OBJECTION TO DEVELOPMENT PROPOSALS MP_07 0166 MOD 8

MP07_0166 Mod 8 is an application seeking to modify the Wahroonga Estate Concept Plan by providing detailed amended residential building envelopes and amended residential car parking rates for Precinct B: Central Church Precinct. The modification does not seek to alter the total maximum dwellings approved under the existing Concept Plan.

The following submission is made objecting to the proposed Modification 8 to approved MP_07 0166 for the following reasons:

Issue 1: Due Process

- A concern is raised over the level of detail submitted at this stage of the planning process (Master Planning stage). Major Project MP_07 0166 approved the Wahroonga Estate Concept Plan. This is a CONCEPT PLAN ONLY and only sets the general location of building envelopes, footprints and height planes. The Concept Plan sets the maximum development permissible "in principle" only – the detailed designs and layouts are subject to detailed studies and further assessment at local level.
- If the Department of Planning & Environment (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.
- Ku-ring-gai Council has raised a serious concern over the level of detail that has been submitted at this stage of the proposal. This level of detail is supposed to be submitted at DA stage to the local consent authority (Ku-ring-gai Council) and subject to more detailed studies and reports and plans being submitted. Council has requested the Department of Planning to exclude consideration of some of the more detailed plans the proponent has lodged. Approval of the details of the plans should be under the authority of Council and assessed against their own local planning controls:
  "The proposal has submitted detailed plans and layouts that typically would be submitted at the DA stage. At DA stage such plans are assessed in relation to multiple elements, such as amenity, parking, landscaping, servicing, access etc. It is difficult therefore to properly assess these layouts in isolation.
  At this concept plan level, the key consideration is the change to the building envelope, including the ground floor footprint and the maximum heights as approved under the Concept Plan.
  Whilst it is understood that the included drawings illustrate the requirements for the building envelope changes, it is important to keep separate the overarching parameters of building envelope and the detailed drawings specifying the development. This separation ensures that there is no conflict at DA stage where the development will be considered holistically from all relevant facets and there is flexibility to accommodate Council's controls in the delivery outcomes."

Issue 2: Building Design

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:

Building Height Planes

- It is noted that some measurements on the plans appear to be incorrect (scale and location of buildings).
- The application proposes to encroach the approved height planes and limits. The building height development standards of 20.5m for buildings A to D (northern half of RFB D) and 14.5m for buildings D (southern half of RFB D) and E are prescribed by the Ku-ring-gai Local Environmental Plan 2015 under the Concept Plan approval. These heights were formulated by Council and factored in the site conditions and design requirements of sloping sites, floor to ceiling heights of 3.1m metres, and lift overruns. The applicant has tried to justify for the proposed height plane encroachments due to the site having "acute slope" conditions (refer to Section 4.2.2 of the Planning Report by Ethos Urban, 1 Feb 2018). However, 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. The justification is therefore incorrect and any encroachment of the approved height plane is considered to be inappropriate and unjustified, particularly given the close proximity of the buildings to the school.
- Condition A8 (2) of the Concept Plan approval requires a future development application to be submitted to Kuring-gai Council for the five residential flat buildings. The proposed building heights contravene the standards of 20.5m and 14.5m. The building height planes will be required to satisfy the tests established under Condition A8(2) of the concept approval which are derived from the Clause 4.6 of the Standard Instrument. It appears that the proposed contravention will not satisfy the required tests. Ku-ring-gai Council has indicated that it does not support the proposed Condition A8(j) (pg 13 Planning Study) and its associated RL Table which seeks to increase the building heights. Council has indicated that Condition A8 (2) of the approved concept Plan should continue to prevail with any requirement for increase in heights being assessed at the development application stage where all matters and impacts with regards to the individual building heights, and the stipulations of A8(2)(a)(b)(c), can be considered in detail.

Ground floor footprint and building length

- The proposed length of Buildings A, C and D do not comply with the Kuring-gai DCP as they exceed the maximum building length control of 36m. This length is to control the bulk and scale of buildings to relate to the sub-urban context and enable buildings within landscaped settings to be delivered.

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. Vertical and horizontal modulation being applied to reduce the bulk and scale of the buildings is a DCP requirement for all residential flat buildings within the Kuring-gai locality.

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.
- 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 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 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 (see the attached spreadsheet), 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 for the following detailed reasons:
    - The TTW TIA relies on traffic survey data from the previous TTPA traffic report which was collected in 2012 (now 6 years old). This traffic survey data is 'dated' and not reflective of current traffic conditions and background traffic growth that would have occurred during this period.
    - The TTW TIA does not show what the background traffic growth has occurred (from 2012 to 2017) along Fox Valley Road and Pacific Highway within the assessment. The cumulative impacts of current, planned and future developments in the area appear not to have been taken into consideration.
    - The TTW TIA does not assess the impacts on the following intersections which will be impacted by the proposed development:
        - Fox Valley Road and The Comenarra Parkway (this was assessed in TTPA but not the TTW report)
        - Fox Valley Road and Lucinda Avenue (not assessed in TTW report or TTPA report)
        - Fox Valley Road and Pacific Highway (not assessed in the TTW report and TTPA report)
    - The TTW TIA has traffic signal cycle times for Fox Valley Road and the New Access Road intersection ranging between 70-80 seconds without clear justification of why this is the case. These traffic signal cycle times appear low and will need to be checked with RMS.
    - The TTW analysis only examines the opening year of the proposed development. The analysis needs to examine at least the following scenarios in order to determine whether future upgrades may be required as a result of the proposed development:
        - Five years after opening year (without development) base line traffic
        - Five years after opening year (with development)

- The TTW TIA SIDRA traffic modelling has used pedestrian demand flows of 53 per hour across all approaches using 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 provide a drawing (or analysis) showing the key desire lines for pedestrians leaving and entering the development and within the development. The TTW TIA does not Illustrate how the desire lines will be met by existing and proposed facilities, particularly in regard to the adjacent school operations and activities and the implications that will arise from those activities.
- 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.

Issue 4: Parking

- 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. Wahroonga 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. Wahroonga 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 Sabbath at the same time as the Wahroonga 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 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 Wahroonga Church and the Fox Valley Community Centre.

- 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.
- Ku-ring-gai Council has indicated that:

    - The reduction in on-site visitor parking provision (on the basis of a paid parking facility available nearby) is not supported. 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).
    - An intersection assessment was undertaken by TTW to assess the effects of additional parking on the intersection of Fox Valley Road/The Comenarra Parkway, and Fox Valley Road/access road. While the results of the modelling show minor impacts, a cumulative assessment of the full build-out of the Wahroonga Estate needs to be undertaken, particularly if modifications are sought in the future for the parking requirements of other residential developments on the site.
    - There is an undetermined modification (MP 07_0166 MOD 6) relating to Agency road requirements, and it is unclear if the results of a cumulative assessment would impact on the potential road configuration at the intersection of Fox Valley Road/The Comenarra Parkway.

Issue 5: Impact on the Wahroonga Adventist School

- 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.

- There is no land provided for school expansion in the future and across Sydney (particularly the North Shore), there is currently insufficient land for schools to expand and cater to the growing population. The proposed residential flat buildings will build out all developable land within the site, thereby preventing any future expansion of the school and/or provision for adequate play/recreation spaces.
- 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.
- 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.
- 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.
- 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.
- The design in its current form does not allow safe access for school children between the school and the playing fields/basketball courts
- The proposal does not include adequate space for foot paths (including disability access requirements).

- An additional set of traffic lights is proposed (required) on Fox Valley Road at the entry point for the school. This set of traffic lights will be located very close to the existing traffic lights. A 70m long right hand turning bay is proposed at the lights into the school entry. However, 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). Table 3.2 (see below) indicates the Estimated Traffic Generation for each Development Component and Cumulative Traffic Generation. This shows an estimated 1328 vehicle trips for the school alone in the AM (724 in the PM). If the current Application were to be approved (to the maximum number of 200 units and the proposed additional associated car parking), the additional trips generated will add another 550 trips at the intersection in the AM and 335 trips in the PM – bringing it to a total of 1878 trips at that intersection in the AM and 1059 trips in the PM.
- Staging of the Developments: As mentioned above, the temporary carpark is currently providing parking for the school and temporary drop off/pick up zones. The construction of the school is not yet complete (the second building is currently under construction and is due to open in 2019, and construction of the third building is yet to commence). The approved drop off/pick up zone for the school is located under all 3 school buildings, along with all the parking for the school (basement level). This will not be available for use until all

3 school buildings are constructed. The original staging of the proposed residential development was not due to start for several years after the school buildings were fully constructed, occupied and operational. The current proposal brings forward the staging of the development and will result in residential developments being located on the site of the temporary carpark and drop off/pick up zones. If the residential development occurs prior to the school construction being completed, it will result in the school having NO drop off/pick up zones or adequate parking facilities. This will result in major safety issues for children, pedestrians and drivers and will result in traffic chaos. As such, if the application is approved, no development of the temporary carpark should be permitted to occur until such time as the construction of all three school buildings are complete and fully operational**. 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".

Table 3.2: Estimated Traffic Generation for Each Development Component and Cumulative Traffic Generation

Indicative order of delivery

Development Components	Additional Traffic Generation (veh trips/peak hour)	Additional Traffic Generation (veh trips/peak hour) - cumulative	Road works
Hospital – Carpark	-	-	
Hospital – Education Centre Stage 1	-	-	
Hospital – CSB Expansion Stage 1A, 1B & Entry	184 (AM) & 144 (PM)	184 (AM) & 144 (PM)	
Wahroonga School			
a. Stage 1 (Middle School)	84 (AM only)	268 (AM) & 144 (PM)	
b. Stage 2 (Playing Field)	-	-	
c. Stage 4 (PE Courts)	-	-	
Commercial	101 (AM/PM)	369 (AM) & 245 (PM)	Comenarra / Fox Valley (interim)
Wahroonga School			
d. Stage 3 (Junior School)	91 (AM only)	460 (AM) & 245 (PM)	Fox Valley Rd / School entrance
Residential – Fox Valley Road	90 (AM/PM)	550 (AM) & 335 (PM)	
Hospital – Education Centre Stage 2	-	550 (AM) & 335 (PM)	
Wahroonga School			
e. Stage 5 (Junior School)	(included above)	-	
f. Stage 6 (Senior School)	50 (AM only)	600 (AM) & 335 (PM)	
Hospital – Shannon Building	131 (AM) & 66 (PM)	731 (AM) & 401 (PM)	Comenarra / Fox Valley (ultimate) + various Fox Valley intersections
Residential – Comenarra Parkway	35 (AM/PM)	766 (AM) & 436 (PM)	Comenarra / Browns
Other Fox Valley Road Residential	37 (AM/PM)	803 (AM) & 473 (PM)	

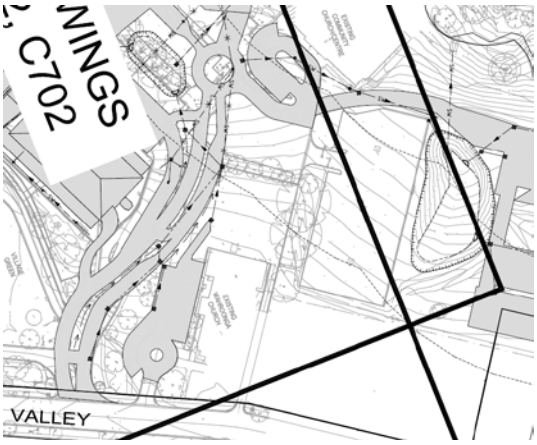
Issue 6: Stormwater Management & Drainage

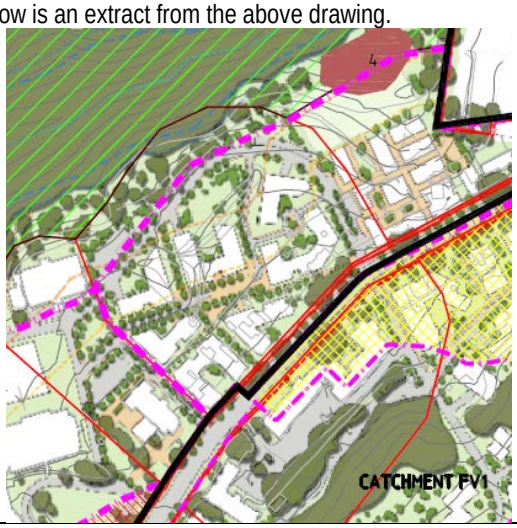
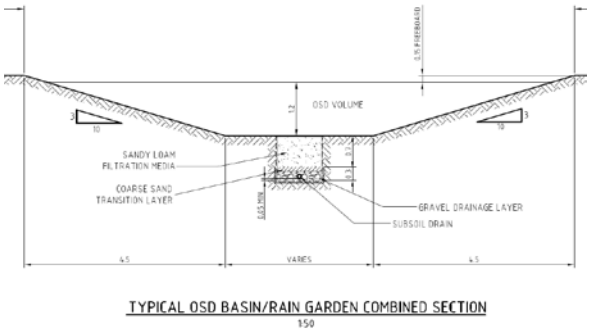
- Original Concept Plan Approval 2010: The report titled *Wahroonga Estate Flooding and Stormwater Master Plan* that was prepared in February 2009 by Hyder Consulting was included in Appendix R of the document titled *Wahroonga Estate Redevelopment Incorporating Sydney Adventist Hospital – Final Preferred Project Report & Concept* Plan prepared in January 2010. The diagram below has been extracted from this report (drawing no. SKC008) and it shows the stormwater plan.

BASIN No:	AREA (sq.m)
2	2000
3	1785
4	2545
5	2150
6	745
7	1570
9	1850
10	2430
11	1405

- On-site detention (OSD) basins are to be scattered throughout the estate. The purpose of OSD is to control the rate at which stormwater is discharged from a site. Some of these basins will incorporate a rain garden system (also known as a bioretention system) and others will incorporate a pond that will provide stormwater for reuse purposes. The rain garden and pond will remove pollutants from the stormwater. A gross pollutant trap (GPT) is proposed to be positioned upstream of the basins to capture litter, sediment and larger debris. Rainwater tanks are also proposed to collect runoff from building roofs.
- The items listed in the following table have been taken from the abovementioned report that was prepared by Hyder in 2009. The following issues/concerns are raised:.

Item	Comments
Page 2 Section 1.2 Data base The *Ku-ring-gai Council Water Management Development Control Plan – DCP 47* was used to inform the stormwater concept.	The Concept Plan was developed on the basis of DCP 47, however future development applications put to Ku-ring-gai Council will need to be in accordance with the current Ku-ring-gai Development Control Plan (DCP) that came into effect in June 2016. The part of this DCP that is applicable to stormwater management is within *Section C: Part 24 – Water Management*.
Page 3 Section 2.1.1 Stormwater quality Stormwater reduction targets: • Gross pollutants: 70% • Total suspended solids: 80% • Total phosphorus: 45% • Total Nitrogen: 45%	Under Clause 1 in *Section 24C.6 Stormwater Quality Control* of Council's DCP the following stormwater reduction targets are noted: • Gross pollutants: 70% • Total suspended solids: 85% • Total phosphorus: 65% • Total Nitrogen: 45% The current TSS and TP targets are higher than those on which the Concept Plan is based. Note however, that based on the data presented in the Hyder (2009) report the above targets are still met.

Item	Comments
Page 11 Section 4.1 MUSIC model set-up Daily rainfall and evapotranspiration data, from January 1, 1968 to January 1, 2008 were obtained from the SILO services of the Bureau of Meteorology.	Within the *NSW MUSIC Modelling Guidelines* prepared by BMT WBM Pty Ltd in 2015 it is noted that "For stormwater quality modelling in MUSIC, continuously recorded rainfall data at six minutes intervals is typically required.". This is because storm events are typically less than a day in length, and sometimes can be over within minutes, and therefore it is recommended that six-minute rainfall data be used when undertaking MUSIC modelling.
Page 11 Section 4.1 MUSIC model set-up: stormwater pollutant characteristics The default pollutant load relationships for urban catchments in MUSIC were adopted for the site. Constant mean event concentrations for the various pollutants were used as follows: • 158 mg/L for total suspended solids • 0.355 mg/L for total phosphorus • 2.63 mg/L for total nitrogen	Based on the information provided in the report, it appears that a single urban node has been modelled for each catchment. A more representative approach would be to model roads, buildings and open space as separate nodes. Within the *NSW MUSIC Modelling Guidelines* prepared by BMT WBM Pty Ltd (2015) typical stormwater concentrations are presented for various land use types. As a side note… the pollutant concentrations adopted are different to those adopted in the July 2010 report titled *Stormwater Management Plan for Sydney Adventist Hospital Redevelopment* was prepared by C&M Consulting Engineers Pty Ltd. For consistency it would be expected that the same concentration would be used. Below are the concentrations in the 2010 C&M Consulting Engineers report. • 141 mg/L for total suspended solids • 0.316 mg/L for total phosphorus • 2.29 mg/L for total nitrogen
Page 12 Section 4.2 Proposed stormwater treatment measures The proposed stormwater treatment measures act as a WSUD framework for the whole site and thus the development of individual stages within the site's precincts according to the proposed strategy would contribute to the cumulative attainment of the site's pollutant reduction targets.	In July 2010 a report titled *Stormwater Management Plan for Sydney Adventist Hospital Redevelopment* was prepared by C&M Consulting Engineers Pty Ltd. The Hyder (2009) report is listed within Section 1 of the C&M Consulting Engineers report, however the stormwater measures proposed by C&M Consulting Engineers (2010) do not align with what was presented in the Hyder (2009) report and therefore the statement noted to the left. For example, a detention basin is shown in drawing C120 (see extract below) in the C&M Consulting Engineers report (2010) to the south-west of the existing community centre and on the eastern side of the temporary car park, however a basin in this location is not shown in the Hyder (2009) report. Note, this basin has been constructed.  BASIN Similarly, a combined OSD and rain garden basin (labelled as no. 4) is shown in the Hyder (2009) report adjacent to the school oval, however this basin has not been constructed as part of the school oval works. Therefore the as-built arrangement does not align with the statement noted to the left. There may be reasons for the discrepancies, however these do not appear to have been documented.

Item	Comments
Drawing SKC008 Stormwater Reuse Plan Below is an extract from the above drawing.  	It appears that the stormwater plan (Hyder, 2009) was developed on the basis of an old version of the Wahroonga Estate layout, as the school buildings are shown further west along Fox Valley Road then they are in the Final Approved Concept Plan. Within the document titled *Wahroonga Estate Redevelopment Incorporating Sydney Adventist Hospital – Final Preferred Project Report & Concept* Plan prepared in January 2010 it states in *Section 10 Draft Statement of Commitments* "Water sensitive urban design measures will be provided generally in accordance with the recommendations of the Wahroonga Estate Flooding and Stormwater Master Plan (Hyder Consulting, February 2009) and the approved concept plan". This statement implies that the stormwater management concept was not revised to reflect the latest Wahroonga Estate layout.
Drawing SKC009 Detention Basins Typical Section Below is an extract from the above drawing.  	The section indicates that the OSD volume is 1.2 metres in depth and extends to the top of the filtration media. An important component of a raingarden (also known as bioretention system) is what is referred to as the extended detention depth (EDD) which extends from the surface of the filtration media up. The EDD assists with the removal of pollutants from the stormwater. The EDD should not be included in the determination of the OSD volume. This is noted in Section 3.3.9 of the *Bioretention Technical Design Guidelines* (Version 1.1, October 2014). The reason for this is the EDD is typically drawn down via the filter media at a slower rate than the dedicated flood storage volume. Therefore, either the reported detention volumes in each basin need to be reduced and therefore the overall site OSD requirements will not be met, or the footprint of each basin must be increased to cater for both the OSD requirements and raingarden requirements.

- Subsequent modifications: Stormwater management was not discussed as part of MODS 1 to 4 and 6 to 8. A submission by Ku-ring-gai Council in response to MOD 5, correctly identified that "the concept approval showed a combined detention basin and raingarden where the playing fields are now proposed. This facility was required to achieve the environmental and water quality targets of the water cycle management strategy adopted by Hyder. The facility has been removed from that area on the new concept plan." It would be expected that with changes to land use, i.e. building footprint changes, road alignment changes, that the original stormwater concept would be updated and revised as required. However, it does not appear that this has occurred.

Issue 7: Bushfire

Drawing Nos. A005, A006, A007, A011 and A012 (Attachment A) show a building encroaching on the APZ. Kuring-gai Council has indicated that all buildings outside the APZ need to be removed and has requested that any implications likely to result from future adoption of the Planning for Bush Fire Protection 2017 be considered (https://www.rfs.nsw.gov.au/plan-and-prepare/building-in-a-bush-fire-area/planning-forbush-fire-protection/planning-for-bush-fire-protection-2017-public-exhibition), to ensure that the proposal will not result in increased APZ requirements within the E2 zone.

CATHERINE COLVILLE