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Subject: Online Submission

31/08/2021

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

Dear Staff and Councillors,

I strongly & strenuously object to DA2021/1164 at 521 Barrenjoey Road Bilgola Beach NSW 2107 for the following reasons:

1. The bulk and scale of the development is out of character with the sensitive hillside visible from great distances from the site. From the DCP:
"Outcomes To achieve the desired future character of the Locality. (S)
To enhance the existing streetscapes and promote a building scale and density that is below the height of the trees of the natural environment.
To ensure new development responds to, reinforces and sensitively relates to spatial characteristics of the existing natural environment.
The bulk and scale of the built form is minimised. (En, S)
Equitable preservation of views and vistas to and/or from public/private places. (S)
Vegetation is retained and enhanced to visually reduce the built form. (En)"

From the submitted STATEMENT OF ENVIRONMENTAL EFFECTS by applicant.
"The Bilgola Locality Statement notes: the maximum height of new dwellings not exceed 2 storeys in any one place and the development to be located in a landscaped setting, integrated with the landform and landscape. The author submits that although the proposed development does not comply with the 2 storey limit, it meets the objectives of the statement, and that the variation is a result of the steep slope".

It can be seen from the DCP and the applicant's statement that the development DOES NOT MEET the objectives. This DA is concerning for its non-compliance across multiple controls, including breaching the height limit of 8.5m. I fully support the submission of G & T Gorick, which thoroughly dissects the non-compliance issues and points out irregularities and misleading information within the DA.

2. Excessive removal of healthy native trees.
From the submitted ARBORICULTURAL IMPACT ASSESSMENT REPORT (My underlining)
"4. DISCUSSION | IMPACT ASSESSMENT
4.2 Summary of existing trees
"The site is heavily treed containing numerous ecologically significant trees that are indicative of the original vegetation found in the area. Of the fifty three (53) trees included in this assessment approximately 70% are identified as Angophora costata (Sydney Red Gum) and 15% are identified as Eucalyptus umbra (Bastard Mahogany). These species are associated with the Endangered Ecological Community (EEC) known as the Pittwater and Wagstaffe Spotted Gum Forest in the Sydney Basin Bioregion..... The trees on the property tend to

be growing in clusters forming groves that are predominantly located to the lower portion of the site..... On the basis of the ecological significance of the trees as a grove, they are considered to hold a retention value that is either high or moderate..... Of the fifty three (53) trees assessed, forty three (43) trees are considered to have a high retention value and ten (10) trees are considered to have a moderate retention value."

"4.4 Proposed tree removal

The proposed development involves the removal of twenty eight (28) trees. Of these trees to be removed, eight (8) trees are located on the council road reserve and twenty (20) trees are located within the site. The identified trees for removal are protected species that hold ecological significance..... The trees proposed for removal include twenty two (22) high retention value trees."

3. A completely unmanageable, grossly underestimated, & in my opinion unsafe, traffic management plan for construction.

Barrenjoey Road, according to the RMS under schedule of Classified Roads, is classified a 'MAIN Road' which means it is managed & financed by the RMS. It is THE ONE & ONLY main road that services suburbs north of Bilgola. We cannot afford to have it constantly blocked for a construction site, or risk the chance of a landslide, which occurred 150m south of this property many years ago.

From the submitted CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN WORKING HOURS / SITE DESCRIPTION AND ACCESS

"Approved working hours on this project are standard working hours from 7:00 am to 18:00 pm Monday to Friday and 7:00 am to 13:00 pm Saturday."

This means tradies, whilst carrying all their tools of the trade, will be walking the stormwater drain along Barrenjoey Rd to access the worksite, during peak periods of traffic! It's dangerous walking along that stretch of road any time of day. How can WHS approve this?

"Limited car park will be available on the site and parking on Plateau Road and further down Barrenjoey road will be utilised for construction teams. Pedestrians can access the site from along Barrenjoey Road or along Bilgola Terrace."

There won't be any carparking available on site! The 11m x 7m pad in front of the site will be full of work equipment. There is no parking on Barrenjoey Road as stated. The closest parking on Barrenjoey Road would be back in Newport or in Avalon. There is very limited parking on Old Barrenjoey Rd, Plateau Rd & The Serpentine which means a walk of at least half a kilometre for anyone who visits the site. I'd like to see how anyone could access the site from Bilgola Terrace. I know there is a sort of bush track, but I'd like to see how they expect anyone to traverse it carrying a load, let alone in the rain! Again, a WHS issue.

From the Environmental Protection Measures

Access and Traffic Management

"Where possible, all works shall be programmed and undertaken in a manner least disruptive to local businesses and access ways shall not be blocked at any time.

Local residents shall be notified in advance of potential disruption to property accesses and traffic flows."

In one sentence they state, "access ways will not be blocked at any time" then contradict it by stating "local residents shall be notified in advance of potential disruption to property accesses and traffic flows."? It is impossible that construction can be carried out at this site without disruption to traffic! If they are to notify those affected by disruptions then they are going to have to notify everyone who lives north of this property.

According to the submitted plan the area at the front of the property "the site compound" (11m x 7m) will contain the staff car-park, a site storage container, a small office/eating room, amenity sheds, portable toilets, plant and equipment storage areas & Stockpile Sites. Even if you include the garage area, shown on the plan as the "Construction Waste Management Area", all of the above will not fit onsite. This is before you add the delivery trucks, cement trucks, cement pump trucks, digging equipment and the crane which will obviously be required. How is it possible then that the CONSTRUCTION TRAFFIC MANAGEMENT PLAN; Construction/Works Zone states "No Construction/Works Zone will be required. All vehicles will load and unload from within the site."

There is also the possibility that during the construction there could be a major land slide totally blocking Barrenjoey Rd.

5. I believe the cost and the timeframe stated in this DA for construction to be grossly underestimated. They state 64 weeks total and a cost of approx \$2.5m. I find this hard to believe considering the site access problems and the amount of excavation required as well as construction.

6. The very unsightly and ridiculously 11 metres wide concrete area which has a vehicle turntable on public land/council road reserve , this cannot be allowed. There is already an encroachment on public land with 521's letterbox placed on public land, close to traffic .

7. Allowing development on this land would set a terrible precedent for similar designs on neighbouring properties.

8. The current DA is even not supported by certain NBC responses. Development Engineering Referral Response; "stormwater plans by Taylor Consulting appears to be underestimated.The proposal is therefore unsupported." Heritage Referral Response; "The proposal is not supported by Heritage as it is inconsistent with control B1.2 of the Pittwater 21 DCP, Development in the vicinity of heritage items."

For the above reasons I strongly object to this DA.

It is my view that the remaining undeveloped land around Bilgola Bends should remain natural bush. This would obviously involve purchasing the land to be retained as a bush reserve. The land was sold by the Department of Main Roads. It was then rezoned by Warringah Council E4 residential development. This should never have been allowed as the land is unsuitable for residential development.