the development.</p>
2. 687 Pittwater Rd	Matter addressed – no contention raised	Matter addressed.
3. Construction access from rear through Salvation Army property	Matter addressed – no contention raised	Matter addressed.
4. Lack of loading facility and property service plans	<p><i>'As stated previously, the activation of the rear lane could take many years, as there is no evidence at this stage to indicate that this would happen in the near future. Therefore, the development will have to be assessed for all the loading and unloading and waste removal to occur from Pittwater Road, which would be to be unacceptable to Council and contrary to the public interest and community's expectations.</i></p> <p><i>Accordingly, it is considered that this matter is not resolved and should</i></p>	<p>Council's waste officer has confirmed their support for the interim waste management arrangements which involve waste collection from Pittwater Rd, as currently occurs for the existing development on the site.</p> <p>Bin Room - in response to the waste referral comments that the bin room was unsatisfactory due to a "double banked" arrangement, the applicant has amended the design within Architectural Plans Revision G to widen the bin room by more than 280mm as requested by Council to enable three separate rows of bins with a 1 metre wide aisle between each row and providing 2 doors at each end. It is anticipated that this design change has addressed the issue raised but we note that council has not made an assessment of this plan revision. Therefore, a deferred commencement condition of consent is proposed to enable council to assess the revised design.</p> <p>Fully furnished rooms - as has been previously submitted, the proposed boarding house will be fully</p>

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	<i>be a reason for refusal of the application'.</i>	<p>furnished from 'day one' of occupation, as part of the construction of the development.</p> <p>There are no storage areas within the rooms or common areas for personal bulky items because this aspect of the proposed development is different from residential apartment housing. Boarding house residents will not have the opportunity to occupy their units with their own furniture. To secure this outcome a condition of consent may reasonably be imposed requiring the operational management plan to state:</p> <p><i>All boarding rooms are to be maintained as fully furnished rooms by the boarding house operator. Fully furnished rooms are to include bed, bedside table (or shelf), television, fridge, dishwasher, clothes washer/dryer (separate or combined) dining table and two chairs.</i></p> <p>The proposed development does not generate any significant additional demand for a loading dock (having regard to the current bank development) or specific additional demand associated with the boarding house use and the reduced amount of commercial floor space.</p> <p>It is noted that the subject site and adjacent commercial developments including 693, 695, 687, 685 (5 storeys commercial) & 683 Pittwater Rd are serviced via Pittwater Rd. Any commercial development on the site as it is, using the existing available floor area would be in any case serviced via Pittwater Rd.</p> <p>The DA has demonstrated that there are appropriate interim and future provisions made to satisfy these matters therefore in our opinion this matter should not be given determinative weight.</p>
5. Pittwater Rd frontage	Matter addressed – no contention raised	Further comment to note: the applicant remains open to further comments from the panel should it be viewed that the amendments have not satisfactorily addressed the concerns raised by the Panel.
6. Car parking and sharing	<p>Concern raised.</p> <p>The proposed alternative arrangements are stated to not be acceptable to Council.</p> <p>Council's manager of traffic engineering published a referral response on Council's website, dated 4 November 2020 states (inter-alia):</p> <p><i>'...the Transport Network</i> </p>	<p>Rear access and parking</p> <p>Since the 17 August panel meeting where accommodation for three car parking spaces was presented, further refinement of the design has resulted in the capacity to accommodate 12 vehicles, and 13 motorcycles when rear vehicle access is developed. This responds to Council's Transport Network Managers recommendation.</p> <p>A deferred commencement condition is proposed to enable Council to assess the revised design.</p> <p>It is also noted that Architectural plan set (Revision G) retains future parking for 13 motorcycle spaces and 15</p>

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	<p>Manager has reviewed the application (as amended) and provides the attached consent conditions including a deferred commencement condition for the provision of parking for 12 vehicles within the site. This can be achieved through the use of vehicle parking systems accessed from the future lane way.</p> <p>The application is not supported without the provision of the required parking as detailed in the initial assessment, but consideration may be given in the event of a suitable mechanical management solution being provided to address the parking matters.</p>	<p>bicycle spaces.</p> <p>Images at Annexure 1 show the parking system and excerpts from Architectural plan sets Revisions C and F provide details of the above at Annexure 2.</p> <p>Appropriate interim measures</p> <p>A range of sustainable transport measures are available as listed below in Section 3.</p>

3 Sustainable transport measures

The additional information submitted on 24 September 2020 confirmed a range of interim and ongoing sustainable transport measures to accompanying the proposed development. These are listed as follows:

3.1 Interim measures

1. 45 bicycle parking spaces, including provision for 10 electric bicycles in place of motorcycles. This may be conditioned as part of an approval and the operation management updated accordingly.
2. Two car share vehicles for the private use of boarding house residents within 400 metres walking distance supported by appropriate operational management arrangements.

3.2 Ongoing and future measures

3. B-line, turn-up and go bus service and various other bus routes (ongoing) adjacent to the property.
4. Walking to nearby town centre amenities, including full line supermarkets, medical centre child care facilities, cafes, restaurants, parks and playgrounds (ongoing).
5. Rear vehicle access for waste trucks, cars, motorbikes, and bicycles (future).
6. Architectural plans Revision C provide 8 car parking spaces and 13 motorcycles. Architectural plans Revision G provide 12 cars and 13 motorcycles as per draft deferred commencement condition of consent, see 1(b) below (future).
7. 13 motorbike spaces (future).
8. 15 bicycle parking spaces (future).

9. The Green Travel Plan and Operational Management Plans provide appropriate planning approval mechanisms to enshrine these provisions with the ongoing operation of the proposed development (ongoing).

These matters are addressed within the Green Travel Plan submitted to Council on or around 24 September 2020.

4 Draft conditions of consent and Architectural plans (Revision G)

Draft conditions of consent were provided by Council and reviewed by the project team. The matters outlined above have been addressed in the following ways:

1. Revised draft conditions of consent include:
 - (a) Waste - Architectural plan set (Revision G) addresses the referral responses from Council's Waste (3/11/2020) and now show 3 separate rows for bins. Notwithstanding we understand that Council has not had time to review this revision, therefore a deferred commencement condition has been provided to ensure a satisfactory waste management arrangement is provided to Council's satisfaction.
 - (b) 12 car parking spaces - Architectural plan set (Revision G) addresses the referral responses from Council's Traffic Engineer (Manager review dated 4/11/2020) and now shows provision for 12 cars using a vehicle parking system details at Annexure 1 & 2. Notwithstanding we understand that Council has not had time to review this revision, therefore a deferred commencement condition has been provided to ensure a satisfactory waste management arrangement is provided to Council's satisfaction.
 - (c) Additional conditions have been added to address the future access and Right Of Way (draft conditions 14, 62 and 70).
 - (d) Plan numbers DA 750-781 (inclusive) have been deleted from Condition 1, as they reference 687 Pittwater Rd Dee Why.
 - (e) The amended plans (Revision G) have not been referenced in condition 1, however can be, if Council or the panel accept them, otherwise they are covered by the deferred commencement condition. Architectural plan set (Revision G) shows that they are capable of being undertaken without substantial impacts to the rest of the built form.
2. Architectural plan set (Revision G) – link to plans set provided under separate cover (email).

5 Conclusion

We respectfully submit that the 6 reasons for Panel's deferral of the DA have been appropriately responded to. On balance the public interest matters in favour of the development outweigh the remaining issues to which council raise contention. In our opinion there are sufficient reasons available to the panel to approve the proposed development.

Yours sincerely,



Michael Haynes
Director - BBF Town Planners

ANNEXURE 1 – proposed proprietary 12 car mechanical parking system by WOHR



ANNEXURE 2 – Architectural plans (Revisions C & F Ground Floor plan)

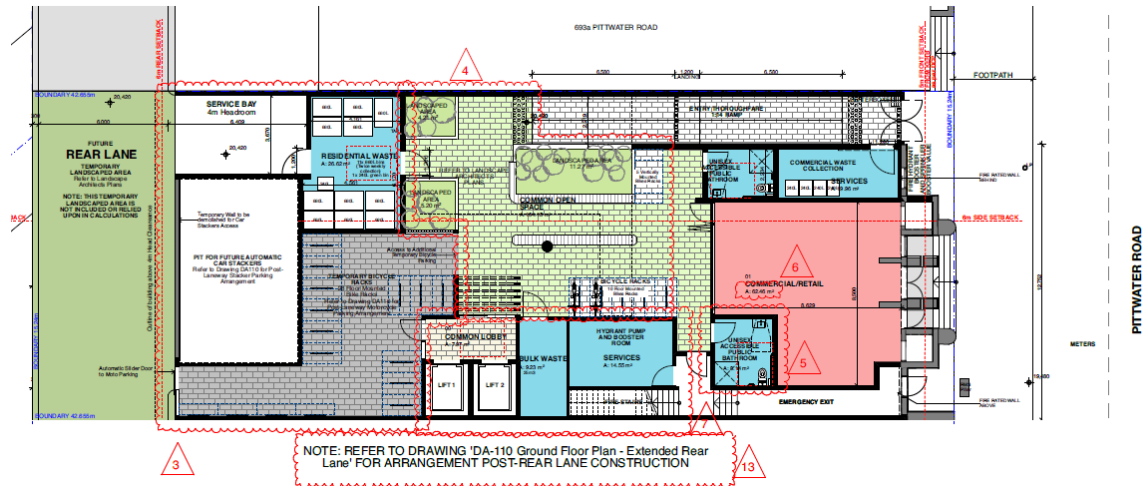


Figure 1 - Revision C Ground Floor plan – Interim (DA 100)

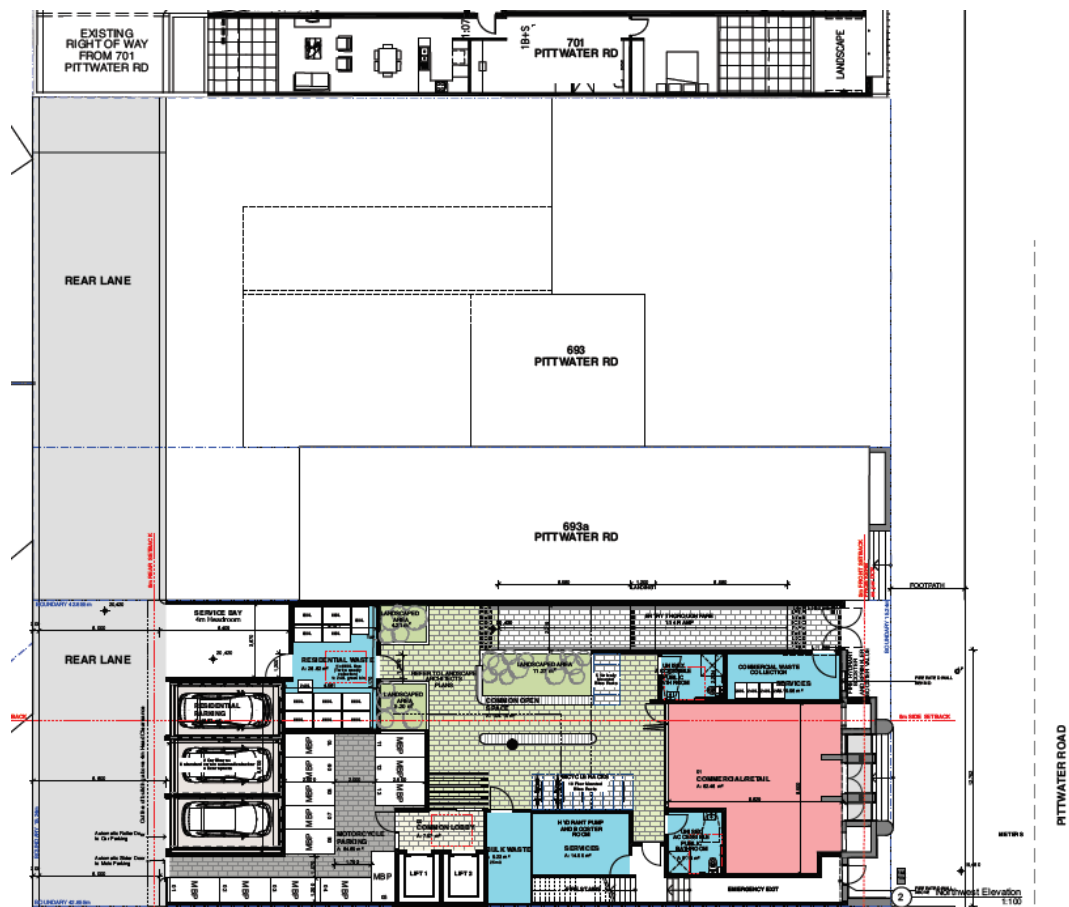


Figure 2 - Revision C Ground Floor plan – future (DA 110)

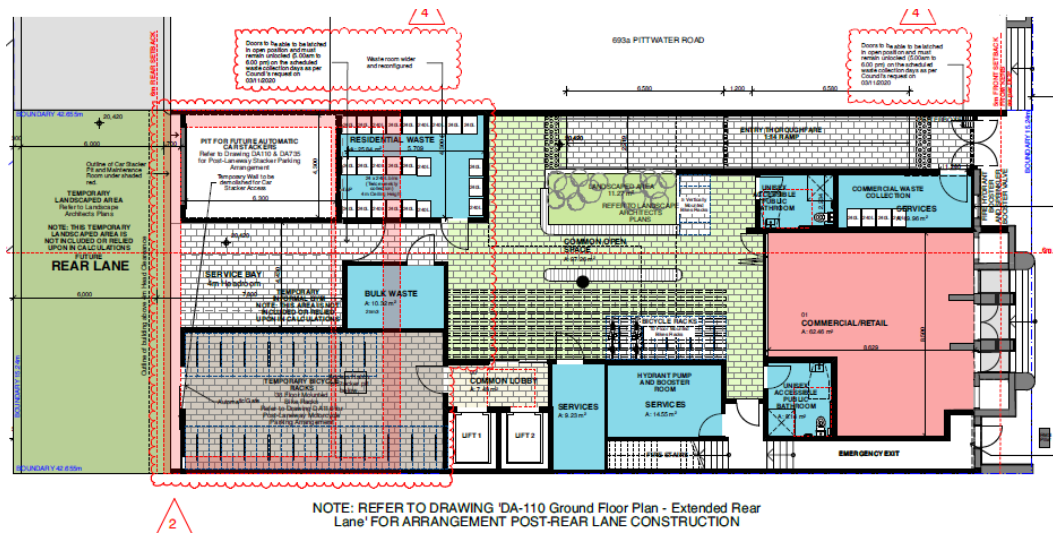


Figure 3 - Revision G Ground Floor plan – Interim (DA 100)

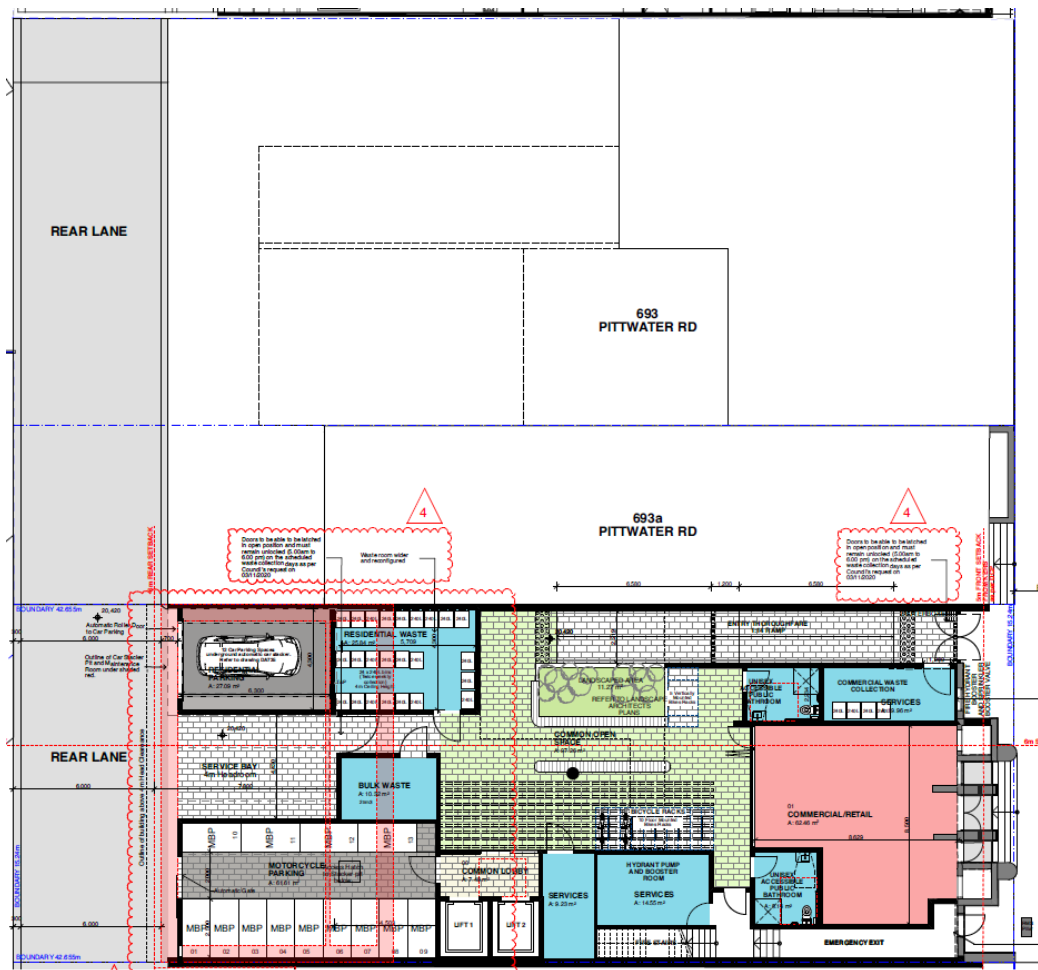


Figure 4 - Revision G Ground Floor plan – future (DA 110)