



FERN BAY FULLERTON COVE PROGRESS ASSOCIATION

Jane Flanagan
Planning NSW

Dear Jane,

**Re: Application for Modification MP06_250 MOD9 - Seaside Boulevard, Fern Bay
Modification 3 - Change a proposed secondary public road access to an emergency
only access road**

The Fern Bay Fullerton Cove Progress Association **objects** to the proposed modification of the secondary public access road at Seaside, Fern Bay. Our Community does not want the second access road downgraded to an emergency-access-only road.

Our objection is on the following basis:

1. Hundreds of residents have purchased land and houses in the subdivision based on the fact that a second access road has always been a feature of the Masterplan and would be built prior to the completion of the Estate.
2. Since the commencement of this subdivision, Nelson Bay Road has always been subject to a 100km/hr speed limit. The road design guidelines which would stipulate the length of slip lane required to safely transition entering and exiting cars to 100km/hr has not changed in this time.
3. Costings for this second access road, and the associated slip lanes onto Nelson Bay Road should have been factored into the Developer's cost schedule and hence factored into the sale price for each and every lot already sold and to be sold.
4. A permanent second access road allows public transport bus routes to run through the subdivision.
5. A permanent second access road provides residents with an immediate alternate option to enter or exit the estate should the main entry be blocked by such things as a fallen tree or a car accident, with these blockages having occurred on at least 6 occasions in recent years.
6. On the occasions when the inward or outward bound lane has been blocked, emergency services have typically not arrived on scene for at least half an hour, and then it requires two police vehicles (one at Nelson Bay Road and one at Seaside Boulevard x Ironbark drive) to safely set up a contra-flow. Prior to the arrival of police, vehicles have consistently driven on the incorrect side of the road. This is extremely dangerous as the entry road has multiple curves and thick vegetation separating the inward and outward bound lanes limiting the ability to see oncoming traffic.
7. This modification is being sought under the provisions of Mod 3 legislation which was designed for **minor** modifications only. This proposed modification is not minor and is not a change that is in the spirit of the legislative provisions which have since been repealed.
8. During an emergency, the proposed emergency-access-only road will NOT function safely.
 - Nelson Bay Road is subject to constant traffic associated with the Williamstown RAAF base, Newcastle airport and as the main arterial road connecting Newcastle and Port Stephens. It is surrounded by thick forest which extends to the road verge which prevents drivers from seeing the emergency exit until they are just about to drive past it.
 - During a bushfire emergency, visibility is frequently reduced due to smoke haze.
 - At the completion of the subdivision, there will be approximately 900 homes surrounded on all sides by thick forest as shown in the map overleaf. Over 90% of these homes are two car households. In the event of a bushfire emergency, it would be expected that up to 1700

Dangerous bushfire conditions are associated with high winds. The tall paperbarks and eucalypts surrounding the existing access road have shown a propensity to be blown over and across the roadway in strong winds. Thus there is a strong likelihood of the existing access road becoming blocked. Residents would then be forced to use the proposed emergency access road.

The RMS has indicated that the Developer seeks to remove the requirement for a second access primarily due to the cost of providing the required lengths of acceleration / deceleration lanes within a 100km/hr speed zone.

Without an acceleration lane how will hundreds of evacuating residents safely turn onto Nelson Bay Road in a short space of time?

This proposed modification is simply a case of the Developer seeking to increase his profits at the expense of our Community's safety and amenity.

Existing entry & exit point

Secondary access point

4WD only bush tracks

Other labels on the map include: Stanley Park, Silhouette Bridal Cars, Fullerton Cove Rd, The Cove Dr, B63, Nelson Bay Rd, Midden Rd, Ironbark Dr, Tooroong Rd, Boia St, Paperbark Ct, Seaside Blvd, Ironbark Dr, Stringybark Dr, Olmara St, Rushland Dr, Fern Bay Access Trail, Seaside Blvd, Grove St, Water St, Jabiru Dr, McDonald Jones Homes, Sygna St, Glider Ave, Dune Dr, Aspin Trail, and Norfolk St.