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Subject: Online Submission

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RE: DA2020/1489 - 8 Forest Road WARRIEWOOD NSW 2102

- In response to DA 2020/1489 (8 forest road development)

Dear Council,

We oppose the development application 2020/1489 (8 forest road development) due to the concerns listed below.

The Bridge Entrance

- o This development proposes the use of a bridge designed to facilitate our community. The bridge is showing signs of dilapidation at present, any heavy plant and/or future volume of traffic will deteriorate this structure further. This bridge is not designed to accommodate construction vehicles. Not only is this dangerous but it will cause the residents of Bert Close to be trapped in a high bushfire area.
- o This is effectively a site without an entrance. The true address of this site 8 Forest Road. The entrance to this site was never Jubilee Avenue. The access via Jubilee Avenue should be used as a fire emergency escape route.

Traffic Issues

- o The traffic report by MLA transport planning (page 10) notes the Jubilee Avenue will be closed once Forest Road is formed. We have been promised that theory decades ago and nothing has happened. It will be easy to take action now and form a road to forest road as construction takes place.
- o The current mixed use of Jubilee Ave for residential and industrial use is creating grid lock every day to exit the one lane road. The previous traffic report misleads the public that the road is suitable for more population. All the road users know that the road is constantly grid locked especially during the busy hours in the afternoons.
- o The access via Jubilee Avenue should be used as a fire emergency escape route only as it is a single car driveway of Jubilee Avenue and not part of the secondary road.

Not keeping with current existing residential dwellings and surroundings.

- o The existing residential properties are all detached and semi-detached houses. High rise development should belong near town centres, away from bush areas and close to transport routes, roads, services and amenities. We continue to see residential development in Warriewood but not much amenities to support the population growth. This north western section of Warriewood needs more parks.
- o High density accommodation in this area would create overdevelopment of the current location and design aesthetics impact on the urban landscape and character of the area.
- o There are no public amenities suggested i.e., park areas, parking, playgrounds proposed.
- o The old historical farmhouse was in reasonable condition but was left open to be vandalised and neglected to its current state. This house is part of the heritage of this area and should not

be demolished.

- o There is an abundance of wildlife in this area which have already been affected by the works on Mona Vale Road. Wallabies, Rosellas, Sea Eagles, bandicoots, possums, turkeys, reptiles to name a few use this open space as there habitat.

Public Safety and Fire Hazards

- o Not only is this dangerous but it will cause the residents of Bert Close to be trapped in a high bushfire area (Bushfires 1994).
- o The access via Jubilee Avenue should be used as a fire emergency escape route only as it is a single car driveway of Jubilee Avenue and not part of the secondary road.
- o A major fire and evacuation hazard or general emergency during peak hours.
- o There are 3 Child Centre's, a private hospital (85 beds), approx. hundreds of factories/businesses, 2 coffee shops and a busy Swim School using a single lane road.

Concerns regarding the current plans

- o Reviewing Martens & assoc's cut/fill plan. This plan notes that the proposed fill is 0.3-1.5m along the eastern boundary adjacent to Bert Close residents. Our rear properties at Bert Close are already approximately 1m below the proposed development already. If a second retaining wall is constructed to allow more fill (see Martens & Assoc's earthworks grading plan), this will substantially impact our privacy and north western sunlight. The proposed finished height of the roof and windows will be extremely intense.
- o There has been a severe lack of eastern boundary level information on the plans and the enormous impact this will have on the already existing Bert Close residents.
- o Most new buildings start from existing ground level and excavation (cut) is required to level the land. Why does this development differ? All excess material can be transported to other projects that need the fill.
- o As most people struggle to read engineering plans, and the lack of information for the rear setback and heights of the building envelope, we must see height poles erected along this eastern boundary to let the residents know what impact this will be.
- o As a land surveyor, we regularly survey for height poles for new construction so the neighbouring residents visually can see the bulk of the finished building before the construction starts. This is vitally important, especially for a massive development.
- o The cross section of the OSD tank (see Martens & Assoc's drainage details) reveals an alarming amount of fill, considerably higher to natural ground. Since my house is on the low side of the land, if the osd becomes blocked what emergency overflow will ensure this doesn't flood my property. Our property has been flooded by this development site before in 2016.
- o I still question the zoning of this area as R3 zoning. Increasing population close to a massive fire danger area. Since the new Northern Beaches Bush Fire Prone Land map (7-8-2020) was updated, it clearly shows the land is prone to bush fires. Since the 2019-2020 bushfires, we have to drastically change how we develop near fire areas. This is a good chance to start before buildings are built and new residents move in.

Unresolved Issues with previous works

- o We have had problems with the road re-alignment with no parking facilities for the workers and incorrect levels to our kerb which have not been fixed. Keep in mind our private road (Bert Close) is owned and maintained by us residents and strictly prohibit workers using our road as a parking lot, turning circle or water supply (road hydrants used). Our street is a shared zone meaning kids play on the road majority of the time. When the last works were carried out the trucks were turning on our street and blocking our exit. This is a massive public safety hazard and trespassing on our private property. Private property starts at the "private road" signs currently visible.
- o The road/kerb outside our house now puddles with water every time it rains and council

(Philip Devon and Robert Barbuto) advised it would be repaired and our follow up emails were left unanswered. The kerb is still not repaired. The old kerb to new kerb has a step-up meaning the water cannot flow properly. This was never a problem before construction.

o The bridge over Narrabeen creek needs to be re-surfaced at the same level as the concrete bridge as promised at the time of construction. The 40mm step-up from bitumen to concrete will create cracks on the bridge from heavy machinery travelling over it. In addition, a trip hazard to the general public that always walk over this public and council bridge.

Kind Regards
Luke Jusic & Julie Nugent