

Melanie Martin



8<sup>th</sup> November 2019

Independent Planning Commission  
Level 3,  
201 Elizabeth St  
Sydney NSW 2000

Dear Sir or Madam:

I appreciate you taking the time to review my concerns on Modification 8 of the Wahroonga Adventist Estate.

This modification is significantly removed from the original concept plan approved over 10 years ago. While I am appreciative of the Removal of Block D and the additional 2000 Square Meters of Greenspace the school has been able to purchase as a result, this however does not mean that the developer should be granted a free pass to significantly add on to the Height and Mass of block A, B and C and bring them in closer proximity to the school, Church and Community Centre within Precinct B – Central Church.

The school and Wahroonga church have been in operation for over 100 years on this land and their current functionality and the issues this modification creates needs to be taken into serious consideration.

As I mentioned in my verbal presentation to the Independent Planning commission on the 7<sup>th</sup> of November – Building heights and Council regulations need to be maintained and in this case should remain at a maximum of 20.5M in keeping with the height controls in LEP2015.

The proponent has stated that the land significantly falls away which I believe is incorrect as shown...



The Height and Scale of these amended buildings affects the amenity of the school and is out of character for the residential community surrounding.

There are significant Solar impacts, particularly during the winter months with rising damp and mould issues known to be a problem for the area. The line of sight to the bush and visual impacts on the school are significant. This Overshadowing will result in a reduced intake of Vitamin D for the children. There will be no sun on the outside play areas from 3pm at the Winter Solstice which will affect and OOSH/Afterschool care play. I feel that that removal of Block D does not in any way justify the increase to Blocks A, B and C.

The units as detailed in Mod 8 have not been architecturally designed in a way that works harmoniously with the surrounding structures or with compliment to the natural environment. The school was designed and built with the Mod 5 Residential envelopes in mind the location of the play spaces and verandas took the Mod 5 envelopes into consideration. For this reason Mod 5 Building envelopes should be maintained.

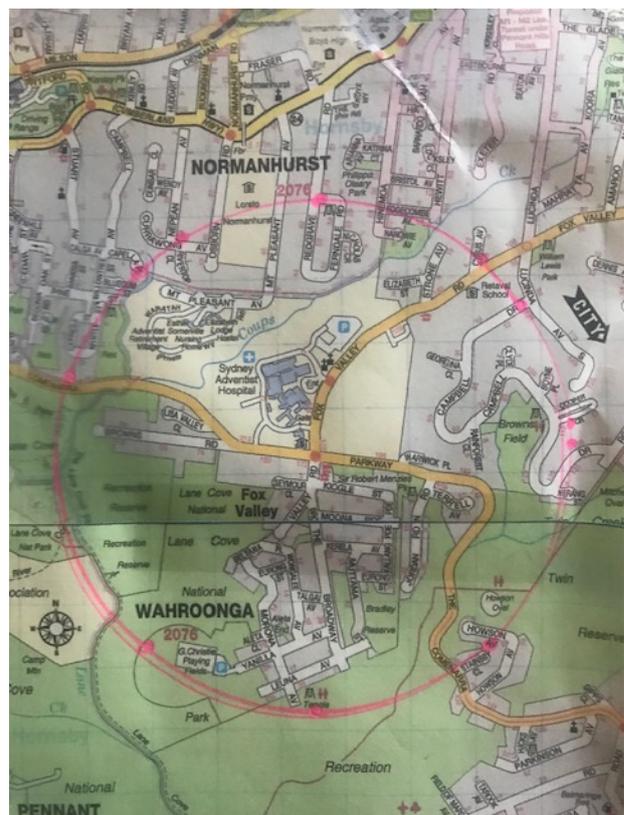
Mod 8 does not suitably resolve the safe access to the green space from the

school. The safety concerns indicated in the Safety By Design Evaluation and Crime prevention through Environmental Design outline the concerns I have for this element of the development. In addition I have concerns that in the event of a school fire the entire student, teaching and administrative population would need to evacuate through that tunnel to their meeting point. Block D is only to be reinstated as a paddock and does still not allow for a game of Soccer, Cricket or Rugby.

The road access is also still to be clarified and there are numerous issues surrounding the widening of the road and as a result the removal of the only established, mature green trees on site and visible to the children. The Widening of the road towards the school by 1.5M removes the opportunity for a Bike track to be put in place for the children to access the school and risks the safety of the children with 4 lanes of traffic immediately next to the infants play area. There is considerable pedestrian traffic and the Main entrance to the school is on Fox Valley Road. The safety of pedestrians needs careful consideration. The road should be widened on the opposite side of the road for Safety and Amenity reasons and to also allow the existing established trees to remain. There are no significant Established trees on the opposite side of the road that would be affected by 1.5m widening. I request that a condition be put in place to put a stop to the widening of the road on the school side of Fox Valley Road.

A comprehensive bush fire assessment for the 1km radius of the estate should be completed to determine the risk to the local community and the likelihood of those residents in single exit locations being able to evacuate safely. Within this 1km radius is in excess of 1050 residential dwellings, the hospital, numerous medical consultation suites, shops, cafes, pharmacies, restaurants and daycare centers.

The south end of Fox Valley road is surrounded by a Bush fire zone and 17 streets that rely on the Fox Valley Road and Com Parkway



intersection to exit. This is over 480 residential homes alone. Other roads such as Jordan, Terrell, Browns and Lisa Valley close also have only 1 exit point onto Com. Parkway the also includes in excess of 110 residential homes as well as apartment blocks. The safe evacuation of these people is a priority.

The Department of Planning report refers to on street parking. All current on street parking on Fox Valley Road between Cyrus and the Com. Parkway will be removed with the widening of the road to 4 lanes in this section. On most days there are 60+ cars parked along this stretch of road as shown in the 4 photos below.





Where will all these cars park once this road is widened and the parking removed. Other surrounding roads including Browns Road, Commenarra parkway, Kiogle and the Broadway are already congested with parked cars and further residential streets set to be impacted if adequate parking for the current facilities and the future residential developments are not carefully considered.

According to Council and the Department of state planning report the traffic won't be impacted. There has been numerous cases of people photographing, using dash cam footage and discussing the traffic nightmares that Fox Valley, Comenarra parkway, Pacific Hwy and other surrounding roads regularly experience.

Here are a couple of Youtube videos indicating the significant congestion suffered on Fox Valley Road

Monday 4.11.19 @ 8.30am at an average speed of 10km per hour

<https://www.youtube.com/watch?v=Wupxf4xi7IM&fbclid=IwAR0AKQNcrUc0xgyZjOr5R3jeNPnLYTxpNitrS2s3fN3q2KblQgv8DVdKMfk&app=desktop>

Or this one taken on Thursday 31.10.19 with an average speed of 13kms per hour.

[https://www.youtube.com/watch?v=K67BZOatwvs&feature=youtu.be&fbclid=IwAR077edITcu\\_Hz3TjMaZlcOevsx1MqTOMEjNnqXdlfyyVeellFlz-vsKr8](https://www.youtube.com/watch?v=K67BZOatwvs&feature=youtu.be&fbclid=IwAR077edITcu_Hz3TjMaZlcOevsx1MqTOMEjNnqXdlfyyVeellFlz-vsKr8)

Bus services in the area are also extremely limited with numerous parents complaining that a 5 minute trip home would take their child over an hour if public transport was to be relied upon.

When was this traffic report taken? From my understanding it was taken outside the school term and outside peak traffic periods - probably not an ideal indication of the real traffic that the community and commuters are dealing with on a daily basis. This is all prior to the opening of the Parkway Medical suits which will cater for just under 1000 patients, Staff and Doctors, it is prior to the opening of already approved Daycare centers in the area and prior to the school being at Capacity with year 11 and 12 still to come over the next couple of years. There have been numerous instances where cars are cued to enter the underground car park .

School traffic and parking Concerns: Photos from Monday 9<sup>th</sup> September @ 2.50pm



*A line of Cars waiting to get under the school building to the drop and kiss area to collect their Children. These Cars will be forced to queue on Fox Valley Road at the round-a-bout or traffic lights. Cars will not be able to get in until others come out.*



➤ Cars were also queued behind me.

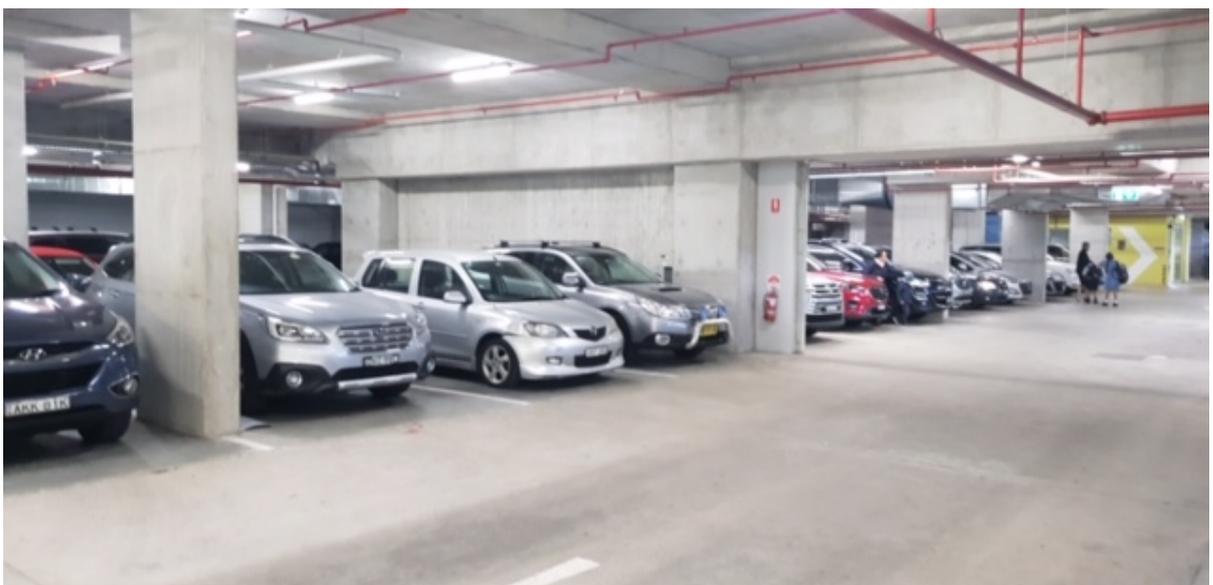
Cont. Photos from Monday 9<sup>th</sup> September @ 2.50pm



Left: is the numerous cars parked where these apartments will be while there the existing line of cars as shown above also waiting to access the designated parking area.

*Please also note the School Bus on the left. There has been no consideration for any parking spaces for the 2 busses owned by the school*

These cars will soon be queuing on Fox Valley Road at what is, a still to be determined roundabout or set of traffic lights and regardless will be reliant on the cars to exit the car park before they can turn in.



*-The parking under the school at this time was full and no spaces to spare. This is a regular occurrence and accessibility and safe passage of children to the school is a concern. The school is yet to see year 11 and 12.*

Cont. Photos from Monday 9<sup>th</sup> September @ 2.50pm



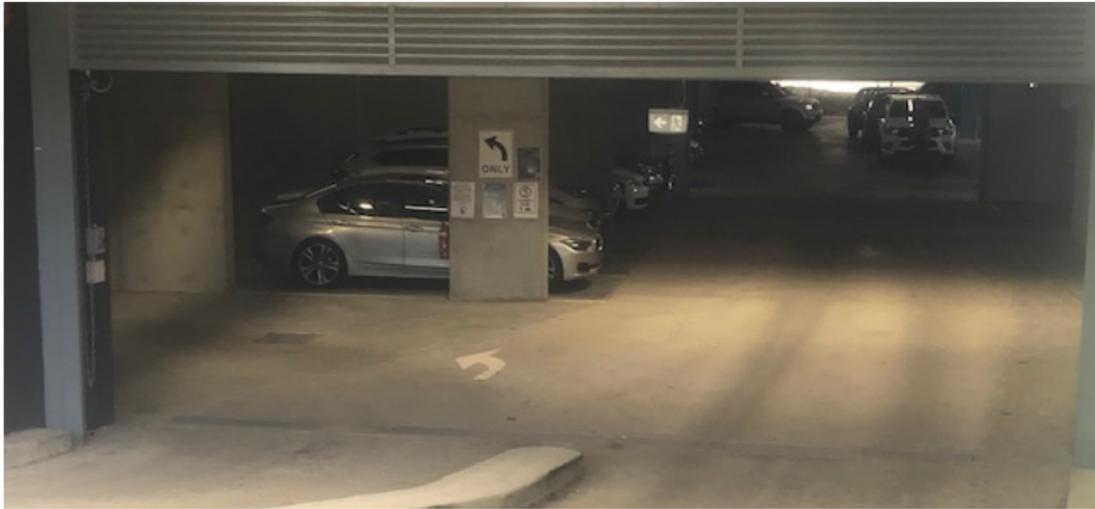
*Above - Numerous cars parked out the front of the school on Fox Valley Road – These parking spots will be removed once the widening of the road occurs.*

Photos from Tuesday 10<sup>th</sup> September @ 2.45pm



*^ Above shows in excess of 20 stationary/Parked cars with the car park under the school full and nowhere to park as shown in the next image.*

Cont. Photos from Tuesday 10<sup>th</sup> September @ 2.45pm



*The car park underneath the school is at capacity and there is a banking queue of cars waiting in the pickup line to collect their children.*

Photos from Thursday 19<sup>th</sup> September @ 3.13pm



*^ Please note the parking of the two school busses on the left of the above image that have not been taken into consideration as well as over 30 cars parked on the 19<sup>th</sup> of September at 3.13pm.*

You can also see there has been no consideration for the School Bus. This modification removes the opportunity for the bus to park anywhere remotely located near the school site. The Bus won't fit under the school. This soon to be landlocked school currently has a total of 60 car parks and over 40 Permanent Employees.

With the expansion into year 11 and 12 we will see additional employees added to this - approaching closer to 60 full time staff. So as it stands even if only 1/2 of the staff drive to school we have 30 car parks for an entire high school and primary school and there is no confirmation there will be any other Drop and kiss zones other than under the school building.

With the expansion of the high school comes students driving themselves to school and requiring parking. It is abundantly clear that any major school event such as the current Fathers Day and Mothers Day celebrations, concerts, fairs and fun days, open days and Grandparents days will be a parking nightmare. There will not be on street parking out the front of the school available.

The administration of the not for profit Adventist Church has a history of selling off assets including Hospitals within the last decade in both New Zealand and Victoria. What if they decide to privately sell of this hospital. What if down the track in 5, 10, 15 or 20 years the South pacific Division was to redevelop their offices, the church, the community Centre? These individual areas and facilities need to be able to adequately function on their own. Without relying on agreements between the structures on the Estate for a temporary band-aid parking solution.

The impacts of this on the other users of the Estate are already considerable, particularly when you think of the limitations already placed on the Community Centre that caters for Hundreds of people every weekend?

Paying to park in a hospital to go to church in the outer suburbs of Sydney is baffling. - The parking station at the hospital was approved on its own needs and not the needs of the rest of the estate.

Wahroonga Church Car park Wednesday - 6<sup>th</sup> November 2019 @  
10.52am



Wahroonga Church also sees significant weekday and weekend traffic as it is used for volunteer and overflow parking.

Not only is Wahroonga Car park full and overflowing on a Saturday but every weekday the car park is used by Volunteers and overflow parking from the hospital. The hospital car park is regularly at capacity.



Wahroonga Church Car park - Wednesday - 6<sup>th</sup> November 2019 @  
10.52am



Wahroonga Church Car park- Tuesday - 29<sup>th</sup> October 8.39am



Above - Dash Cam footage showing the heavy usage of the Wahroonga church Car park on Tuesday 29<sup>th</sup> October 8.39am  
Fox Community Center:

## **Fox Community Centre:**

Fox Community Centre can cater for 500 people and has 8 able-bodied car parking spots and 3 disabled spaces as shown in the first photo below. The latest modifications do not adequately cater for the heavy usage the community center. Many that currently use the center park behind the school.



## COMMUNITY CENTRE PARKING CONCERNS

Sovereign Grace's Usage

The car park behind the School on Sunday the 20<sup>th</sup> of October at 11am





Below: The car park behind the School on Sunday the **27<sup>th</sup>** of October at 12.30pm



## COMMUNITY CENTRE PARKING CONCERNS

Sovereign Grace's Usage –

The car park behind the School on Sunday the 27<sup>th</sup> of October at 12.30pm





Is it abundantly clear that Modification 8 has not at all dealt with the requirements for parking needed by the current long standing users of the Estate and the surrounding neighbourhood and traffic congestion will be impacted as a result.

In conclusion, these ongoing modifications over a 10 year period under the now obsolete Part 3A seems to be extremely short sighted. This modification inarticulate does not fit the Character or the area at all - it will make this area dysfunctional for hospital staff, patients, school users, residents, as well as passing traffic.

I thank you for taking the time to read my objections and hope that you can realize the need for further considered planning for this State significant site is needed.

Kind Regards

Melanie Martin



