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From: [REDACTED]
Sent: Wednesday, 12 February 2020 1:41 PM
To: IPCN Enquiries Mailbox
Subject: modification to Nords Wharf concept plan approval (MP10 0088 Mod1)

I wish to make the following points regarding the proposal for Government Road to be used as an access road for traffic servicing the Scout Camp Development Site.

1. Government Rd is a Suburban road constructed to serve a village environment it is narrow and often has cars parked in either side, it is not possible for two cars to pass at the same time in these instances . Increasing the traffic in this road would create a severely hazardous situation.
2. The corner of Nords Wharf Rd is extremely hazardous being on a steep downhill slope when leaving Government Rd to the north leading to a stop sign on a corner with poor visibility of traffic on Nords Warf Rd, this would be hazardous for heavily laden vehicles approaching the intersection. When entering Government Rd travelling south from Nords Wharf Road there is a very steep grade which proves very difficult for heavily laden vehicles when negotiating this corner.
3. Along the length of Government Rd are two relatively sharp crests that render visibility of oncoming traffic impossible combine this with the narrow carriageway and possibly parked cars an the verge traffic is often required to cross the centre line on the crest.
4. There are two schools in Nords Wharf one of which is a pre school which directly faces Government Rd with the accompanying traffic that goes with such locations this further contributes to the hazard of increasing through traffic on this road. The activities about these schools will obviously increase when the new development becomes populated.
5. As this road is basically just a village street there is very little established footpath, in places the footpaths are actually unusable due to steep verges on the road this necessitates foot traffic to actually use the road as a footpath this particularly applies to children going about their usual daily activities.
6. As a village environment children play in the street ride their bikes scooters and skateboards and often play ball games along the verges or on the street itself with the usual inattentiveness of their surroundings shown by children.
7. All this being said existing residents are aware of these hazards and drive accordingly with their neighbours interests in mind this will not be the case for casual visitors using the road. To allow construction traffic along this road and to increase the volume of traffic will obviously be hazardous and irresponsible to the extreme bearing in mind that eliminating right hand turns at Awabakal Drive will not only create a substantial increase in traffic along Government Rd from construction and maintenance traffic, traffic from residents of the new estate, but will also force existing residents who normally use the existing Awabakal road exit to travel along Government Rd to travel south. Government Road basically a village street would become a busy thoroughfare with constant traffic. The developer and the associated planning authorities while caring for the commercial and environmental aspects of any development should also be taking into account the safety of existing and future residents. All of these problems disappear if a suitable exit similar to the one at the Catherine hill bay development is constructed at the intersection of Awabakal Drive and the Pacific highway. I'm sure that commercially such a requirement will be distasteful to the developer, however the development is their choice and the safety of the community must come before commercial interests. This was not allowed to happen in Catherine Hill Bay and must not happen be allowed to in Nords Wharf as electors and tax payers we expect our government bodies to protect us in these situations.

Peter and Jan Halverson

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Nords Wharf
(Resident for 31 years)