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Subject: Online Submission

26/01/2020

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

The Chief Executive Officer, Northern Beaches Council, PO Box 1336,
Dee Why, NSW 2099

Dear Sir,

Submission re DA 2019/1280 60-62 Beaconsfield Street & 7-13 Queens Pde Newport
My main concerns with this proposed development and my objections to the DA are: 1) Its general impact on an existing, hectic educational/residential/retail/leisure environment; and, even more importantly, 2) Its acute impact on the safety of school children, especially during the building processes phase and then ongoing, should it be built.

General Impact

During the last couple of years, NBC conducted extensive consultation with the local community sectors (residential, professional, retail, hospitality, etc) because of an increasingly unworkable situation with on-street public parking, in and adjacent to the small but vital Kalinya St cornerstone of the (original) Newport village.

The considered outcomes were turned into a practical plan and subsequently instigated. My pretty much daily (Monday to Friday, at least) observations and personal experience of the activated plan is that it as workable - and hence successful - as any community parking strategy is likely to be.

With the considerably more intense proposals (density, height, proximity to school, expanded vehicle movements, etc) contained within this DA - and particularly its impact on street parking and vehicle congestion - the outcomes of the recent community consultation will be destroyed. Modifications and constraints are essential, ideally with all heavy construction vehicles and equipment (cranes, concrete pumpers, etc) to be accommodated within the site and not clogging up the adjacent streets. Resulting additional vehicle parking and movements need to be investigated closely and minimised in order to maintain a working community after completion.

Safety Impacts in Demolition & Construction Phases

It is a critical fact that the Infants & Primary Schools 2-minute pick-up and drop-off zones are within metres of this proposed development. Each week in school term, I drop and collect two grandchildren (5 & 7) in the Queens Pde zone. When anything interferes with the smooth operation of this zone, chaos ensues.

One example: a few months ago, a Council street maintenance crew was lopping and mulching branches, directly opposite the DA site around 9.00am. Because this blocked parents who had dropped their children from progressing to the next

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intersection (Kalinya St), numerous dangerous situations ensued: some tried a 3-point (7-point in this narrow street) turn; others, finding gridlock, pursued the very poor option of stopping in the 'No Stopping' zone between the corner of the culdesac, to the east, and the lolly-pop

pedestrian crossing; others double-parked. When we finally got clear of the mess - children having arrived at school 15+ minutes after the bell - I stopped and asked the maintenance crew if they were dealing with an emergency? The answer was 'No' so I asked if they would advise their manager not to schedule such maintenance between 8.45 and 9.45am (same applies 3.00- 4.00pm) in the blocks adjacent to the school. I received non-plussed looks. They could not visualise the serious safety problem they had created.

This is a very real concern - and over which there must be stringent conditions - the closeness of the site to the Infants & Primary School drop zones in both Queens Pde and Beaconsfield Rd. The morning & afternoon drop-off/pick-up zone is less than 50 metres up Queens Pde from the eastern boundary of the site and only a few metres more in Beaconsfield Rd. This would make it very dangerous to have construction vehicles and heavy equipment ANYWHERE on either street in the periods 8.45-9.45am and again 3.00-4.00pm when there is a mass of small children running to cars, plus a 'walking bus' of children going from and to the ferry wharf at the Pittwater end of Queens Pde, to commute to Scotland Island and the western shores communities. (All involved need to be aware that the commencement and finish times of Newport Public School have been modified from the State standard, specifically to accommodate ferry-commuting students: bells at 9.25am and 3.25pm.)

In summary and conclusion:

- 1) No proposed development which will dramatically impact the peaceful day-to-day running of a diverse, localised community should be approved without real concessions to remove or at least minimise those impacts.
- 2) Efficiency of construction and optimisation of profit can never be worth the life of even one child, let alone the risk to many children during an extended period of preparation and construction.

Yours sincerely

Peter Middleton, Newport resident