
Sent: 11/01/2020 2:58:22 PM
Subject: DA 2019/1280 Newport
Attachments: DA 2019.doc;

Attention: The Principal Planner

Please find attached a submission in relation to DA 2019/1980 at Queens Parade Newport.

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The Principal Planner
Northern Beaches Council
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11th January 2020

Dear Principal Planner

RE: DA2019/1280 – Queens Parade Newport

I wish to register my concerns regarding the above development application involving the construction of 18 townhouses fronting both Queens Parade and Beaconsfield Street Newport.

As for the proposed design my only major objection is the lack of off-street parking. While I appreciate that the 43 cars spaces meets Council's minimum requirement I believe that the minimum requirement is inadequate given the immediate area is already plagued with parking problems.

In relation to Queens Parade the proposed development is located amongst eight unit / townhouse complexes – none of which that have adequate off-street parking that accommodates their resident's vehicles let alone those cars belonging to their visitors. The proposed development is replacing three houses with ample off street parking with ten residences with very limited off-street parking. This must have a negative impact on existing street parking.

Parking is at a premium at all times of the day in both Queens Parade and Beaconsfield St. On weekdays parking is taken by employees working in the Kalinya and Beaconsfield Streets commercial area which includes the Newport Arms Hotel, Metro Mirage Motel as well as several businesses located within the three commercial marinas. Since the introduction of timed parking within the commercial precinct most employees of these businesses now park within the residential area which is already congested with cars associated with Newport Primary School.

The weekends are worse due to the Newport Arms Hotel and the three local marinas being at their busiest leaving local residents competing with hotel staff and patrons along with boat owners and their guests for a parking spot within walking distance to their property.

The 43 car spaces illustrated on the plans include three tandem (stacked) garages which account for six spaces. In practice it is unlikely that three of these spaces will be used for parking due to the inconvenience of having to move a vehicle to access the other. These tandem (stacked) car spaces should only account for three spaces not six.

The proposed "gated" driveways on both Queens Parade and Beaconsfield Street are unnecessary and will only add to the current congestion. Visiting vehicles, (incl delivery vehicles) can not access the property without using an intercom to gain access from a resident – while blocking the single lane driveways. This will lead to any waiting vehicles disrupting both the pedestrian and vehicular traffic on each street. If visitors can not easily access the visitor car spaces they are of no benefit and should not be included as the six visitor car spaces required by council. Anything that has the potential to interfere with pedestrian's safety so close to a primary school should be avoided.

My other concerns relate to the building process.

Section 3.1 of the Traffic and Transport Assessment describes Beaconsfield and Kalinya Streets as “local access roads”. They are in fact “Connecting Roads” as shown in Fig 4 of the same report. They have continuous traffic from about 6 am until late in the evening including many buses from major bus routes as illustrated in Appendix B. Any heavy vehicle entering or leaving the proposed development site during daylight hours will be disrupting traffic and needs appropriate safeguards put in place to accommodate this.

On schooldays heavy vehicles accessing the site should be restricted to between 9.30 am and 2.30 pm to ensure they avoid both morning and afternoon peak hour traffic as well as school drop off / pick up times. Heavy vehicles waiting to access the site should not be allowed to stand in or anywhere near the existing school zones as their sheer bulk blocks other motorist’s vision of pedestrians and pedestrian’s vision of approaching traffic.

I strongly object to the hours of operation during construction will include Saturdays from 7.00 am to 5.00 pm. Construction is taking place in a residential area and surely residents should be entitled to peace and quiet for just a few hours on a Saturday afternoon. Seven am to 1.00 pm would be more appropriate and this would also be avoiding one of the busiest times for pedestrian and vehicular traffic from the hotel. Intoxicated patrons leaving the hotel and having to negotiate a large construction site does not sound like a well thought out plan.

The Construction Management Plan contains no relevant information on how they intend to handle toxic waste. Given the age of the buildings being demolished there must be an expectation of finding large amounts of asbestos and other non desirable materials. As the construction site is situated so close to a primary school, and surrounded by residential buildings, a detailed plan illustrating how they will handle toxic materials, including dust from demolition and excavation works, should be available to the local community prior to approval of this application.

Finally as the proposed development is located so close to Newport Primary School I am concerned with the timing of this notification of development and the cut off date for making submissions – IE during school holidays. Every parent who has a child enrolled at the school should be made aware of this proposed development and in particular the construction process in relation to toxic materials and dust. Council should insist that thorough consultation with the school community is completed as part of the application process.

Yours sincerely
David Harpur