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15/08/2023

MR Colin Jenkins
- 53 Brighton ST
Curl Curl NSW 2096
[REDACTED]

RE: DA2023/0995 - 54 Brighton Street FRESHWATER NSW 2096

DA2023/0995 - 52 and 54 Brighton Street FRESHWATER NSW 2096

We oppose this development at this stage.

We have owned and lived in our property since 1987 and placed our trust in the Council to maintain our suburb to the highest level possible, within the laws and requirements of legislation. It appears this development does not yet comply on many levels. Others have written about the technical, legal and engineering negatives of the development - we concur with their comments and would like to make our own comments as follows.

Flooding:

Flooding is a major problem that needs to be greatly considered, especially when the developer is putting a big concrete box like a carpark underground. Water flow around the property will be impacted and unless the developer or Council is prepared to undertake a full street study and major works to improve our current challenges, then flooding problems are only going to worsen and damage to surrounding properties will increase.

Traffic/Parking:

We commend the number of parking spaces provided but nonetheless remain concerned with what a development of this size will bring. Brighton Street already has a traffic problem - we disagree with the Traffic Impact Assessment saying that "traffic generation of the proposed development will not cause any adverse traffic implications".

- Traffic has to pull over to let buses, large vehicles and rubbish trucks pass
- Due to the number of families/dual occupancies and the Freshwater Campus, street parking is at a premium with cars often parking as close to the verge of driveways as possible making it difficult and dangerous to reverse out of driveways given the limited visibility.
- Due to the "tightness" of the street, cars travelling along Brighton Street need to hug close to parked cars which is a recipe for a disaster
- It is often extremely difficult to turn from Brighton Street into Harbord Road due to the high

volume of traffic on Harbord Road

- It is often difficult to turn onto Oliver Street during school zone times and when buses are pulled into the bus stops. There have been a number of accidents on the corner of Oliver Street and Brighton Street over the years due to the problem of visibility and the blind sweeping corner from Adams Street.

Pedestrian Safety

We struggle to understand a development of this magnitude for over 55's could be approved when the current situation is so unacceptable :

- There is minimal street lighting in Brighton Street
- There is a footpath on only one side of the road
- There are no pedestrian crossings on Oliver Street (apart from a small pedestrian safety space), nor Harbord Road in order to cross the roads to catch buses/get to the café etc safely
- The crazy bike lanes on Oliver Road are incredibly dangerous, with bike riders travelling at speed in both the bike lane and on the footpath - making the crossing of Oliver Street even more dangerous.

We cannot approve a development where the plans supplied, marked in red, indicate "non-compliant third storey" and there seem to be a number of considerations and requirements not met as outlined in Bill Tulloch's submission dated 5th August 2023.

It would be good if this development could be fine tuned and become a leading, ground breaking design that could achieve more housing for seniors, but also be sympathetic to its neighbours and surrounds.

It can be done - but not with the current application. We therefore oppose the development in the current form.

Regards

Colin & Ann Jenkins