

14 April 2020

Northern Beaches Local Planning Panel
Northern Beaches Council
PO Box 1336
DEE WHY NSW 2099
Via: carly.sawyer@northernbeaches.nsw.gov.au

Dear Sir/Madam,

Re: **DA No 2019/1280**

**11 Queens Pde Newport, 13 Queens Pde Newport, 9 Queens Pde Newport,
7 Queens Pde Newport, 60 Beaconsfield St Newport and
62 Beaconsfield St Newport**

Thank you for your advice of the virtual meeting of the NB Local Planning Panel at 1.00pm tomorrow. I have surveyed the Assessment Report and wish to draw particular attention to one important aspect, which I cannot see addressed in that Report. That is:

The ***acute impact on the safety of school children***, especially during the building processes phase.

The only reference I can see to consideration of this aspect is in the “***Conditions to be Satisfied . . .***”, ***Item 18***, which includes:

Construction Traffic Management Plan.

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to heavy traffic congestion throughout the town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm.

This can only have come from a standard ‘desk assessment’ and is totally inadequate for safe procedures and outcomes in this specific location and situation.

The above condition has no relevance to the adjacent school, which needed onsite, practical inspection during normal school term drop-off and pick-up hours – an opportunity now passed given the current COVID-19 situation.

Is the assessor even aware that this school has different start and finish times to the State standard, to accommodate the ferry schedule for a significant number of students living in Scotland Island / western shores communities?

In what appears to be an absence of specific, relevant, practical site experience I briefly outline and example the situation:

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: Late last year, 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 intersection (Kalinya St), numerous dangerous situations ensued: some tried a 3-point turn (7-point in this narrow street); others, finding gridlock, pursued the very poor option of stopping in the 'No Stopping' zone between the corner of the culdesac, to the southeast, 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. (I suspect a desk-based assessor would be equally non-plussed.)

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, as instanced earlier. (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:

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.

Please factor this into your final decisions.

Yours sincerely

(original signed)

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