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Planning Officers  
NSW Department of Planning and Environment

June 2018

*Do you wish to remain anonymous? No. Kiran Dara, darakiran@gmail.com  
Have you made any political donations? No.*

## **OBJECTION TO DEVELOPMENT PROPOSAL MP\_07 0166 MOD 6**

Dear Mr Herbert

I am writing to object to Modification 6 for the Wahroonga Estate.

The issues I wish to object to are set out below.

Thank you for the opportunity to lodge this objection.

Regards

Kiran Dara

We send our kids aged 5 and 10 to Wahroonga Adventist School and the proposed development right next to the school is of grave concern for our family. **We have joined our kids in the school just this year and the primary reason is green surroundings, play areas with natural light and air.** Even today traffic during school drop off and pick up times is quite busy and moves at a snail pace some days as the Fox Valley road is a single lane road both ways. **There is no school bus and public transport connectivity to the nearest train station is quite limited.** What would be the **impact of increased traffic on emergency service vehicles movement like ambulances during peak traffic hours or if there is an incident.**

MP07\_0166 Mod 6 Modification Application seeks to modify Condition B7. Condition B7 requires a Deed of Agreement to be entered into with the RMS and details the works to be addressed in the Deed. The applicant has indicated that the RMS has advised that it is not willing to enter into a deed of agreement for works on roads that do not fall under its control and an alternative delivery mechanism is required. The applicant considers that Condition B7 is therefore invalid and requires amendment.

The following submission is made objecting to the proposed MOD 6 to approved MP\_07 0166 for the following reasons:

- The traffic situation within the Estate and the surrounding area (between Pennant Hills Road, The Comenarra Parkway, Fox Valley Road and the Pacific Highway) has changed considerably since the original traffic studies were undertaken, including expansion of the hospital, school site opening (and expanding) and a number of other high density new

developments in the area (notably along the Pacific Highway). The original traffic studies (collected in 2012 and now 6 years old) are being relied on for the predicted traffic counts, parking and vehicular movements in and around the site. Over 1000 additional units (within residential developments) have been approved within the Thornleigh and Wahroonga area, and major school, childcare and commercial developments also approved, and it is therefore considered that the original traffic studies are no longer relevant. They should not be used as the basis for calculating traffic and parking requirements for the site or for analysing traffic impacts and a new traffic study should be required to be undertaken.

- The pedestrian demand flows of 53 per hour across all approaches uses the TTPA report data collected back in 2012. There is no evidence provided within the TTW TIA report of the where the pedestrian demand flows have been derived from as the 2012 traffic survey data (from TTPA report) did not include pedestrian volumes. Since that time, the school has been approved, partially constructed and is operational and the hospital has undergone a major upgrade. Pedestrian volumes have increased substantially in around the site: the school currently has over 450 students (and will increase to over 800 students); the hospital has 550 beds, 2300 staff (including casuals), 1350 full time employees and a day surgery, clinic, day infusion centre, radiology, ultrasound, wound clinic, medical centre, Emergency, physiotherapy, visitors, contractors and volunteers; and the Wahroonga Church has a 1200 person capacity and the Fox Valley Community Centre has a 500 person capacity (also used as the Fox Valley Church on weekends).
- The TTW TIA does not adequately address the location and design of all site access and exit roads provided, in particular the potential conflicts with pedestrian movements during school hours.
- The TTW TIA does not show the Public Transport Accessibility Level of the proposed development and its accessibility to the public transport network, taking into account walk access time and service availability. It is noted that the site is NOT located within the vicinity of a railway station – the only public transport available to and from the site is via bus services. As such, cars are heavily depended upon.
- The TTW TIA does not address bicycle and pedestrian safety which is critical issue in the design of the proposed development to ensure that the internal circulation system and the external access points are designed for bicycle and pedestrian safety minimising bicycle/pedestrian conflicts with vehicles particularly during school hours.
- The proposal intends for the insertion of a new clause A2(1)(e) (pg 11 Planning Study). The RMS has not agreed to any changes to the Deed of Agreement as evidenced by its submission to MP07 0166 MOD6. It is therefore considered that such a clause cannot be included until the appropriate investigations are made.
- **The RMS has not agreed to any changes to the Deed of Agreement as evidenced by its submission to MOD 6. Whilst it is acknowledged that the RMS has indicated that it cannot enter into an Agreement (as per Condition B7), without the condition, the works (as required by the Agreement) will no longer be able to be enforced. The traffic and parking impacts of proposed MOD 8 have not been analysed properly in the studies (due to relying on outdated data) and will be severe. As such, the MOD 6 application should NOT be considered separately, but MUST be considered in conjunction with (and as an integral part of) the MOD 8 application.**