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

The construction traffic management plan assumes a 10 week period for the excavation works, driveway and tunneling, involving 10 trips by a 6m³ tip truck. Even a cursory glance at the drawings indicates that the volume of material implied by this is not credible.

The waste management plan refers to some 1500 m³ of excavated material to be disposed offsite. How this figure is calculated, and whether it allows for swelling of the material once excavated, is not clear. However, assuming it is accurate, at 6m³ per load, some 500 trips to and from the site for the disposal of the excavated material are indicated as necessary.

The volume of concrete required for the build is not given, but the drawings suggest that the volume will be substantial and much of this will required at heights well above Barrenjoey Road. A large, truck mounted boom pump seems likely to be required alongside the concrete delivery trucks. However, the traffic management plan makes no mention of how traffic issues in this respect will be addressed.

The size of the development indicates substantial amounts of other materials and personnel entering and leaving the site.

These factors suggest that at least partial closure of Barrenjoey Road and other interruptions to traffic movement would be required for substantial periods during busy hours of the day. Whether it is possible to ensure that workers have adequate safety in entering the site on foot is questionable, but the developer's submission does not sufficiently address this.

The above issues could be avoided if the developer took steps apparently available to him. That is, the developer could acquire rights in adjoining land at Plateau Road and gain access from there. This may well require an acquisition of full ownership of one of the adjoining properties at a price the current owners find attractive enough (and demolition of buildings there). More self reliance would be fairer than the proposed need for Government aid, and burdening the community with severe disruption. And following completion, ongoing traffic hazards caused at Barrenjoey Rd could thereby be avoided.

This is not to say that I don't have other objections based on environmental and ecological grounds, which many others have expressed and with which I strongly agree.