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My objection to the entire Wahroonga Estate, with or without the MOD8 consists primarily of these concerns:

- The extreme traffic congestion that already exists during morning and evening peak hours. Especially the fact that decisions on development applications in general and development applications with regards to the Wahroonga Estate specifically are made as if these developments in isolation from the needs of the community
- The number of additional vehicles on the road should be considered in the context of all newly-approved and yet to be considered DAs, not just the DA under consideration. The KMC Local Planning Panel highlighted concerns about additional traffic in its decision on the proposed child-care centre (DA 270.17) contrary to the Department's decision not to hold another traffic study with regards to the Wahroonga Estate.
- A comprehensive traffic study conducted during morning and afternoon peak hours on a week day is essential, as the traffic congestion during those times has burgeoned since when the Wahroonga Estate was initially approved, and will continue to increase.
- FRAG is also very concerned that the NSW Fire Brigade does not appear to have any issues with this proposal.
- The area south of the intersection of Fox Valley Road and The Comenarra Parkway is a designated bushfire prone area. There are ten roads (Eurong St, Morona Ave, Yanilla Ave, Leuna Ave, Wongalee Ave, The Broadway, Kerela Ave, Kallang Parade, Moona Parade and Kiole St) that feed into Fox Valley Road and the ONLY exit for all the residents of these 11 roads (i.e. including Fox Valley Road) is through the bottleneck intersection of Fox Valley Road and The Comenarra Parkway.
- There are some 450 dwellings on all these 11 roads, not counting the row of shops and clinics right at the intersection. This is potentially 1200 people in total.
- In the event of an emergency bush fire, these 1200 residents would be trying to escape via the bottleneck of Fox Valley Road and The Comenarra Parkway and/or Pacific Highway, Pennant Hills Road. The Comenarra Parkway itself could also be blocked by fire in both directions. This does not take into account the priority that must be given to emergency vehicles.

- Yesterday there were bushfires in Lane Cove National Park abutting Canoon Road. This parkland is adjacent to my property and the properties of residents in my street. Several residents, having witnessed the bushfires of 2006, packed their cars and left the area.
- Yes, in 2006 there were bush fires south of the Fox Valley Road intersection. Residents were notified and placed on alert to leave their homes. What we are discussing here is not conjecture, or speculation, it has actually happened and in all likelihood, will happen again.
- And the Adventist Church thinks it is fine to build another 200 units in this area with no care and thought given to the evacuation in the event of a bush fire!
- The additional traffic generated as a result of the Wahroonga Estate will make it very difficult for the 1200-plus residents in the Lower Fox Valley area to exit safely and in a timely manner during a bushfire evacuation.
- The Paradise fires were the deadliest wildfire recorded in California history, with 86 fatalities.
- Like Paradise, the Fox Valley region is a quiet community, with homes set amongst trees and foliage. Like Paradise, the Fox Valley region sits on a ridge. Unlike Paradise, the Fox Valley region does not have an emergency plan for evacuation in the event of wildfires. Despite having a plan, Paradise officials conceded that it did not envision the panicked evacuation of the entire town at once. How will the panicking Fox Valley community evacuate in the event of a bushfire, especially without even a plan?
- The Wahroonga Estate and numerous development applications that have been submitted claim to have bushfire and traffic management plans for their development. They seem to think that their development is exclusive, as if the rest of the community within which their development sits does not exist, or worse, is immaterial.

FRAG calls for no more developments that increase the density of the population in this region, chiefly because the roads cannot support the traffic volumes, let alone the traffic in the event of emergency bushfire evacuations by panicked local residents. Even if and when roads are widened, they may *just* cope with the current traffic congestion during peak hours. They will cope when there is a need for emergency bushfire evacuation of panicking local residents.



John Farrar