

4/143 Shoal Bay Road
NELSON BAY
NSW 2315
Tel 0427 736 958

Mining & Industry Projects
Department of Planning & Infrastructure
P O Box 39
SYDNEY NSW 2001



Attn. Mr David Kitto

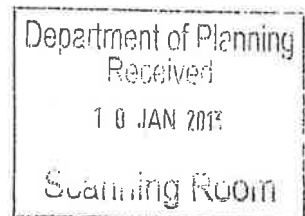
Dear Mr Kitto

Re 2216 Nelson Bay Road Williamtown
MACKAS SAND

I am the previous owner of the abovementioned property which I gave to my daughter Susan Fidler.

On behalf of my daughter I object to Mackas Sand proposal in the following terms. In addition to all previous submissions I say:-

1. That this is not an amendment and it should be the subject of a new application.
2. The ingress and egress proposals are so radically and fundamentally different that it should be the subject of an entirely new proposal. We further say that to describe it as an amendment is both false and misleading.
3. The exhibition of the amended proposal and the advertising was insufficient both in timing and duration to bring it to the attention of all affected residents.
4. This amendment constitutes a major traffic and safety issue for the hamlets of Williamtown and Salt Ash. No proper assessment or report has been produced on the effect that this new route will have on the residents.
5. The Department of Main Roads and Maritime Services be required to conduct an onsite inspection of Nelson Bay Road and to issue a public report. The following safety measures need to be addressed in the report:-
 - a) Speed limit of 80 kl be reduced to 50 kl. The current 80 kl is currently 90 kl.
 - b) Concealed driveway signs erected at all relevant points.
 - c) Crash barriers be erected to protect dwellings adjacent to the road.
 - d) Sound barriers be erected to insulate dwellings affected by noise.
 - e) Ingress and egress conditions for each dwelling on the affected section of Nelson Bay Road be inspected and recommendations made for improvement of safety where required. Lead in and lead off lanes to be provided where necessary.
 - f) All costs incurred in the above be the responsibility of the proponent



Penalties for breach of any condition attached to the approval must be substantial. Hours of work and number of truck movements must not be exceeded. Severe penalties including suspension of all work are required in order to manage the proponent who is a self-confessed habitual flouter and breaker of rules and regulations (Newcastle Herald Dec 15 2012 "Ballsy Bruce").

The cost of the above works must be borne by the proponent since he has a route available that does not cause inconvenience, real and certain risk to all dwellings along this new route simply to save him costs. There is no reason why the costs be shifted to the local residents. There is no other reason for lodging this "amendment" other than profiting at others expense.

.... /2

The original and approved proposal caused no inconvenience or cost to residents. This amendment is all about profit and no concern for others. The issue being that the original proposal used Lavis Lane and it was still profitable. We repeat that the proponent is simply seeking to profit at the expense of others.

If you are unable or unwilling to commission the DPMR&MS to prepare the report requested, please advise and I will arrange for my own road safety engineer and road construction engineer to prepare a report at my expense.

It must be clearly understood that no approval should be granted until this report is made available to affected residents and they are given the time to consider the report.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Mike Rowley', with a stylized flourish at the end.

MIKE ROWLEY

Copy to Mr Howard Reed A/Director Mining & Industry Projects
Mr Paul Freeman Mining & Industry Projects
Raymond Terrace Examiner