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OBJECTION TO DEVELOPMENT PROPOSAL MP_07 0166 MOD 8
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From: Melanie Martin <m.martin2@optusnet.com.au>
Sent: Friday, 30 October 2020 1:56 PM
To: IPCN Enquiries Mailbox <ipcn@ipcn.nsw.gov.au>
Subject: OBJECTION TO DEVELOPMENT PROPOSAL MP_07 0166 MOD 8

OBJECTION TO DEVELOPMENT PROPOSAL MP_07 0166 MOD 8

To Whom It May Concern:

I would like to formally object to the movement of the APZ Line and other design elements relevant to MP_07 0166 Modification 8 at the Wahroonga Adventist State Development site.

The recent Black Summer bushfire season serves as a caution to our planners and government that the Protection and Bush fire zones should be increased in the interest of public safety. The proximity of this development to the Bush Fire zone and the safe evacuation of what will be landlocked residents requires the Department of Planning to carefully consider any adjustments, amendments and approvals.

The adjustment to the APZ line and the current plans are not in the best interest of the Community, local residents, Students, parents and staff of the school. It is also not in the best interest to the hospital staff, patients, visitors or the Churches which have been on site for over 100 years and will be significantly impacted by this approval if it is granted. The APZ lines are put in place for a reason and the movement will set a precedent for developers to request changes to APZ lines in the future.

The School was designed and constructed with Modification 5 in mind and allowed for better visual corridors, air flow, light and privacy.

I am still concerned that the level of detail submitted in this Modification seeks to circumvent due process by fine detail being lodged rather than the usual rigour of review by the local council who are best placed to give consideration to the LEPs, concerns of residents and neighbouring properties (in this case, especially Wahroonga Adventist School, which will face significant detriment because of this development).

The bulk and scale of the modified plans is excessive. The overlook to the private playing areas of school children is unreasonable. The outdated and misleading traffic reports hide considerable congestion and harm to all users of this road – school users, residents, hospital and business visitors, and, importantly, the future purchasers of these units.

This development is a major undertaking and as stated above has irreversible impact on many key stakeholders in our community. The Department's actions in these Modifications will be closely watched and subject to attention of the community and media. I implore you to give consideration to these significant objections.

Please, decline this proposed modification and the movement to the APZ line. Encourage the applicant to follow due process, consult with the school, churches and community who this proposal impacts so heavily. Thank you for giving consideration to this objection.

Regards

Melanie Martin

Issue 1: Due Process – Proposal is no longer a “Concept Plan”

- A concern is raised over the level of detail submitted at this stage of the planning process (Master Planning stage). [L] [SEP]
- The proposal involves very detailed plans and can no longer be described as a “Concept Plan”. It is therefore NOT a “modification” to the approved Concept Plan.
- The proposed “modifications” should be limited to proposed amendments to the building envelopes, footprints and height planes only. [L] [SEP]
- If the Department of Planning & Environment, IPC (or the Minister) approves the current detailed plans proposed in MOD 8, the correct planning process will be compromised and due process will not have been followed, as the approval of detailed plans will circumvent Kuring-gai Council’s authority and lock the Council into the approving the detailed plans. [L] [SEP]
- The proposed length of Buildings A, C do not comply with the Kuring-gai DCP as they exceed the maximum building length control of 36m and are therefore excessive in bulk and scale.
- Building C is significantly closer to the APZ line than what is allowable and the APZ line should not be moved to accommodate this breach.

Issue 2: Building Design [L] [SEP]

As mentioned above, it is considered that it would be inappropriate and would circumvent the planning process if the current detailed plans were to be approved at this stage by Department of Planning & Environment (or the Minister). However, the following objections are raised to the proposed plans for the following reasons: [L] [SEP]

- Building Height Planes [L] [SEP]

It is noted that some measurements on the plans appear to be incorrect (scale and location of buildings). [L] [SEP]

The application proposes to encroach the approved height planes and limits and will contravene the prescribed heights under the provisions of the Ku-ring-gai Local Environmental Plan 2015. [L] [SEP]

The applicant’s justification for the proposed encroachments on the approved height planes in that the site is an “acute slope” is inaccurate, inappropriate and unjustified. The site has an approximate fall from the rear of the School to Buildings A to C of 3m and is not considered to be acute slope condition. [L] [SEP]

The proposed building heights contravene the height standards of 20.5m and 14.5m and will not likely satisfy the tests established under Condition A8(2) of the concept approval which are derived from the Clause 4.6 of the Standard Instrument. [L] [SEP]

Ground floor footprint and building length [L] [SEP]

- The proposed length of Buildings A and C do not comply with the Kuring-gai DCP as they exceed the maximum building length control of 36m and are therefore excessive in bulk and scale. [L] [SEP]

Top Storey footprint

- The top storey footprints of buildings A, B, C and E do not comply with the Kuring-gai DCP as they exceed 60% of the Gross Floor Area (GFA) of the storey immediately below which contravenes the future desired character of the R4 zone.

Basement footprint and setbacks

- The application proposes to increase the number of private car parking spaces yet the plans and sections do not indicate the accommodation of parking under the buildings.

<file://localhost/Users/melaniemartin/Library/Caches/TemporaryItems/msoclip/0/clip_image002.png>

- The proposed setbacks under the building footprint are unclear and cannot guarantee the provision of deep soil landscaping.

Orientation of units

- Many of the units proposed are entirely south facing. This is not best practice design for light and amenity reasons and will be further compromised by the need to provide small windows and louvre systems across the southern elevations of Buildings A, B and C due to their close proximity to the School buildings.

Issue 3: Traffic

- The School is yet to reach capacity and the numerous developments such as approved Daycare centers within walking distance of the school have not begun to operate. These facilities will see a significant increase to the car and foot traffic of Fox Valley Road and the Com Parkway. The TTW TIA can not and 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.

- There is a complete lack of bicycle and pedestrian consideration in the current concept 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. ^{L}_{SEP}

- 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. This will only increase with the other approved developments under construction, people visiting the Parkway medical suites and the residential towers on the estate once approved.

• Issue 4: Parking

The parking calculations should not be 'borrowed' from the use of another building on site – it will result in a shortfall of spaces across the Estate and force church goers to park in surrounding streets. The temporary parking was not part of the calculations, but is currently absorbing much of the overflow. If the proposed development is constructed to its maximum potential, insufficient parking will be available for the approved use of both the Wairoonga Church and the Fox Valley Community Centre. ^{L}_{SEP}

- The reduction in on-site visitor parking provision (on the basis of a paid parking facility available nearby) is not supported. ^{L}_{SEP}

- Visitors to the residential developments should not be required to pay for parking to visit residents, and the paid parking in the Hospital offers an impractical free period (around 15 minutes). ^{L}_{SEP}

- There appears to be a major shortfall in the number of car spaces across the Estate allocated to the different uses of buildings within the site. Buildings A, B and C are proposed on the site of the temporary carpark. Whilst this carpark was intended to be temporary, the carpark currently provides parking for the school (until the school construction is completed), as well as for the Fox Valley Community Centre and Wairoonga Church.

- Parents needing to access the school should not be required to park in the allocated hospital or church car parking spaces.

- The parishioners of the churches should not be required to park in the hospital or school allocated parking areas. The IPC and The department of planning are required to consider the amenity, functionality, usability and practicality of submissions, ensuring that it is in the public interest.

- Wairoonga Church (which has a capacity of 1200 people) previously had an additional 50 spaces, but lost them when the Fox Valley Community Centre was developed. Wairoonga Church has a capacity of 1200 people and has a total of 72 parking spaces (including 4 disabled parking spaces). The Fox Valley Community Centre (which also holds church services every Saturday (Fox Community church) at the same time as the Wairoonga Church) has a capacity of 500 people and has a total of only 11 allocated spaces (including 3 disabled spaces). The parishioners of both churches use the Temporary Carpark, which is located on the site of the proposed development. It is proposed to offer free parking for church goers in the hospital carpark on Saturdays, however the hospital carpark has been calculated for the use of the hospital (which operates 24/7). It would appear that there is a shortfall in parking within this precinct of the Estate, based on the approved use of each building against Kuring-gai Council's minimum parking requirements. The community Hall is used on Sunday by Sovereign Grace Church which often sees in excess of 200 attendees.

- The Minister for Planning originally declared the site to be a Site Significant Site and Major Project on the basis that the housing to be provided on the site would be ancillary to the use of the hospital (aged care and student/nursing accommodation). This would also reduce the traffic and parking impacts with residents living and working within the site and negate the need for parking associated with the housing. The current proposal is proposing additional carparking, but solely for the use of private residents who will reside in the proposed residential flat buildings. [SEP]

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- The apartments as they are currently proposed are too large, and too close to the school to provide adequate and appropriate safety between the school and its oval.

- The proposed unit developments will look directly onto and over all the school play and recreation spaces, thereby creating privacy issues and child safety concerns. The setbacks are insufficient between the proposed residential flat buildings and the school grounds. Whilst louvres are proposed on the windows that overlook the school, louvres only provide privacy from those looking IN – louvres do NOT prevent looking OUT of windows. [SEP]

- The height of the proposed apartment blocks do not reflect best practice design, in that the heights of the buildings should follow the topography of the land, stepping down the slope. The proposed design, that does NOT incorporate stepped heights following the topography of the land, will have an adverse impact on amenity, restrict viewing corridors and will not minimise overshadowing. [SEP]

- The building footprints proposed are dense and do not demonstrate adequate consideration of the school grounds and public domain adjacent to them. The proposed flat buildings will impact the northern aspect of the school and will compromise amenity. [SEP]

- The proposed flat buildings will obstruct the visual and physical links between the school and the playing fields, which are the main open area recreational spaces for the Prep-Year 12 school students. [SEP]

- The proposal does not accommodate any view corridors, nor does there appear to be any consideration of movement of large numbers of children between the sites, resulting in child safety issues. [SEP]

- The design in its current form does not allow safe access for school children between the school and the playing fields/basketball courts [SEP]

- The proposal does not include adequate space for foot paths (including disability access requirements). [SEP] Internal roads need disability, cycleways and accessibility for services and deliveries.

- An additional set of traffic lights is proposed (required) on Fox Valley Road at the entry point for the school. The distance between the traffic lights and the entry point to the drop off/pick up area (under the school buildings at basement level) is approximately only 20m long (space for only 3-4 cars) in the internal road system. A large percentage of students will be driven to school (given the limited public transport and the age of the students ranging from 4-18 years of age). It is likely that each drop off/pick up will take at least 3-4 minutes (conservative estimate). With the proposed 200 privately owned units also needing to use this intersection (350+ cars) during peak hour, this intersection (and subsequently the adjoining intersection to the hospital) is likely to become "choked", causing gridlock in both directions (especially during the 8-8.45am period). [SEP]

- It is therefore requested that, if the current modification application is approved (which, as outlined above, is considered to be inappropriate), the following condition is placed on the consent:

“Any construction work on the site of the temporary carpark for residential development is prohibited until all Construction Certificates and Occupation Certificates have been issued for all three approved school buildings on the adjacent school site”.

- The North shore is recognised as a cluster for students committing suicide and having mental health issues. The impact of this development on the mental health of students at the school will be significant. The construction noise and dust will impact the learning of the students and the ability for the teachers to conduct lessons. The impact on mental health will be particularly acute during the winter months, reduction in sunlight for Vitamin D essential for the absorption of calcium for both students and teachers, light for well-being and reduction in anxiety and depression of students and teachers.

Issue 6: Large Vehicle Access - Deliveries and Services

- Currently deliveries to the school can only occur on this potential development site. The height of the underground carpark for the school does not allow for Rubbish removal and Delivery trucks dropping of canteen and school supplies to access due to the low clearance of the roof.
- Delivery trucks are regularly seen to park behind the school on the development site and walk up supplies by trolley. Future Rubbish removal for the school also needs consideration.

The top level of Blocks A, B, C and E should be at 60% of the storey below as in line with Council DCP. To improve visual amenity of the unit blocks. All air-conditioning units should be placed in the basement carpark, to reduce any noise impact and visual impact on the Wahroonga Adventist School and three Churches operating on Precinct B: Central Church.

- The height of the proposed apartment blocks do not reflect best practice design, in that the heights of the buildings should follow the topography of the land, stepping down the slope. The proposed design, that does NOT incorporate stepped heights following the topography of the land, will have an adverse impact on amenity, restrict viewing corridors and will not minimise overshadowing. ^[L]_[SEP]