

Opponent: Barry Mullens  
1001/99 John Whiteway Dr,  
Gosford.  
0409 449 064

I object to the Lodged S.S.D.A.: SSD-10321

20/05/2020

Sir/Madam,

Please refer to the following further notes appended to my original 'Objection C.C.C.C. Lodgement: 54602/2018' dated 02/02/2020 that I now submit following the new submission to the NSW Government Planning, Industry & Environment of SSD-10321.

I have made no reportable political donations in the previous 2 years.

- Blue text is the original Objection Lodgement to Council of 02/02/2020
- Red text are responses or lack of responses to my questions asked during the Community Information Session of 30/10/2019 from the applicant of the Council D.A. submission.
- Black Bold text are added notes as of 20/05/2020.

Objection C.C.C.C. Lodgement: 54602/2018

02/02/2020

Opponent: .....  
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1. I am advised by C.C.C.C. that both a State and Regional Development application AND a development application lodged with council are able to run concurrently and be approved for the same site despite each being very different in nature. This allows the owner/developer to action the approved proposal that suits its own best interests while being an impediment to any community input as it doubles the time and work to lodge any reasonable objections and to provide all necessary responses to the 2 different proposals for the one site, simultaneously. **20/05/2020: I believe that this proposal is now advantageously estimated at just above the defined cost level which enables it to qualify as a S.S.D.A.**

2. Despite the very short period of notice provided by Barker Ryan Stewart of the Community Information Session, I had attended and conducted conversations with the various representatives of the proponents at the meeting of 30/10/2019.
3. I asked for information on matters of my immediate concern and was verbally assured that they had been noted and would be addressed in a timely fashion.  
To affirm my intent and at the request of the presenters, I completed and provided the proponents the Question & Feedback form. **(pages 5 and 6 of this objection submission: John Whiteway6.pdf)**

Following is a summary of its contents and the responses I have or have not received:-

- a. I requested A3 copies of 3 particular drawing numbers: **As at 20/05/2020: Drawings received at the meeting.** I also requested and was assured of receiving emailed copies of the drawings depicting any interruption by the proposed buildings upon the natural tree-sky outline profile. **As at 20/05/2020: None supplied.**
- b. I questioned the time frame of each construction stage and what consideration has been given to the direct imposts upon neighbours of the site. The street traffic flow of John Whiteway Dr. and Georgiana Tce. is of concern as the traffic's only entry and exit access to Henry Parry Dr and Donnison St (the 4 Streets) is via these already constricted streets. The construction noise generated by the development works also require impact consideration.

Depending upon the proposed development time, there is the possibility that these development disruptions will continue for many years. **As at 20/05/2020: No information provided. 20/05/2020: If approved in any form, this project must not be permitted to be constructed in stages. It is my view that Staged development strategies serve only the applicants' objective of minimising the costs of financing the later stages of a development from the proceeds garnered from the sale of earlier stages with no regard to the impact upon surrounding established projects and infrastructure that ensue from protracted developments. A staged development of this scale could easily continue for a period of 10 years and beyond.**

- c. ~~Advice on the occupant and visitor provisions for off-site parking.~~ **As at 20/05/2020: No information provided.**
- d. Despite my many entreaties to C.C.C.C. and the proponents, the survey diagrams I have been provided do not indicate the position of the southern cliff face relative to the proposed building set-backs. This is important to surrounding residents of the site and while C.C.C.C. advised me that council has not been provided with this information in its D.A., the proponents at the meeting assured me this information will be obtained from their surveyor and provided to me. The reason for this information request was to enable surrounding residents to grasp the extent of visual and privacy impacts upon their individual apartments by ascertaining the positions of the proposed buildings relative to the southern cliff-face and/or the southern boundary line should they differ. The simple question I asked of the application proponents was 'is the 1200 H Balustrade Safety Fence line as depicted on my supplied plan, the same as the southern boundary



line of the site?' **As at 20/05/2020: No information provided** Further, as at 20/05/2020: **I believe that this query remains unaddressed in this SSD application.**

- e. Further, what professional consultation has taken place regarding the stabilisation of the southern boundary cliff face during earthworks, on-going construction and for the many years of natural erosion ahead. **As at 20/05/2020: No information provided** 20/05/2020: **I believe that this query also remains unaddressed in this SSD application.**
- f. The increase in traffic volume of some 237 – 260 additional residences on 'the 4 Streets' is a major concern:- **20/05/2020: This SSD application proposes a total number of additional residences of 260.**
  - I. Despite the supplied 'expert analysis', future access to 'the Streets' will be hugely impacted negatively by either of these proposed developments which is obvious to even the most casual of observers and further exacerbated given that access from Georgiana to Henry Parry is by a left turn only.
  - II. Both ends of 'the 4 Streets' and their steep inclines are currently not capable of supporting any increased traffic flow safely.
  - III. The traffic flow impact would be most evident during peak hours and the staged construction periods, and is at crisis level already.
  - IV. The dilapidation, topography, narrowness and the current traffic volumes of 'the 4 Streets', make them extremely dangerous to pedestrians, cyclists, motorists and large vehicle operators and are 'a major accident just waiting to happen'.
  - V. 'The 4 Streets' roadside parking and the current practice of using roadside nature strips for parking is calamitous and is at its absolute capacity.

**20/05/2020: The construction of an additional 260 residential units in John Whiteway Dr will, according to the submitted 'Traffic and Parking Impact Assessment', 'have negligible effect on the safety and operating outcome of the surrounding transport network'. This conclusion lacks any credibility in my mind and it is my opinion that this whole 'expert' report is heavily leveraged towards the interests of the Applicant. By extension then, it casts doubts upon the reliability of all opinion based contributions of the Applicant contained in this SSD-10321.**

- 4. From an environmental perspective, any visible interruption to the natural tree-sky outline in any part of the greater Gosford area by buildings like those contained in (~~both of these proposals~~) **this application** is environmental vandalism and will be a very dangerous precedent and benchmark that will be regretted by generations to come. **20/05/2020: It is incumbent upon the NSW Government to protect the future of the natural heritage of the Gosford Area.**

(Along with this letter of objection (attachment John Whiteway5.pdf), I have attached a scanned file (attachment: John Whiteway3.pdf) of my handwritten notes as provided to the proponents of the application following their deceptively named and, in my experience thus far, pointless 'Community Information Session'.)

**20/05/2020:** Included in this objection submission are my handwritten notes as provided to the Applicants of the original Development Application to C.C.C.C. following their deceptively named and, in my experience thus far, pointless 'Community Information Session'.

**20/05/2020:** I further dismayed that the Minister for Planning and Public Spaces has not directed that a public hearing should be held.

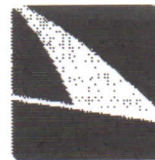
Signed: Barry Mullens

02/02/2020

A handwritten signature in black ink, appearing to be 'B. Mullens', with a long horizontal flourish extending to the right.

Signed: Barry Mullens

20/05/2020



89 John Whiteway Drive, Gosford  
Community Information Session  
Question & Feedback Form

30/10/14: Email to Lisa.

Please complete the feedback form below that includes questions about the consultation you have been involved in today for the proposed application on 89 John Whiteway Drive, Gosford. Thank you

How did you hear about the information session?

☒ Flyer ☐ Newspaper ☐ Other  
☐ Friend ☐ Website

Do you live on John Whiteway Drive or adjoining the site?

☒ Yes ☐ No  
If No where

Do you own a property on John Whiteway Drive or adjoining the site?

☒ Yes ☐ No

If further information was available, would you like to be contacted?

☒ Yes ☐ No

How do you rate the information available?

☒ Good ☐ Bad ☐ Average

Was this a worthwhile experience?

☒ Yes ☐ No

Please feel free to leave any additional comments/ feedback below.

Representatives are knowledgeable and keen to assist.  
Disappointed that there was no advance notice given to interested parties about the preparation of this application being in the pipeline. Consequently, we are in the position that there maybe 3 approved Proposals which can be chosen at the developer's discretion. The preparation of submissions on behalf of impacted parties has been chaotic. I have requested the following additional information that has been undertaken to be provided to me:-

- a) A3 copies of plans (provided 30/10/2019)
- b) Construction Stage & time frame?
- c) Advice of the provision of occupant & visitor car-parking spaces
- d) Clarification of the cliff face position relative to the Western boundary.

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c) Consideration of the impact of the generation of traffic volume issues:-

- i) Access from John Whiting DA is via Georgian Tce (at the base of a very steep incline) & has left hand turn only access to H. Perry Drive, the main thoroughfare to and through Gosford.
- ii) The second access to H. Perry Dr is via Denison St, again at the bottom of a very steep incline.
- iii) Both of these intersections barely cope with traffic volume at peak hours.
- iv) The current condition of both roads is parlous and the topography of the intersecting roads makes them very dangerous to traffic & pedestrians.
- v) J. Whiting DA is a narrow thoroughfare which allows on-street parking on 1 side. Vehicle passing space is very limited to the extent of the average passenger vehicles, without consideration of heavy vehicles/goods delivery vehicles, removalist trucks & the like) and the likely introduction of large public transport.
- vi) The on-street parking space is at capacity, out of business hours.

The section a) comments are prompted from my own experience of living for many years on J.W. Dr.

The impact of vehicular traffic from the building of 260 new residences (and the possibility of further increased traffic from future D.A.s) will be calamitous.

Approval of this Development without a solution to these problems will make a mockery of the 'Community Consultation' Flyer that claims that it will 'provide existing and future residents with high levels of amenity'.

If you would like to leave your contact details, please provide them below:

Name: Barry Mulrow

Address / Email: bjm @ acs.net.au

