



SAVE BRONTE

COMPLIANCE OF DA-72/2013 (THE RSL DEVELOPMENT) WITH PLANNING CONTROLS

GUIDE TO POINTS OF OBJECTION to DA-72/2013

Zone B1 Neighbourhood Centre

The Macpherson & St Thomas Street Neighbourhood Centre is a small centre servicing the local community. The Objectives of the Neighbourhood Centre Zone are for small scale shops and community uses servicing the local neighbourhood, which do not have an adverse impact on the amenity of the local community. The excessive scale of the development and supermarket, and the resulting traffic is completely incompatible with these Objectives.

The supermarket is estimated to have a catchment of about 30,000 people with a radius of up to 2km. A neighbourhood centre has a catchment radius of only 150-200m. This will result in excessive traffic in the neighbourhood. It is out of scale and inappropriate for our neighbourhood centre.

Height of Building

On Macpherson Street, the proposed height is 20.5m, 7.5m higher than the permitted height of 13m. In the middle of the site it is about 23m high, 10m higher than the permitted height. The excessive height is incompatible with the predominantly 2-storey streetscape and results in a loss of amenity to the surrounding homes and to the neighbourhood centre as a whole.

Floor Space Ratio

The proposed floor area of the development is more than 2 times the permitted FSR of 1:1 for the site. This is significantly over the permitted FSR, and a significant overdevelopment of the site. It is excessive in size and incompatible with the streetscape. It results in a loss of amenity to neighbouring homes the neighbourhood centre as a whole.

Solar Access and Overshadowing

The overshadowing of properties to the south will be detrimental. The impact is not likely to complying with the control to maintain 3 hours of direct sunlight in mid-winter to north facing windows of habitable rooms and private open spaces of neighbouring properties. It is also not likely to complying with the control to maintain full solar access to solar panels on roofs of neighbouring properties. The development application does not provide sufficient detail to allow residents and Council to properly assess the impact on their properties.

Impact of Deliveries on Chesterfield Lane

Residents backing on to Chesterfield Lane will be subject to excessive traffic, pollution and noise from delivery trucks. A Waverley Council report states that delivery trucks will emit diesel smoke emissions close to "windows to rooms directly on the lane". There will also be illegal traffic manoeuvres of trucks at the corners of the lane.

Heritage Conservation of Chesterfield Parade

A Heritage Statement has not been submitted to assess the impact of the development and the proposed delivery truck traffic on the heritage street trees in Chesterfield Parade.

Overlooking from Balconies, Communal Open Space and Pool Area

The proposed location of the Communal Open Space and Pool Area is on an upper level of the building overlooking homes to the south. This will result in significant overlooking, loss of privacy and noise for neighbouring homes.

The views from units on the upper levels result in a loss of privacy for neighbouring residents to the rear and sides. Many of the balconies are large and will allow a large number of people to overlook



SAVE BRONTE

neighbouring homes. The balconies do not maintain privacy of neighbours. The proposal will result in the loss of significant views of residents in the Oceanview apartments.

Noise

The proposal will result in excessive noise from traffic and the loading dock on neighbouring homes. The pool area and large balconies will also result in excessive noise on neighbours.

Retail Design

The proposal does not promote an active street frontage with the majority of the retail area accessible only from within an arcade and with no street presence. The excessive scale of the proposed supermarket results in a significant detrimental impact on surrounding residential streets, in particular Chesterfield Lane and Macpherson Street.

Length and Depth of Buildings

The proposed building has a length of more than 38m facing Macpherson Street. This does not comply with the 24m maximum length control for apartment buildings. It is 14m longer than permitted. The proposed depth of the apartment component of the building is about 37m. This does not comply with the 18m maximum depth control for apartment buildings. It is 19m deeper than permitted.

Street Front and Side Setbacks

The proposed front setback is forward of the predominant building line of neighbouring buildings. There is no front setback to support mature landscaping. The upper levels are not setback in line with adjacent buildings.

The proposed 3m side setback on the east side boundary is completely inadequate for the 20.5m height at Macpherson Street and the 23m height in the middle of the site along the boundary. It does not protect the amenity of neighbours and detracts from the streetscape. A minimum side setback of 6m or more should apply, similar to the setbacks in the R3 and R4 Residential Zone.

Building Separation

The proposed building does not comply with the 18m building separation control from neighbours habitable rooms and balconies.

Stormwater and Landscaping

The proposal has minimal landscaping and impervious areas for on-site absorption of stormwater. The full site excavation for the basement may have a significant impact on the groundwater flows. The soft landscape area appears to be above ground planters, with no deep soil planting areas.

Residential Entries and Safety

The two entries to the residential units on either side of the building are setback from the street and to the sides of the building. They are potentially unsafe entries.

Hours of Operation

The proposed use of the club on the first floor level should be restricted to the RSL only. Clubs are not permitted in the Neighbourhood Centre zone, but the RSL has existing use rights to the property. The DA submission does not clarify the intended hours of operation of the RSL club. More restrictive hours should be enforced given the close proximity of neighbouring homes.

Basement Carpark

The two upper levels of the basement carpark, which are above Chesterfield Lane contributes to the overall bulk of the building and should be considered as part of the FSR calculation.