

26 July 2021

Summary of public submissions for DA 10689 (PAN-111209) – 46 Fitzroy St, Carrington

SUB-354 (12/07/2021)

As Denison st is a residential st and all ready very busy with a lot cars heavy vehicles and an access to the grain silos , i feel that the car parking for the new development should only be accessed and departed from 46 Fitzroy street Carrington side as to not congest denison st anymore , as well as noise. Thank you.

SUB-355 (14/07/2021)

Please review and think about placing the main building facing Denison Street Carrington.

This would give a view of garden park as opposed to other buildings as is the case in Fitzroy Street.

The entrance to Fitzroy street would be less congested than the entrance to Denison Street.

The traffic on Denison street is already stressful with cars and trucks at most times of the day but mostly at peak hours.

I hope this submission meets with you approval as I believe it would be a much better option.

SUB-356 (14/07/2021)

Dear Ma'am / sir,

Residents of Denison street are significantly concerned that the proposed car-park access via Denison street will significantly deteriorate; property values, quality of life, quiet enjoyment, environmental, health and safety (restriction of basic rights). Provision 4.4.1 Impact on Daily Traffic Flows, of the Traffic Impact Statement identifies that daily (vehicle) flows in the order of 840vpd could increase to 1,451 vpd. This constitutes an average +611 additional traffic movements per day (weighted average vehicle mass, noise etc is not referenced). The sound and environmental impacts are not sighted in the reports with generic verbiage provided only.

This is contested on various grounds and in the strongest possible manner. Denison street contains mixed use with residential comprising of more than 70%. The proposed 80% increase in daily traffic flows will create significant safety risks, in particular compromise residents departing driveways, travelling on foot to local shops, offices, cafes, schools, daycares etc. Additionally, has consideration been given to traffic impacts associated with the existing heavy vehicle flow from Denison street industry currently occupying Denison street (crane providers, grain silos, tug boats and engineering / civil works providers)?

This is easily mitigated through removing car-park access from Denison street and having access (only) from Fitzroy street. Fitzroy street is 100% commercial, retail and industrial with no known residential

aspects. The issues identified above can be remediated down to an acceptable risk level through this action. Additionally, the site design supports this position with dual access points (entry and exit) provided from Fitzroy street.

The car-park design as it stands will be contested at every opportunity. It is requested that access from Denison street be removed, with car-park access solely via Fitzroy street. All other site design aspects of the design are reasonable.

From a laymen's perspective, having on average an additional +611 vehicle movements past residences will have significant impacts. As this would be to any residence. The issue is compounded by Carrington planning will all residences at a minimum set back from the road frontage (max 6 metres) with noise, light and environmental impacts amplified due to proximity.

Can you pls advise of the appropriate method of engagement for residents to have this matter addressed. Consideration at present is to seek specialist legal representation and mobilize a residential action group.

If you could pls advise at your earliest convenience to ensure the residents have reasonable time to employ, receive and submit specialist legal advice prior to 22 July 2021, it would be greatly appreciated.

kind regard

SUB-358 (21/07/2021)

I am concerned with the increased volume of traffic in the area. The street has young children and elderly people as the majority of residents.

While we do not oppose the development we are concerned that the increased volume of cars would not be safe (in addition to silo traffic and tug traffic already experienced) as well as limiting resident access to an already stretched parking situation.

There appears to be another option to enter the car park via Fitzroy St which would have little to no impact on our local residents as the area has no existing residential usage.

To me this would be a great solution to a great looking development. The only suggested change being entry to the carpark via Fitzroy St.

SUB-359 (21/07/2021)

I feel that the application has not provided sufficient information to make a fully accurate submission. There is no indication of what type of offices are proposed, whether they are to have customers arrive or only those people working in the offices will be there.

It is therefore unrealistic to determine whether the 172 parking spaces will be sufficient for all of the people likely to attend this facility. If there is to be extra people requiring parking then these people will need to park on the streets of Carrington. We already have many people who don't work or live on Carrington, parking on the streets and then transitioning to their place of employment.

I noted that in the application it was stated that the parking available is signed as 1 hour duration BUT this is not correct. The parking in all of the streets near the block set aside for this application has no time limit. The signs that the person saw merely stated that only vehicles under 6 metres, can park perpendicular to the street line with the rear to the kerb - someone did not check their facts.

The 172 parking spaces will, if they are all for the workers will in their own number present problems when entering and leaving the parking area. Having this many vehicle movements early in the morning and later in the afternoon will be disruptive to the residents.

This disruption will be greater when trying to move onto Hannel Street from Carrington. Morning and afternoon traffic on Hannel Street is very crowded. The opportunity to become part of the flow of traffic is often almost impossible. The roundabout has vegetation on it which restricts the view of traffic already navigating the roundabout. It is not until the vehicle's indicator can be clearly seen that the vehicle leaving Carrington, can make it's first move.

The use of a single point of entering and leaving the parking area is a ridiculous idea. There should be the ability to enter and exit the car park from either Fitzroy Street or Denison Street. My only objection is the number and timing of the vehicle movements in this area. If more than 172 vehicles will be associated with this application, the problems will be increasingly worse.'

I would ask that the residents and the existing businesses that exist in this area be considered and NOT just the need for Port Corp to activate their vacant area.

The details in this application is very sadly lacking. Port Corp should provide a more detailed application to allow a realistic review of the proposal.