

I object to the Opal Healthcare Bayview development for the following reasons

Obtrusive Scale:

The scale of the proposed development is highly inconsistent with the existing character of the area, both in terms of aesthetic compatibility and logistical impact.

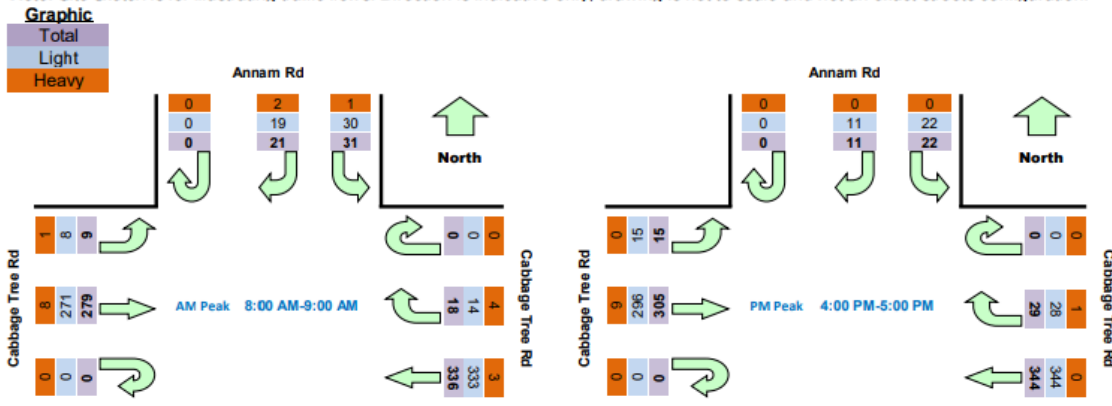
Safety Concerns:

The substantial increase in traffic volumes and the presence of heavy construction and service vehicles present a significant hazard to both residents and workers.

Key concerns include:

- **Loading Dock Vehicle Egress:** Large vehicles exiting the loading dock will directly obstruct oncoming traffic, necessitating traversal onto the opposing lane for access. This is particularly hazardous near the crest of the steep hill, where visibility is restricted for traffic traveling downhill towards Cabbage Tree Road or entering Annam Road from Utingu Place.
- **Bus Stop Location:** The positioning of the bus stop creates a potential for head-on collisions as vehicles attempt to overtake a stopped bus while navigating parked cars.
- **Roundabout Access:** The entrance to the proposed roundabout drop-off area is situated directly opposite Utingu Place, which is positioned on a blind crest, raising significant safety concerns.
- **Peak Hour Traffic Increase:** Peak period traffic entering and exiting Annam Road from Cabbage Tree Road is projected to increase considerably. The Traffic and Transport Peer Assessment (TTPA) review observed no heavy vehicles between 4 and 5 pm, with minimal observations at other times. Upon commencement of construction and post-development completion, the frequency and type of heavy vehicles entering and exiting will escalate exponentially. This will lead to traffic congestion and heighten the risk of accidents, particularly for vehicles queuing to access Annam Road from the east (Appendix P, page 58).

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Sensitive Fauna:

The Australian square-tailed kite (*Lophoictinia isura*), listed as Vulnerable, nests annually in a tree located at the rear of 101a Annam Road. The species utilizes the surrounding trees for perching and foraging. This observation has been omitted from the predicted fauna table (Table 11) in the Biodiversity Development Assessment Report (BDAR).

In addition, white-bellied sea eagles (*Haliaeetus leucogaster*) have been regularly observed perching in the canopy above the existing Bayview Gardens driveway opposite Utingu Place (refer to attached photographs). The proposed construction work is anticipated to have a detrimental effect on the hunting and perching opportunities available to this Vulnerable species which has also been omitted from the BDAR.



July 2025: Top Left of image: White- bellied sea eagle (*Haliaeetus leucogaster*) perching in tree 21 identified for removal in section 3.4 of the Arboricultural Impact Assessment Report

Further to this, no owl species are currently listed in the BDAR table. Powerful Owls (*Ninox strenua*), listed as Vulnerable, are regularly heard calling at night in the canopy situated above the entrance to Utingu Road.

Loss of Trees:

Appendix X indicates that 38 healthy trees will require removal, which represents almost 50% of the trees within the development envelope. This is considered ecologically and aesthetically unacceptable.

Noise and Dust Impact on Residents:

Having purchased property in this area four years ago for the peace and tranquility it offers, we are deeply concerned that this development is under consideration. Residents face detrimental impacts from noise and dust during the three-year construction period, which is likely to result in adverse mental health outcomes and compromise opportunities for working from home.

According to Appendix R: NOISE AND VIBRATION IMPACT ASSESSMENT FOR SSDA, there is a predicted increase of 2 vehicles per hour. This is considerably lower than one would anticipate for a 177 bed facility and definitely not representative of the 3 years during construction.

Inadequate Parking Facilities During Construction

The project plans indicate a significant shortfall in parking and access for construction workers over the estimated three-year construction period. With an anticipated 103 full-time equivalent (FTE) construction workers (as stated on page 29 of the Environmental Impact Statement), the document must clearly detail where these workers will park.

Parking on completion of construction:

It is noted that there will be a provision of an additional 11 spaces above the SEPP Housing (Residential Care Facilities) guidelines for parking allocation. However, as this will be a “high care” facility providing specialised care to high dependency residents, this ratio of parking spaces to residents and staff seems insufficient, given that many of the staff will be highly trained health care professionals who may undertake shiftwork elsewhere and thus will be unable to rely on the limited public transport on offer.

Street parking will therefore increase which, in turn will pose a road safety risk and congestion for residents.

Misrepresentation of public transport usage to final destination:

In appendix P, Transport and Parking Assessment, the primary mode of transport to the Bayview area is started to be by train (31%) which is anticipated to increase to 35% after 3 years. This does not account for the final leg of the workers' journeys as there are no train stations in this locality and limited bus services. Workers will either travel by public bus (15% after 3 years), by car (40%), or by Opal minibuses from transport hubs, the frequency of which has

not been determined in appendix P and will contribute to the impact on traffic and noise generation.

In Summary:

Whilst provision of facilities for our aging population is a high priority for the state government, it should not be at the risk of losing precious natural habitat and endangering multiple vulnerable species. Nor should it transform residential areas into healthcare precincts with limited infrastructure to support developments of this scale and impact.