

A2.4 Access & Movement

The street pattern is set up to facilitate legible, safe and permeable pedestrian and bicycle movement and access around the site, linking the site with its foreshore and the existing services and facilities in Nords Wharf.

- Street hierarchy is made legible by extending Government Road, the main north-south road of the existing settlement of Nords Wharf, through the estate creating a primary loop street. These streets will have street lighting.
- Secondary roads provide links to the loop road.
- A cul-de-sac is located on the northern paper road to avoid creating a dangerous intersection with Government Road, Branter Road and Awabakal Drive.
- All streets will include street tree planting in verges and medians, low ground plane planting
- Footpaths will be provided on all streets, on one verge
- Cycle ways will be on street, in recognition of low traffic volumes
- Parallel on-street parking will occur on all streets.
- Kerbs and gutters are to be provided on all internal streets. Swales will occur on the uphill edge of perimeter streets to redirect surface stormwater. Bioswales will occur on the downhill edge of perimeter streets to cleanse and filter site stormwater run-off.

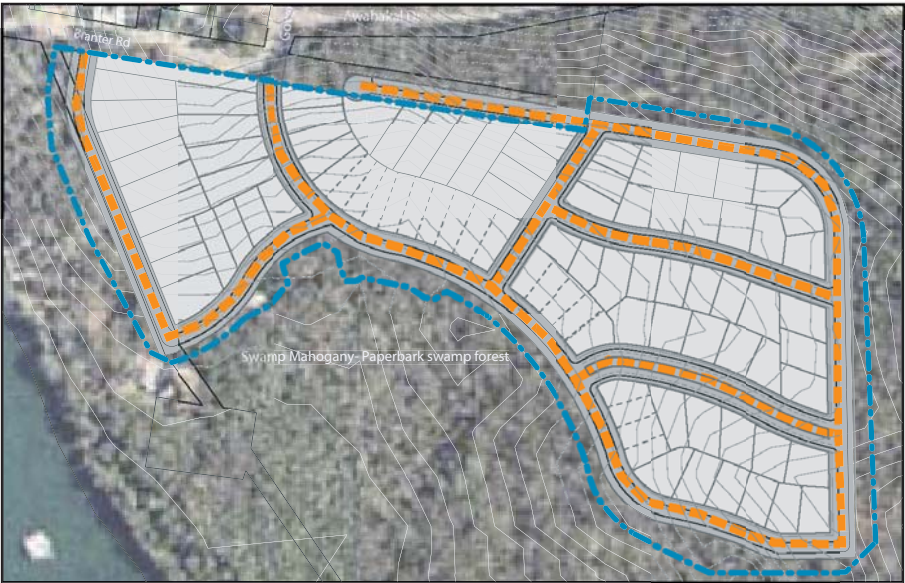


Figure A2.4.1 - Pedestrian Movement

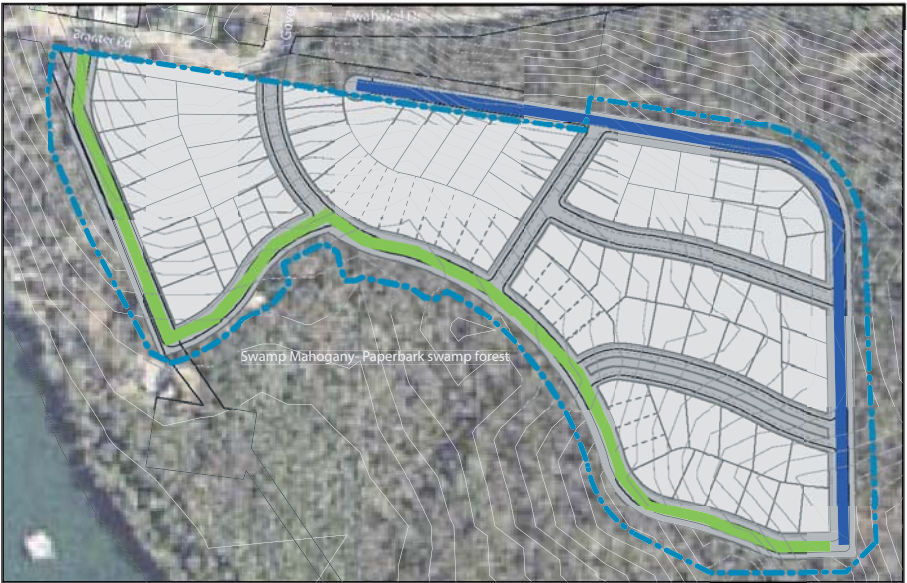


Figure A2.4.2 - Stormwater Treatment

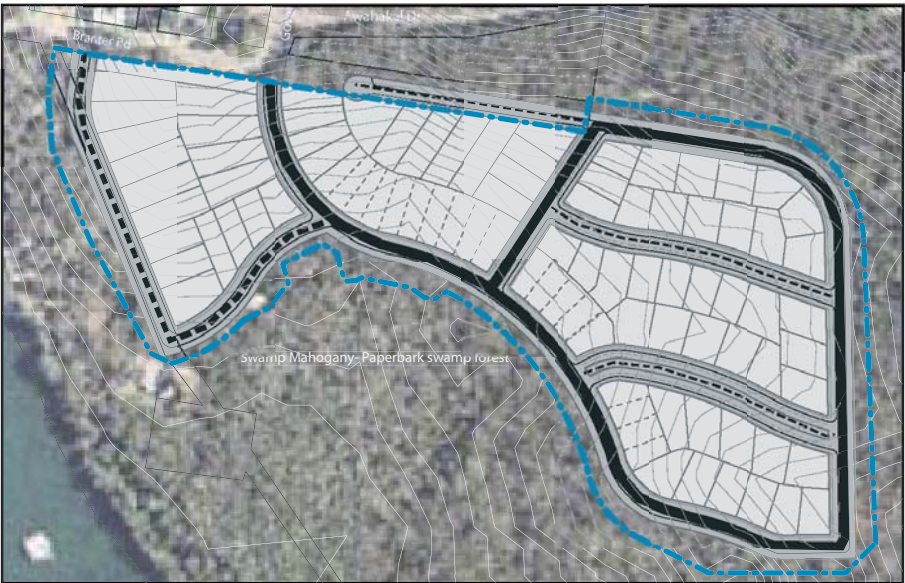
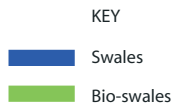


Figure A2.4.3 - Street Hierarchy

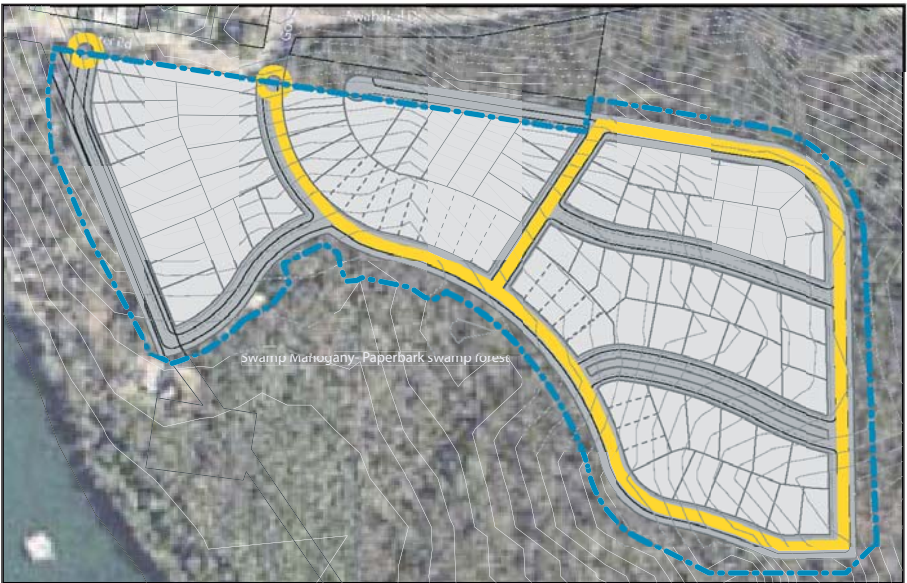
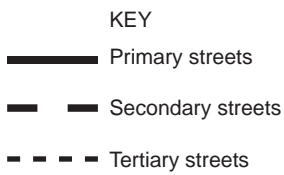
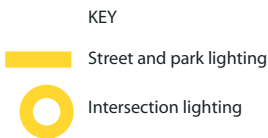


Figure A2.4.4 - Street Lighting



A2.5 Visual Impact



Figure A2.5.1 - Visual impact

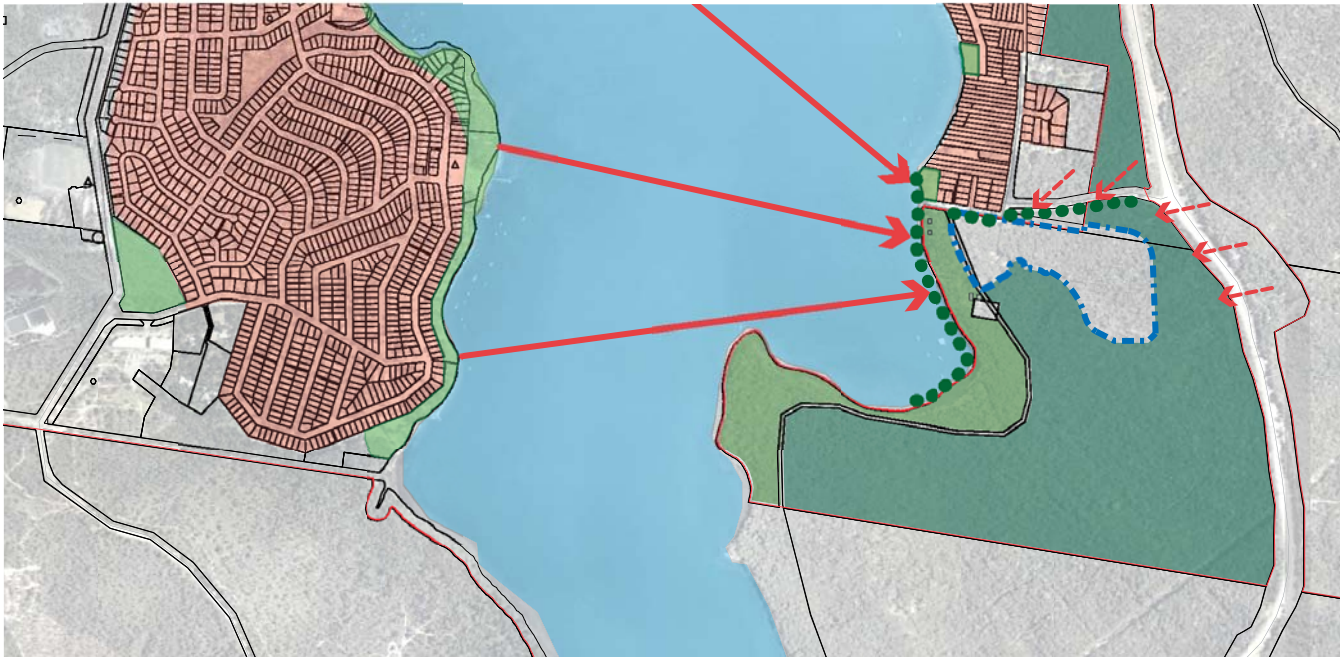


Figure A2.5.2 - Nords Wharf Estate is setback from the foreshore and retains the existing trees and character of Crangan Bay

- Views of site screened by trees
- View of trees and tree canopies from Pacific Highway
- View of site from across Crangan Bay
- Continuous foreshore reserve
- Conservation area



Figure A2.5.3 - Existing trees screening Branter Road

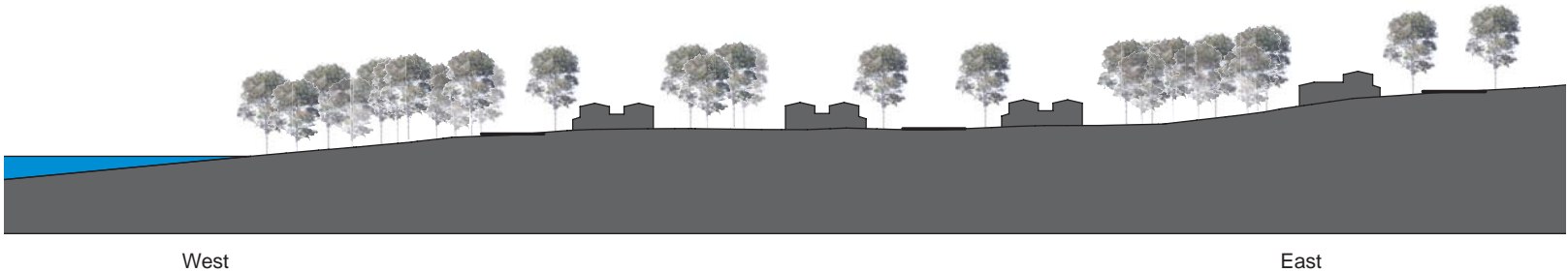


Figure A2.5.4 - Typical east-west section

- The development footprint is set in a south facing amphitheatre. This minimises its visibility from the main road and other developments. The surrounding bushland further reduces the visibility.
- The development footprint is set back from the water's edge and has a buffer of trees between it and the water. The change in level and extent of existing trees will ensure that there is a layering of existing vegetation that minimises visibility of the proposed development from the foreshore or from the water body.
- A 10m landscape buffer of trees and shrubs will screen development from residences on Branter Road.

A3.1 Development Staging

- Stage 1 for the Nords Wharf Estate is for the entire 10.18 hectares. Stage 1 works will include all roads, public domain and services infrastructure.
- Separate approvals will need to be sought for individual houses which will be built on an as-required basis, responding to market forces.

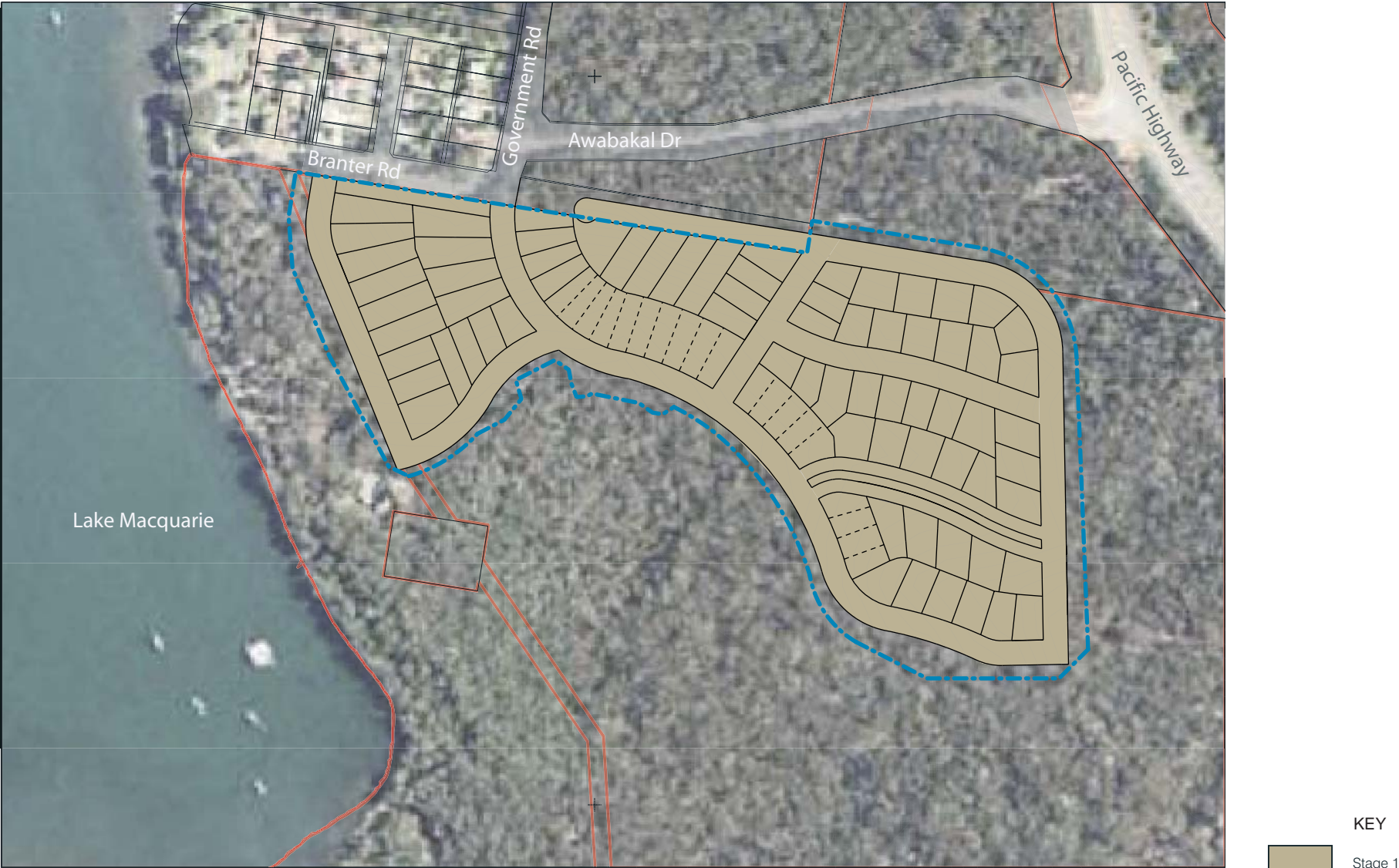


Figure A3.1.1 - Development staging