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

Development Application 521 Barrenjoey Road

I strongly oppose the development at 521 Barrenjoey Road Bilgola Beach. I live some 400m north of the proposed development site. Approval of the development would impact me and many many more residents of Avalon Beach and far beyond.

The proposed development should not be allowed to proceed because of the huge adverse impact it would cause to the area in the vicinity of the site and to all residents living north of the site and all visitors to the area who have a need to pass the site.

In consideration of the full impact of approving this development, consideration must be also had to development of other adjoining land along the Bilgola bends section of Barrenjoey Road to a similar level as that proposed at 521 Barrenjoey Road. The section of road in question has at least 10 other blocks of land of a size similar to 521 Barrenjoey Road.

Some of the key objections I have can be summarised as follows:

1. The proposal is an overdevelopment of the site far beyond reasonable development for residential purposes - the proposal is unnecessary overdevelopment for the size of land which exists.
2. The proposal involves mixed residential/commercial uses (involving multiple offices) which is not appropriate for the site.
3. The proposed development on land zoned Residential E4 - Environmental Living would result in significant environmental degradation across the entire environmental spectrum, including loss of habitat, impact on existing habitat, soil degradation (increased erosion, altered seepage patterns, stormwater runoff, etc).
4. The scale and bulk of the development is excessive. The scale of the development turns what was beautiful and important green space into an ugly landscape with much diminished environmental value.
5. The height of the development is excessive. The proponents claim (refer SEE) that "the buildings are sited and designed to take into account the slope of the land to minimise the need for cut and fill by designs that allow the building to step down the slope" is not valid when one refers to the drawings which show excessively deep excavation and creation of a massive underground chamber.

6. Traffic general (also refer to subsequent points below): The impact on existing traffic of this development is grounds enough for refusal. The development application displays a total lack of appreciation of the significance of Barrenjoey Road to the areas north to Palm Beach and south of the site. Barrenjoey Road is a major road providing the only viable means of access to many residents north of Bilgola bends and south to Mona Vale and the city. It is an extremely busy road catering for all manner of vehicles as well as bicycles. During most of the day during the week there are lengthy delays. Traffic on weekends is worse with jams tailing back to Newport shopping strip and also northwards to Avalon shops. The proximity of the proposed development entrance off Barrenjoey Road to the development site presents a significant safety hazard both during construction and during use once construction is completed (see subsequent paragraphs).

7. Traffic during construction: there will be a significant need (Mon-Fri 8am-5pm and Sat mornings) during construction for large construction plant (cranes, excavators, tip trucks, delivery vehicles, concrete mixer trucks, utility vehicles, etc) and equipment to have unimpeded access to and from the site from Barrenjoey Road. There is no methodology given for the initial excavation work at the site during which time the only work platform would appear to be the northbound lane of Barrenjoey Road which would block all traffic. The traffic plan lodged in the DA indicates construction vehicles (trucks and heavy machinery) would travel to the site from the south and to return would cross to the south bound lane of Barrenjoey Road for its return journey, a highly intrusive and risky manoeuvre for large vehicles on a narrow windy road. A further need also exists for the workforce and other visitors to safely travel to and from the site for the duration of construction. There is no means proposed for safe access to and from the site. Access will entail a large number of regular short and long duration interruptions to traffic travelling along Barrenjoey Road. There are significant safety risks for the type of visits required and the need to stop traffic or slow traffic wanting to pass the site. These interruptions arising from the proposed development are not justifiable.

8. Traffic after development is completed: the occupants and office users at 521 Barrenjoey Road will require regular vehicular and pedestrian access to and from the development which is safe. This need would also extend to visitors such as friends, family, tradesmen, deliveries, removalists, council garbage trucks, gardeners, etc. Plans of the proposed development show a driveway arrangement with inadequate lines of sight consistent with safe entry and egress. The volume of traffic on Barrenjoey Road and the road arrangement which currently exists is unsafe and should not be allowed. In summary, there is no safe means proposed for acceptable access to and from the site especially if turning onto Barrenjoey Road is to be in both directions. Any new traffic movements onto this section of the Bilgola bends would be hazardous and not justified given the risk to safety of motorists and cyclists.

9. The SEE states that car parking is proposed for 4 cars in a proposed carport and garage. As the garage is described as being a triple garage, it is unclear where the fourth car would park or where a carport is to be located. Furthermore the proposed development gives no indication of visitor parking (e.g. for occupants of the offices proposed). Thus there is a very strong likelihood that parking will occur between the garage door and road only metres away from busy traffic.

10. Given the extensive disruption to the natural flora and soils (likely to include removal of most flora from the site), construction of the development would cause significant erosion and pollution from muds washed away down the hillside during rainy periods. This would be particularly severe during construction (as evidenced by less intrusive development in Dress Circle Road). The DA refers to a site Stormwater Management Plan Sheet-1/A but this is not adequate, as it shows standard details and little specific measures for the staged construction to be carried out. Furthermore, section 6.4 of the Construction Environmental Management

Plan provides general statements with no defined methodology for dealing with this important issue.