
Sent: 31/01/2020 8:04:28 PM
Subject: Online Submission

31/01/2020

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RE: DA2019/1280 - 62 Beaconsfield Street NEWPORT NSW 2106

My major concern with this submission is the issue of traffic. Not only after the building has been completed but even more so during the construction phase.

Beaconsfield St is not a normal local road. Since access from Bardo Rd to Barrenjoey Rd was blocked, Beaconsfield St traffic has increased significantly as it has the only traffic light access onto Barrenjoey Road for much of the traffic from Bilgola Plateau and the area between Bardo Rd and Beaconsfield St.

There is also the traffic related to The Newport. Although this is more significant on weekends it is also a factor on weekdays.

School traffic is extremely busy between 8:45am and 9.30am and between 3.00pm and 3.45pm when parents are dropping off and picking up their children on both sides of the road. In addition to the road traffic there are many students that walk up and down Beaconsfield St going to and from school.

Buses run on a regular basis all day in what is a relatively narrow street for buses. As cars are parked on both sides of the road all day, there are many occasions when cars or buses need to pull over, where possible, to let the other pass.

As I have outlined and as has been mentioned in other submissions there is a constant stream of cars or buses coming around the corner of Kalinya St and Beaconsfield St. Therefore, with car parking on either side, it becomes a blind corner and a traffic hazard.

The points the above raise the following issues:

Additional traffic to an already over used road that was built as a local road when it is fact quite a significant thoroughfare.

The design of the entry/exit of the development onto Beaconsfield Street will create further problems for this already hazardous corner. Entry and exit on Beaconsfield Street in the DA is only 3 metres wide with no layover for cars, and the roller door is within one car length back from the foot path which will result in impacting traffic, with a stop and go light, therefore cars waiting to turn into the premises will block/queue in Beaconsfield Street.

Although there is a section in the development plan headed "Truck details and Movements" an estimate is not provided for the number of truck movements required to remove waste as a result of the demolition work and then the delivery of land fill for construction. Surely the vast majority of truck movements will fall into this category. Why was the approximate number of

trucks movements required to do this not requested? Where will these trucks park? Surely, not in the already overcrowded surrounding streets. These trucks will no doubt have a significant effect on local traffic and possibly the safety of pedestrians, especially school children.

Where will the many construction workers park? On the same overcrowded Streets? On any day all the surrounding street parking is used by residents and those coming and going from the shops, school and hotel.

Will the council closely monitor the movement and parking arrangements of the trucks and workers vehicles to ensure the safety of pedestrians and to ensure there is minimal disruption to current residents? Will the council ensure there is no double parking or parking in or across driveways?

Other concerns / objections

Excessive tree removal

I object to the excessive tree removal. There are healthy long established trees on these residential blocks that provide shade and cooling and habitat for native fauna.

Breach of height regulations

The development is above height restrictions of 8.5 metre. Roof top viewing platforms that are imposing in height will impact on the privacy of courtyards in our premises.

Construction hours

In the plan, construction is 7:00am-5:00pm Monday to Saturday with no consideration of The Newport operating hours on the weekend. I object to construction vehicles and added activity/noise and traffic havoc on weekends.

Overall the development application does not take into account the local resident needs in regard to safety for school children, increased hazardous traffic conditions, unreasonable pressure on local parking, invasion of privacy, over development within the local context, impact on the environment resulting in a change in character of the area.