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Subject: Online Submission

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RE: DA2021/1164 - 521 Barrenjoey Road BILGOLA BEACH NSW 2107

I strongly object to the proposed development at 521 Barrenjoey Road Bilgola Beach. I live a short distance north of the proposed development site. If approved the proposed development located within the Bilgola Bends would cause traffic chaos in the area. A very large number of residents and visitors would be affected if this development is approved. This disruption would be created during the entire construction period and afterwards when the development is completed.

In assessing this proposed development, consideration needs to be given to the other adjacent unimproved building blocks which once developed would also require direct access to the section of Barrenjoey Road known as Bilgola Bends.

The development application including the traffic study displays a total lack of appreciation of the significance of Barrenjoey Road to the areas north to Palm Beach and to south of the site. Barrenjoey Road is a major thoroughfare providing the only viable means of access to many residents north of Bilgola Bends and their visitors. These residents and visitors, including cyclists, require unimpeded road access in both directions. The road through the Bilgola Bends is extremely busy. Most week days there are lengthy delays in the morning and afternoon peaks in particular. Traffic on weekends is worse with jams tailing back to Newport shopping strip and also northwards to Avalon shops.

The proximity of the site entrance for the proposed development directly off a bend into a steep hillside off Barrenjoey Road creates a significant safety hazard both during and following construction. This is especially the case with movement of construction plant, materials and labour. The DA notes measures to be undertaken to address traffic issues but is totally inadequate for the conditions which exist (including traffic, site topography, existing needs for access, etc) and the impact which will take place during construction.

It might be possible to reduce traffic impacts from the development to an acceptable degree if the proponent (and adjoining owners of unimproved land) first undertake improvement works to the section of Barrenjoey Road fronting the site. Such works would first require this group of landowners to surrender land so that a second northbound lane can be constructed from the site towards the roundabout. These roadworks will obviously have the potential to impact traffic but with careful planning and mitigation measures might be possible, or other alternatives found.

In conclusion, the interruptions to traffic and the safety hazards created by the proposed development do not justify approval. These impacts might be lessened to an acceptable level if for example Barrenjoey Road at Bilgola Bends is improved by the proponent before the development at 531 Barrenjoey Road and other developments on adjacent unimproved land in that section of road at considered further.

Yours sincerely