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

I am a resident of Beaconsfield Street and I strongly object to DA Application Number: DA2019/1280 on the basis that the proposal has excessive bulk and height when viewed from Beaconsfield Street, has design inadequacies which will significantly impact the existing residential amenity of local residents and is inconsistent or non-compliant with the specific aims of the Pittwater LEP 2014, specified outcomes and development controls under DCP 21 and housing principles of the Local Strategic Planning Statement. Details of my objections are as follows:

1. Excessive height, scale and bulk of the development on the Beaconsfield Street frontage and visual impact

The height and elevation design of Units 11 - 18 along the Beaconsfield Street frontage is a development in excess of three storeys, due to the lower parking level for these units being only partly excavated.

The visual impact of the development (on properties opposite) is significantly increased by the ground level changes and will appear equivalent to a four to five storey development.

The proposed development makes no attempt to mitigate the visual impact of the Beaconsfield Street elevations on properties opposite, such as the development being stepped down to Beaconsfield Street.

This is inconsistent with the following planning aims and controls:

Pittwater Local Environmental Plan 2014 - Part 1 - Clause 1.2

1.2 Aims of Plan

(b) to ensure development is consistent with the desired character of Pittwater's localities

Pittwater DCP 21

B2.5 Dwelling Density and Subdivision - Medium Density Residential Outcomes

- The development does not adversely impact upon adjoining residential development.

Pittwater DCP 21

D10.1 Character as viewed from a public place

Land to which this control applies - Newport Locality - P21DCP-D10MDCP500

Outcomes

- To achieve the desired future character of the Locality

- To ensure new development responds to, reinforces and sensitively relates to the spatial characteristics of the existing built form and natural environment.

- Buildings do not dominate the streetscape and are at 'human scale'. Within residential areas, buildings give the appearance of being two-storey maximum.

Controls

- The bulk and scale of buildings must be minimised.

Local Strategic Planning Statement - Northern Beaches Council

Housing Principles

- Ensure new buildings are high amenity and do not unreasonably impact on neighbouring properties and the public domain.

- Ensure new housing is designed to complement local character, heritage and the environment.

2. Objection to request for variation to the building height development control Clause 4.3(2) of the PLEP 2014.

For the reasons explained above I object to the applicant's request to vary the building height above the development standard under PLEP 2014.

3. Inadequate building setbacks to Beaconsfield Street for Units 11 - 16 due to the elevated planter boxes along the frontage and only 3 metres to the front elevations. This is unsatisfactory for the following reasons:

- The setbacks are out of keeping with the residential character and existing setbacks in Beaconsfield Street

- The setbacks do not allow adequate landscape treatment including trees of a sufficiently large scale to screen the development from the street and reduce its visual impact on the Beaconsfield Street frontage

- Landscape treatment in the planter boxes will be limited to shrubs and low plants.

This is inconsistent with the following planning aims and controls:

Pittwater Local Environmental Plan 2014 - Part 1 - Clause 1.2

1.2 Aims of Plan

(b) to ensure development is consistent with the desired character of Pittwater's localities

Pittwater DCP 21

B2.5 Dwelling Density and Subdivision - Medium Density Residential

Outcomes

- The development does not adversely impact upon adjoining residential development

Pittwater DCP 21

D10.1 Character as viewed from a public place

Land to which this control applies - Newport Locality - P21DCP-D10MDCP500

Outcomes

- The visual impact of the built form is secondary to landscaping and vegetation, or in commercial areas and the like, is softened by landscaping and vegetation.

Controls

- Landscaping is to be integrated with the building design to screen the visual impact of the built form. In residential areas, buildings are to give the appearance of being secondary to landscaping and vegetation.

C1.1 Landscaping

Land to which this control applies

All land in the Pittwater LGA NOT including the Pittwater waterway or Newport Commercial

Centre or Elanora Heights Village Centre or Warriewood Valley Land Release Area - P21DCP-BCMDCP081

Outcomes

- A built form softened and complemented by landscaping.
- Landscaping reflects the scale and form of development.

Local Strategic Planning Statement - Northern Beaches Council

Housing Principles

- Ensure new buildings are high amenity and do not unreasonably impact on neighbouring properties and the public domain.
- Ensure new housing is designed to complement local character, heritage and the environment.

4. Questionable construction costs when compared with similar developments.

The cost of work is estimated at \$ 19,213,942 which, given the extensive excavation work for the underground car park and the construction of 18 town houses seems inconsistent with similar developments on the North Shore.

5. Does not consider urban heat implications on the neighbourhood

The application does not manage risks or capture opportunities to address the development's heat impact. The area will be warmer due to decreased green cover, the height of the building blocking the nor-easterly sea breezes and the increase of hard surfaces which absorb, store and radiate heat.

6. Removes historically significant endemic trees

The Arboricultural Report inadequately categorises the remnant native trees and their relative importance to maintenance of biological diversity in the area. Species such as *Eucalyptus capitellata*, *E. resinifera*, *E. punctata*, *E. paniculata*, *Angophora floribunda*, *Syncarpia glomulifera*, *Elaeodendron australe* and *Alphitonia excelsa* should be listed as locally and historically significant due to the lack of remaining native bushland in the area. Their importance to the maintenance of genetic diversity is unknown and untested. They also provide valuable aesthetic and "heat island" reduction value.

Whilst some of the species listed are identified as being retained, the application should be required to retain all historically significant endemic trees for the benefit of future generations.

7. Removal of significant mature trees from the property

Trees that provide significant tree canopy from the consolidated site, particularly in Beaconsfield Street, are being removed and replaced by low lying shrubs and ground cover. The non-compliant set back on Beaconsfield Street does not allow for deep soil landscaping meaning the loss of trees that provide shade, reduce urban heat and are characteristic of Beaconsfield Street's visual amenity.

This is inconsistent with the following planning aims and controls.

Pittwater Local Environmental Plan 2014 - Part 1 - Clause 1.2

1.2 Aims of Plan

- (b) to ensure development is consistent with the desired character of Pittwater's localities
- (g) to protect and enhance Pittwater's natural environment and recreation areas

Pittwater DCP 21

D10.1 Character as viewed from a public place

Land to which this control applies - Newport Locality - P21DCP-D10MDCP500

#### Outcomes

- The development does not adversely impact upon adjoining residential development.
- To enhance the existing streetscapes and promote a scale and density that is in scale with the height of the natural environment.
- The visual impact of the built form is secondary to landscaping and vegetation, or in commercial areas and the like, is softened by landscaping and vegetation.
- Buildings do not dominate the streetscape and are at 'human scale'. Within residential areas, buildings give the appearance of being two-storey maximum.
- To enhance the bushland vista of Pittwater as the predominant feature of the landscape with built form, including parking structures being a secondary component.
- To ensure that development adjacent to public domain elements such as waterways, streets, parks, bushland reserves and other public open spaces, compliments the landscape character, public use and enjoyment of that land.

#### Controls

- Landscaping is to be integrated with the building design to screen the visual impact of the built form. In residential areas, buildings are to give the appearance of being secondary to landscaping and vegetation.

#### C1.1 Landscaping

Land to which this control applies

All land in the Pittwater LGA NOT including the Pittwater waterway or Newport Commercial Centre or Elanora Heights Village Centre or Warriewood Valley Land Release Area - P21DCP-BCMDCP081

#### Outcomes

- A built form softened and complemented by landscaping.
- Landscaping reflects the scale and form of development.
- Retention of canopy trees by encouraging the use of pier and beam footings.
- Development results in retention of existing native vegetation.
- Landscaping results in the long-term retention of Pittwater's locally native tree canopy.
- Landscaping retains and enhances Pittwater's biodiversity by using locally native plant species
- Landscaping enhances habitat and amenity value.

#### Controls

- In all development a range of low-lying shrubs, medium-high shrubs and canopy trees shall be retained or provided to soften the built form.

Local Strategic Planning Statement - Northern Beaches Council

#### Housing Principles

- Ensure new housing is designed to complement local character, heritage and the environment.
- Limit development where there are unacceptable hazards and risk, or impact on tree canopy.
- Use existing urban land more efficiently to protect the natural environment.

8. Inadequate address of traffic, parking and loading/unloading needs for the development proposal

The traffic report for the development proposal does not adequately address the required provision for vehicular access, on-site parking, and on-site loading and unloading needs for this development.

The report refers to the location of the site as being adjacent to the Newport Commercial

Centre, This is incorrect. The site is located approximately 1.5 km away from the Newport Commercial Centre close to significant traffic and parking generating activities. This includes The Newport Hotel, marinas, Mirage Hotel, neighbourhood shopping centre and the 800 plus student Newport Public School.

The traffic report states that traffic movements in the Beaconsfield Street are relatively low consistent with a local residential street and that street parking will be readily available for all loading and unloading requirements for the development based on minimum traffic and parking standards for generic residential developments.

The traffic report includes no evidence-based assessment of existing vehicular movements and on street parking requirements in surrounding streets, their peak times, and the potential impact of the proposed development on those movements and parking requirements.

Traffic movements in Beaconsfield Street are very high during peak times which occur during morning and afternoon school pickups/drop offs, weekend lunchtimes and evenings. Additionally, the street has two busy city and local bus services on both sides of the road and is also a designated popular tourist drive. Parking is extremely limited due to parent pickups/drop offs during school days and minimal teacher parking available on the school grounds. This is further congested by staff and clientele of The Newport, the marina and local businesses also parking in the street. There is very limited on street parking available to existing residents.

The following provides details of design inadequacies related to traffic, parking and loading.

a) Inadequate vehicular ingress/egress from Beaconsfield Street

- The proposed 3.0 metre wide driveway ingress/egress with building walls on each side is an inadequate width to safely allow a car to enter and leave the site at the same time, particularly during busy vehicular movement times along Beaconsfield Street
- There is no pathway on either side of the driveway for safe pedestrian access into the site
- Sight distance east and west is questionable
- The driveway width and ramp dimensions does not allow larger vehicles to enter and leave the property. It is unclear whether the clearance height and manoeuvring dimensions of the entry and exit driveways would allow a resident with a large 4WD, roof-racks and trailer with water recreation equipment to enter and leave
- There are safety issues for children and pedestrians in Beaconsfield Street, as they make their way to and from school, or local businesses.

b) No provision for loading and unloading of vehicles on-site

The development proposes that ALL loading and unloading requirements, including tradesman and maintenance vehicles, delivery vehicles, furniture removalists, emergency vehicles ALL operate from the street parking. This will be problematic during peak parking and traffic movement times in the surrounding streets, taking more parking spaces away from existing uses.

c) Inadequate on-site provision for parking and storage of ancillary vehicles and equipment

It would be expected that residents of the three bedroom units will also have additional parking and storage needs for recreation activities popular on the northern beaches. This may include boats, camping trailers etc. The development makes minimal if any additional provision for these needs and it is assumed that any additional storage will occur on the street. This is unacceptable given the very limited parking available.

Additionally, the traffic report fails to address:

- Specific traffic management for school children, younger siblings and their carer's safety who

use the footpath directly in front of the development to access the school. This footpath is also used by groups of children from Scotland Island who walk up from the ferry to attend Newport Public School and return in the afternoon.

- Additional pressures that will be caused by all construction trucks and vehicles accessing the construction site ALL by Beaconsfield Street.
- Parking for construction workers. It is unrealistic to report that workers will car pool.
- Parking provision for trucks before the site opens at 7am.

9. Does not meet the NSW Department Planning, Industry and Environment construction time guidelines for Saturdays which concludes construction times at 1pm.

This does not consider resident's health and wellbeing and fails to protect them from noise pollution in an already high activity area.

10. Inadequate notification period.

The timing of the notification period excluded many stakeholders from responding. For example the school, who stands to be significantly impacted particularly by inadequate traffic management, will not have the opportunity to respond as they were closed during the notification time.

Please address these concerns during Council's assessment of the development application.

Yours sincerely