

Dorna Darab - Gwandalan development C&A.doc MP10_0084

From: "penelope and david" <sayo1@bigpond.com>
To: <dorna.darab@planning.nsw.gov.au>
Date: 17/11/2010 6:26 PM
Subject: Gwandalan development C&A.doc MP10_0084

Director, Strategic Assessments
Department of Planning,
GPO Box 39
Sydney NSW 2001.

PROPOSED DEVELOPMENT AT GWANDALAN BY COAL &
ALLIED MP10_0084.

Dear Sir/Madam,

I object most strongly to this latest Coal & Allied proposed development.

My reasons are as follows:

Gwandalan is located in the northern part of Wyong Shire Council and receives its water from the Central Coast catchment area, its power from power plants in the Central Coast area, and health services from the Northern Sydney Health area. All of these amenities are under stress from over use. Our current population is overtaxing these services. Where will the extra services come from to provide for the proposed added population?

The Gwandalan area is quite small by comparison to what is considered to be a State significant site, therefore, how can Gwandalan satisfy the criteria for being considered to be a State Significant Site? We are not close to transport and we have no industry in the area, (apart from services to support our town), which are the two main criteria to satisfy State significant status. To assume otherwise would be a joke.

In an earlier assessment plan involving housing developments in Gwandalan, the section which addressed Traffic, predicted an increase of traffic movements from 7,500 per day to 15,000. It also stated that this increase is within acceptable residential limits. I beg to disagree. Any road where volumes double, especially a narrow, winding, single lane in each direction road must give rise for concern. To mention that this road is also shared with cyclists must increase the dangers for everyone who uses it. Cyclists who currently use this road do so at their peril. Imagine their chances of survival with the prediction that traffic volumes will double?

Kanangra Drive is not ready for double the traffic volume. Accessing the Highway at the

traffic lights will take longer, necessitating queuing, and the resultant queue waiting to turn left or right onto the highway will increase the chances of being rear-ended, especially as the road near the lights has blind curves. If drivers are travelling at 80kph, which is the current speed limit, and come upon a queue of cars waiting for the lights to change, they could have trouble stopping in time.

The issue of pedestrian safety, especially school children alighting from buses on Kanangra Drive has not been addressed. This lack of safety could be seen as criminal neglect.

These are just a few examples of why this complete proposal should not be approved. There has not been enough thought put into this whole proposal. Gwandalan is in the wrong location for such a development. We are a community on an isolated peninsular, consisting predominately of retired people, who came here because of its remoteness, to retire in peace.

Former proposals mentioned the wonderful facilities available in Gwandalan. Those proposals told us that there is a school, a doctor's surgery and convenience shops. What the proposals didn't reveal is that the school is at capacity, with any future building extensions impacting on playing fields, meaning that the children will be deprived of their play area, because there is no land available to expand the school, for the children to run and play. Gwandalan was never intended to be invaded by such a vast development. The school was never intended to cater for such an influx of pupils.

There was no mention in the proposals that the aforementioned doctor is not taking any new patients. His books are full. The nearest doctor who is taking new patients is at Wyee, 20 kilometres away. Who will provide medical assistance for these newcomers?

There is no mention in the proposal that the aforementioned shopping areas, where the convenience stores are located, have insufficient parking already. Where will we park to shop when these extra homes are built?

Gwandalan is located a long way from the public transport railhead. The earliest bus available out of Gwandalan is 07.00am, which connects with the train at Wyong at 08.30am. This train arrives in Sydney at 10.00am.

The latest train available from Sydney which connects with the last bus to Gwandalan leaves Sydney at 3.40pm and arrives in Gwandalan at 7.00pm. I do not think there are many jobs available in Sydney where the hours are post 10.00am start to pre 3.30pm finish.

I hope the Minister takes notice of my objections and rejects this proposal.

I have NOT donated to any political in the previous two years.

Yours sincerely

David Sayers
77 Gamban Road
Gwandalan NSW 2259.
17 November, 2010.
0249 725 227.