

Director, Strategic Assessment  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001



14 December 2010

Dear Sir/ Ms,

**RE: GWANDALAN RESIDENTIAL DEVELOPMENT**

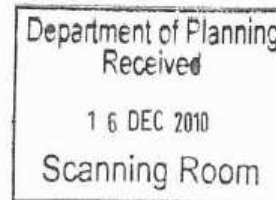
Application No.	MP 10 – 0084
Location	Gwandalan
Proponent	Coal & Allied
Council Area	Wyang

also known as: Coal & Allied Southern Estates Proposal Gwandalan (MP10\_0084)

**Support or Object to the Proposal**

We **object** to the proposal.

**Reasons why we object to the Proposal**



1. Purpose

Presumably this land was originally obtained from the Crown by Coal & Allied for the purpose of the underground mining of coal. How it has been transformed to now enable a Developer to create an above-ground residential housing bonanza rather than revert to the Crown seems perplexing.

2. Scale of proposal

Gwandalan is a small remote rural village with a population about 2,940 (Nov. 2010 – Urbis Report – Social Infra structure Study – Gwandalan – para. 3.1.1). It is located on a peninsular and is only accessible by a long (approx. 4km) single carriageway roadway through fire prone bushland. To emphasise its small size, it has no pedestrian crossings, no traffic lights, no hotel and only one of its streets, (Gamban Rd.,) has a footpath. On the basis of 2.92 people per dwelling (per Wyong Council) the proposal will result in some 1,819 extra people being thrust into the existing community and more when visitors and holiday seasons occur.

The sheer magnitude of this unnatural, proposed step-change in population will create shock waves throughout the existing community in many detrimental ways. Rather than a gradual natural expansion, its sudden imposition will overwhelm existing infrastructure, facilities and services as further detailed below.

3. Detrimental impact on existing residents

Parking space at Gwandalan's small number of village shops is currently fully utilised. Gwandalan has only a single doctor who's "books are closed" to new patients. Only one boat ramp, provided in part by the local Lions club, has parking for more than a few trailers. The addition of nearly 2,000 extra residents should at least require the Developer to provide an independent boat ramp on the site for their use.

#### 4. Degradation of building standard in the area

All roadways in the proposed development should be wide enough to allow through traffic with cars parked on the road, not the nature strip. Rather than being forced to travel on the road, residential pathways for strollers, prams, small children on bicycles and elderly pedestrians should be provided.

We consider the allowance of residential dwellings on parcels less than 450m<sup>2</sup> in such a remote, isolated location, is a recipe for eventually attracting the least financially responsible residents with their consequent financial distress and anti-social behaviour. This will impact negatively on the existing Gwandalan community.

#### 5. Pedestrian walkway

This is a golden opportunity for an open, safe pathway along the waterfront. It appears the proposed walkway along the waterfront is to be partly constructed of timber decking. Surely a simple observation of the many recently constructed public walkways around Lake Macquarie (viz. Warners Bay, Swansea, Belmont, Mannering Park, etc) and alongside Lake Munmorah (Lake Munmorah village foreshore) will demonstrate that a continuous 2m wide concrete pathway is the minimum standard applicable for strollers, prams, bikes and the elderly, including the disabled needing to use a walking stick or wheelchair to exercise in safety. This is particularly so as there is only one narrow footpath (Gamban Road) existing for such exercise in Gwandalan itself.

#### 6. Traffic problems

##### a) Traffic Impediments

Kanangra road currently experiences quite heavy traffic but it is acceptable. Traffic arising from another nearly 2000 residents will exceed this acceptable level in our opinion.

The creation of a tee-intersection some 800m south of the existing roundabout will no doubt cause an extension of the present 60km/hr speed limit by some 800m, further frustrating and delaying almost all Gwandalan residents who must commute fairly long distances to their workplaces, railway stations, medical centres and major shopping centres. Thereby slowing traffic and contributing to increased risk of collision and injury.

At the least, traffic heading north along Kanangra road and making a right-hand turn into this proposed new tee-intersection should have a dedicated right-turn lane, to avoid a bank-up queue of traffic waiting behind.

##### b) Noise

A comment often made by visitors who stay over at Gwandalan is how pleasantly quiet it is. No highway, through traffic, railway, aircraft or industrial noise. Construction of 623 new dwellings will certainly destroy the quiet environment of Gwandalan.

##### c) Safety

Years of slow heavy construction traffic is likely to breakup Kanangra Road and encourage risk taking driving behaviour caused by driver frustration at being regularly delayed.

7. Water restrictions

Gwandalan is currently on Level 3 water restrictions – how can the responsible Authorities countenance almost 2000 additional new residents taking water from the existing pipeline and water source?

8. Pollution of waterway

The existing sub-soil and ground vegetation both absorbs and acts as a filter, trapping run-off in heavy rain. With this Development, all such future rainfall will mix with domestic litter, garden fertilisers and roadway petro-chemicals. It will run as surface water and will be channelled into stormwater flowing into Lake Macquarie.

9. Loss of wildlife habitat

We are concerned at the further destruction of natural wildlife habitat, particularly birds and amongst other animals, kangaroos, which live along Kanangra Road (viz. RTA warning sign)

**Reportable Political Donations**

We have made no political donations, reportable or otherwise, in the past two years.

**Confidentiality**

We do not want our Names and Street address to be made available to the Proponent, the authorities or on the Department's website.