SUBMISSIONS ON MP 07_0166 WAHROONGA ESTATE REDEVELOPMENT FROM THE PUBLIC

Part A – Public submissions

No.	Date recd	Submitt er	Nature	Comment	Preferred Project Report Re
1	7 May 2009	Local Resident	Objection	 High level of traffic along Fox Valley Rd and Mount Pleasant Ave Schools in the area alfected and doubling of residents will cause traffic chaos Destroying the natural environment of bushland and habitat of wallabies, possums etc. Little conservation of the site Medium to high density housing unsuitable for an area that has no transport, trains etc. 	A traffic analysis has been commovements, increases those in then considers what impact the of existing + background grown road upgrades have been proper that maintains, or improves, exists as a significant living work documents dated 13 May 2009. The site is recognised in the D industrial cluster that should be exists as a significant living work excellent example of planning Proper planning of an expander residential component (as proper the reliance on car travel in the D be produced, which formed App purpose is to investigate all for move people from being car detention of the majority of the F school, removal of buildings never Valley Road precinct) and relo The Preferred Project Plan will habitat. The Preferred Project Plan invertained or re-established (com this 4.6 ha total, approximately composed in the test of te
			-		ha of EEC is proposed to be cl proposed for clearing).
2	11 May 2009	Local Resident	Objection	 Proposal will further exacerbate flow of traffic Should create an alternative to the short cut drivers take to get from Ryde Rd to Pennant Hills Rd, M2 didn't achieve this Should widen the Comenarra & Fox Valley Rds with a beefed up intersection at Pennant Hills Rd Halt any developments along these roads that will add to traffic 	A traffic analysis has been con movements, increases those n then considers what impact the of existing + background growt road upgrades have been prop that maintains, or improves, ex roads. The responsibility to provide al to Pennant Hills Road lies with

esponse

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

xisting schools in the area will be affected. ovided a response to the exhibited 09.

Draft North Sub-Regional Strategy as an be considered for strengthening. The site working community and represents an g to reduce dependency of car related travel. ded specialised centre and associated oposed) will have further benefits in reducing he region.

bort Management and Accessibility Plan to Appendix J of the exhibited material. Its orms of transport and, in particular, how to dependent to these alternative forms.

es has been significantly reduced with the e Residential East precinct, redesign of the near the rear of the SDA offices (in Fox location of stormwater detention facilities. *v*ill also retain the existing powerful owl

nvolves 4.6 ha of BGHF and STIF EEC to be ompared to 0.17 ha originally proposed). Of ely 1.4 ha of EEC is to be regenerated. 0.78 cleared (compared to 2.43 ha originally

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

alternative transport routes from Ryde Road th the road authority. It is unrealistic to Pennant Hills Road link with this development

					as it is an existing situation.					
					Widening of The Comenarra F controlling factor – it's the inter modified to increase efficiency this development, both roads f set by the RTA. Main intersect Highway, Kissing Point Road a Road intersection is proposed the RTA's Sydney Regional De					
3	14	Local	Objection	 Medium density dwellings on north side of Mt Pleasant Rd out of character with surrounding 	submission dated 18 June 200 The Osborn Road link has bee					
	May & 4 &9 June	Resident		 low density dwellings Effectiveness of proposed buffer on north side of Mt Pleasant Rd questionable due to limited space and height of buildings 	proposed high density housing will be replaced by medium de					
	2009			 Osborn Rd is already too busy and congested and should not be made busier as a result of the proposal 	RTA has confirmed that it will signals at the Pennant Hills Ro					
				 Proposed Osborn Rd link would impact the ecological corridor connection with Lane Cove NP 	Subsequent traffic modelling, the proposed Mt Pleasant Pre					
				 Installation of lights at intersection of Mt Pleasant Rd and Pennant Hills Rd would enhance safety, assist with smooth flow of traffic and aid bushfire evacuation 	proceed with access only via N signals). It is also noted that th DoP based on the exhibited C Preferred Project Report propo					
4	May	Local Resident	Objection	 Proposal will change character of area from low density and hospital to high rise residential and commercial 	The Draft North Subregional S Asset and Key Industry" and is					
	2009							- N	 Unclear that pubic transport required for proposed density is being provided Main roads in area are already congested, not clear adequate provision for increased traffic loads 	business activity associated w above and the skill base of its leveraged for ongoing success
				 Proposal relies too heavily on single entrance/exit to main north/west area bounded by Comenarra Pkwy and Fox Valley Rd, more complete multiple accesses should be mandatory 	We contend that the Hospital's centre should be acknowledge Strategy. As a result it is proportion prepared for other town centre should be applied to the site. I significant retail development to centres and the overall retail h					
					The 2008–09 Mini-Budget ann contributions and water infrast development of greenfield hou employment lands (including in government levies charged un <i>Environmental Planning and A</i>					
					The objective of the review wa consistent with the Governmen affordability as well as support construction industry.					
					On 17 December 2008, the Pr announced a package of refor change to the way that State in by removing rail infrastructure in the charges. The responsibi- infrastructure for greenfield ho					

Parkway and Fox Valley Roads is not the ersections at either end that need to be cy. The traffic analysis indicated that, with a fall within the environmental road capacity ctions at Pennant Hills Road, Pacific d and the Comenarra Parkway / Fox Valley ed to be upgraded as generally explained in Development Advisory Committee 009.

een deleted from the proposal and the ng located to the north of Mt Pleasant Road density housing.

Il not support the provision of new traffic Road / Mt Pleasant Avenue intersection.

, provided to RTA and DoP, indicates that recinct development could still satisfactorily Mt Pleasant Avenue (with no traffic control this modelling was provided to RTA and Concept Plan proposal (and not the reduced posal).

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . It is noted that the Estate will not have any t that might compete with other existing town hierarchy.

nnounced a review of State infrastructure structure levies that apply to the busing sites, infill development and industrial). The review also applied to local under sections 94 and 94A of the Assessment Act 1979 (EP&A Act).

vas to ensure that infrastructure levies are ent's plans to boost housing supply and ort business and provide a stimulus to the

Premier, the Hon. Nathan Rees MP, orms to infrastructure levies, including a e infrastructure contributions are calculated, re and bus subsidies – leading to a reduction ibility for providing public transport nousing sites, infill development and

				employment lands lies with the
				A traffic analysis has been cor movements, increases those r then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
5	19 Local May 2009 Image: Construction of the second state	Objection	 Concern about impact of proposal on already heavy traffic flow There are existing difficulties entering or leaving Browns Rd at certain times Major restructuring of traffic required, any increase in traffic could bring traffic to a complete standstill on Comenara Pkwy and Fox Valley Rd Construction traffic impacts increases concerns Prohibiting parking on Fox Valley Rd is not a viable solution it would make things worse with cars parked in side streets creating local access and noise problems Even if parking is increased at the hospital there is a reluctance to pay and will also impact side street parking Relocation of kindergarten will assist safety, but if 40KPH limit imposed along Fox Valley Rd will cause further delays Are existing delays at Fox Valley/Pacific Hwy and Comenarra/Pennant Hills Rd intersections and combined with existing large development approvals traffic will only get worse Solution could be a park and ride facility away from the site Existing bus service timetables are more suitable to hospital visiting rather than residential use, closest bus stop on Comenarra to Browns Rd requires dangerous crossing The following are required: changes to phasing of traffic lights at major junctions; reduce heavy vehicles on Pennant Hills Rd with tunnels; better parking in whole area; traffic control system at Browns/Comenarra intersection, scheme for traffic from F3 and Pacific Hwy to bypass Fox Valley Rd; and no further major development approved in affected area 	 A traffic analysis has been cormovements, increases those in the considers what impact the of existing + background grow road upgrades have been prophet that maintains, or improves, existed as a construction of Road, the RTA, in their letter the 2009, advise that they have not proposed under the Concept F addressing future trafficianas a result of the developer to widen The lanes in each direction Road; facilitating vehicles turn result of future upgrade Road intersection it is into the provision of a secomenarra Parkway / Statement of Commitments hat Project report committing to net the RTA to address works as go Department of Planning dated Parking prohibition along Fox necessary to ensure an accep will be provided associated with the hospital will be subject of the separate project application is proposed to increase efficiency this development, both roads for the RTA's Sydney Regional Desubmission dated 18 June 2007 In regard to the comment on a phases, it is expected that the construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / noise / traffic margeria to the issue of a Construction / nois

he State Government.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

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of The Comenarra Parkway and Browns to Department of Planning dated 18 June no objections to the development as Plan subject to:

fic concerns along The Comenarra Parkway elopment proposal, the RTA requires the he Comenarra Parkway to provide two traffic n between Fox Valley Road and Browns

Irning right into and out of Browns Road as a des to The Comenarra Parkway / Fox Valley s recommended that consideration be given seagull treatment at the intersection of The / Browns Road.

nave been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009.

x Valley Road has been minimised and is eptable traffic solution. Adequate car parking with each new building. Parking associated ect of a separate car parking strategy as part cation for the hospital.

Parkway and Fox Valley Roads is not the ersections at either end that need to be cy. The traffic analysis indicated that, with a fall within the environmental road capacity ctions at Pennant Hills Road, Pacific and the Comenarra Parkway / Fox Valley d to be upgraded as generally explained in Development Advisory Committee 009.

additional traffic plant during construction e consent authority will require a nanagement plan produced and submitted uction Certificate to allow onsite construction

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					to commence.
	10		Objection		The responsibility to provide a suggested lies with the road a upgrades with this developme
6	19 May 2009	Local Resident	Objection	 Traffic study is inadequate Comenarra Pkwy is poorly developed, heavily used and has traffic hold ups at Pennant Hills Rd and Lane Cove Rd intersections during peak hour – upgrades to intersections should be mandatory for development to go ahead Existing traffic conditions all along Comenarra Pkwy and Fox Valley Rd are inadequate and will be burdened beyond breaking point 	Further detail is required on w before a response can be prov Main intersections at Pennant Road and the Comenarra Par proposed to be upgraded as g Regional Development Adviso 2009. Statement of Commitme Preferred Project report comm mechanism with the RTA to an above mentioned letter. The concerns with traffic cond Valley Roads are a function of be modified to increase efficient this development, both roads set by the RTA. The RTA's Sy Committee submission dated
					objections to the exhibited cor undertaken as generally desc
7	20 May 2009	LGA Resident	Objection	 Concerned by size and scale of proposal Lack of transport infrastructure means roads will be overwhelmed Likely other infrastructure (sewers and drainage) wont cope Safety issues in event of major fire Impacts on rare BGHF Development should not proceed until local Council satisfied traffic issues addressed and until fire authorities are satisfied 	 Undertaken as generally descipation We contend that the Hospital's centre should be acknowledge Strategy. As a result it is proper prepared for other town centre should be applied to the site. A traffic analysis has been con movements, increases those in then considers what impact the of existing + background grow road upgrades have been proper that maintains, or improves, existing a service authoriti Q of the exhibition material. So cater for the development as p R of the exhibition material ou be addressed. It will be design provided with individual project the Statement of Commitment
					In times of bushfire threat, a s Appendix L of the exhibited m the Concept Plan, an Emerge the landowner. The purpose of preparation of the various Est evacuation drills and reviews Chair Person of the Committee Management Committee mee Emergency Service Combat A

alternative transport routes/solutions as authority. It is unrealistic to associate such ent.

where the traffic study is deemed inadequate ovided to this point.

nt Hills Road, Pacific Highway, Kissing Point arkway / Fox Valley Road intersection is generally explained in the RTA's Sydney sory Committee submission dated 18 June nents have been provided within this mitting to negotiate a VPA or other address works as generally described in the

ditions on The Comenarra Parkway and Fox of the intersections at either end that need to ency. The traffic analysis indicated that, with s fall within the environmental road capacity Sydney Regional Development Advisory d 18 June 2009 confirms they have no oncept plan subject to works being cribed within their letter.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ties were consulted as outlined in Appendix Services can be augmented and upgraded to a proposed. In regard to drainage, Appendix butlined, conceptually, how stormwater would gned to best practice, with further detail ect / development applications as outlined in ints.

suite of recommendations were proposed in naterial, in particular that, upon approval of ency Liaison Committee be established by of the committee shall be to co-ordinate the state Evacuation Plans, implement s of the individual Evacuation Plans. The ee shall also attend the Local Emergency etings and bring to those meetings and the Agencies/support Welfare Agencies the

					emergency planning protocols uses within the Estate.
					The Preferred Project Plan has flora and fauna. The Preferred STIF EEC to be retained or re- originally proposed). Of this 4.0 to be regenerated. 0.78 ha of F to 2.43 ha originally proposed
					The RTA's Sydney Regional D submission dated 18 June 200 exhibited concept plan subject described within their letter.
8	20 May 2009	Local Resident	Objection	 Rezoning should not be approved until traffic problems solved to satisfaction of Councils Comenarra Pkwy is already inadequate and can not cope with a major increase in traffic Should be no further loss of BGHF, a CEEC under State and Federal legislation Commercial, retail, school and residential expansion should be reduced to better fit site 	The RTA's Sydney Regional D submission dated 18 June 200 exhibited concept plan subject described within their letter.
				capabilities and to cater for traffic and BGHF	The concerns with traffic condi- function of the intersections at increase efficiency. The traffic development, both roads fall w by the RTA.
					The amount of vegetation loss deletion of the majority of the F school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Projec EEC to be retained or re-estat proposed). Of this 4.6 ha total,
					regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
9	20 May 2009	Local Resident	Objection	 Concern resultant traffic increase to Pennant Hills Rd will be immense Pennant Hills Rd is running over capacity during peak times No mention to integrate development of Pennant Hills Rd with the San development and current Hornsby Council rezonings Any increase in bulk housing in these northern suburbs mustn't proceed until action on a F3/M2 link road and timing commensurate with road completion 	A traffic analysis has been con movements, increases those n then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
					There is no need to delay important proposal on the basis of the F3 considered the benefits on the may not be in place for some the upgrades were required to exist + this development proposal.
10	21 May	Local Resident	Objection	 Not convinced traffic modelling is accurate Once development goes through and with no changes to Comenarra Pkwy exiting delays 	Further detail is required on whether before a response can be prov
	2009			will become worse	A suite of road upgrade works
				 Car pooling scheme comes with no guarantees Strongly object to proposal 	Regional Development Adviso 2009, including upgrades to m Pacific Highway, Kissing Point Valley Road.

Is and issues related to the various land

as been modified to preserve more native ed Project Plan involves 4.6 ha of BGHF and re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is f EEC is proposed to be cleared (compared d for clearing).

Development Advisory Committee 009 confirms they have no objections to the ct to works being undertaken as generally

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ditions on The Comenarra Parkway are a at either end that need to be modified to ic analysis indicated that, with this within the environmental road capacity set

as has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

portant planning decisions such as this F3/M2 link. The traffic analysis in Appendix J he F3/M2 link however accepted that this time and therefore reported on what xisting roads to cater for background growth

where the traffic study is deemed inaccurate ovided to this point.

ss were outlined in the RTA's Sydney sory Committee submission dated 18 June main intersections at Pennant Hills Road, nt Road and the Comenarra Parkway / Fox

					1
					A Statement of Commitment is car sharing scheme. A Stateme 3A approval.
11	21 May 2009	Local Resident	Objection	 Oppose in strongest terms endangering/destruction of significant tracts of important BGHF Stands of BGHF are almost non-existent in the Sydney region, a stand has been protected in Pymble and its unconceivable to allow the stand on the site to be damaged or destroyed 	The amount of vegetation loss deletion of the majority of the R school, removal of proposed by Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
12	21 May 2009	Commun ity Member	Objection	 Plans on display at 17/15/09 open day significantly different to DoP website Development Report writer and Traffic report writer who attended open day seemed to have complete lack of understanding about proposal and implications for local area Proposed school has been moved again with no detail on car parking, bus arrangements or noise considerations for surrounding residents High visitor parking fees at hospital result in congested on-street parking, this problem will multiply with increased hospital facilities Assumptions of 1 car per 6 people is a short sighted view of reality Confusion among developer's representatives at open day, one saying virtually all houses from new school site along Fox Valley to Strone Ave would be demolished, another showing a plan saying some would remain Developers do not care about the surrounding areas beyond the site and the plans should be rejected 	Documentation on display at the obtained from the Concept Plan Concept Plan approval is souge including a coordinated precision each user of the site; Concept options; Maximum gross floor and public domain concepts; Gesetbacks. Details for the final details associated we separate Project / Development public comment. Parking prohibition along Fox An necessary to ensure an accept will be provided associated with with the hospital will be subject of the separate project applicate
13	21 May 2009	Local Resident	Objection	 Supportive of hospital expansion and nursing facilities, but do not support large amount of commercial, residential and retail development Concerned about increase in traffic, no approval should be issued unless traffic management is resolved to satisfaction of local councils Should be no loss of BGHF 	 considered as part of planning We contend that the Hospital's centre should be acknowledge. Strategy. As a result it is proport prepared for other town centres should be applied to the site. For it to be successful as a work mix of commercial, residential at Estate will not have any signific with other existing town centres. The proposed residential development centres applied employment centres. As mentioned, the amount of work reduced with the deletion of the redesign of the school, removal SDA offices (in Fox Valley Road detention facilities. The Preferr and STIF EEC to be retained on the state of the school o

is provided in relation to implantation of the nent of Commitment is binding to any Part

s has been significantly reduced with the Residential East precinct, redesign of the buildings near the rear of the SDA offices (in d relocation of stormwater detention ct Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally II, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

the Community Information day was lan document.

ight for key development parameters, inct plan outlining future growth areas for otual road design and traffic management r areas for each precinct; Broad land use opment allotments; Landscape, open space General building heights, build-to lines and designs developed within these parameters with the school) will be provided under ent applications, which will be available for

a Valley Road has been minimised and is ptable traffic solution. Adequate car parking rith each new building. Parking associated of a separate car parking strategy as part ation for the hospital.

development (and users) have not been g this proposal.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

rorking-living community, it needs to have a al and retail development. It is noted that the ficant retail development that might compete res and the overall retail hierarchy.

elopment is required to make the hospital ential density is appropriate for the re.

vegetation loss has been significantly he majority of the Residential East precinct, /al of proposed buildings near the rear of the bad precinct) and relocation of stormwater rred Project Plan involves 4.6 ha of BGHF or re-established (compared to 0.17 ha

					originally proposed). Of this 4.6
					to be regenerated. 0.78 ha of E
14	21 May 2009	Local Resident	Objection	 Proposal gives no thought to Mt Pleasant Ave, which is a no through residential road accessing busy Pennant Hills Rd In 1999 Hornsby Council said no new developments should be permitted to obtain access from Mt Pleasant Ave and Pennant Hills Rd without first resolving the existing traffic deficiency Mt Pleasant Ave already accommodates school and retirement village traffic, it is narrow and was not designed to accommodate this traffic, street parking exacerbates safety issues/sightlines Proposal is unacceptable, Osborn Rd link needs to be completed before development begins Mt Pleasant Ave should be closed on boundary between Hornsby and Ku-ring-gai Council areas 	 to 2.43 ha originally proposed Following extensive feedback is period, and ongoing discussion was conducted regarding the a Precinct. Due to the nature of a partly associated with the retire movements or movements out that the Mt Pleasant precinct we during peak hours. Based on RTA guidelines, con Avenue would not elevate the environmental goals for this ro This modelling therefore indicate development could still satisfate Pleasant Avenue (with no traffim odelling was provided to RTA Plan proposal (and not the red this precinct). The Osborn Road link has their
					Disagree that Mt Pleasant Roa boundary issues.
15	22 May 2009	Local Resident	Objection	 Osborn Rd/Pennant Hills Rd intersection is already dangerous with existing volume problems, added traffic will present great difficulties for residents and increase danger for schools located on corners of the intersection If development proceeds would be more appropriate for lights at Mt Pleasant Ave/Pennant Hills Rd intersection, while it would result in two sets of lights in close proximity it would have safety advantages of slowing traffic 	The Osborn Road link has bee Vehicle movements from the p Hills Road via Mt Pleasant Ave RTA has confirmed that it will r signals at the Pennant Hills Ro Subsequent traffic modelling, p the proposed Mt Pleasant Prec proceed with access only via M signals). It is also noted that th DoP based on the exhibited Co Preferred Project Report propo
16	22 May 2009	Commun ity Member	Objection	 Adequate visual impact assessment/sketches not provided and photo montages contradict amount of vegetation screening for buildings along Fox Valley Rd Scale model should have been provided Existence of a few trees shouldn't be justification for increased heights, sufficient justification for building heights from a planning and urban design perspective must be provided 4-6 storeys along Fox Valley Rd is excessive and not keeping with the existing local character which is predominantly 2 storey low density residential development Buildings along Fox Valley Rd should be setback, limited to 2/3 storeys with height of buildings increasing towards centre of the site Taller buildings should be located on lower parts of the site sloping away from main roads (Comenarra and Fox Valley) to reduce perceived height Appropriate buffers should be provided between development and EECs, standard government policy is a minimum 50m vegetated buffer 	We understand that the Depart assessment of visual impact, in A thorough assessment of the Preferred Project Report. The Preferred Concept Plan in buildings along Fox Valley Way be compliant with building desi The proposed APZs and riparia relevant authorities. The amount of vegetation loss

1.6 ha total, approximately 1.4 ha of EEC is EEC is proposed to be cleared (compared d for clearing). k from local residents during the exhibition ons with the RTA, additional traffic modelling access options for the Mt Pleasant f development proposed in this precinct (ie irement village with typically lower vehicle utside of peak periods), analysis estimated would generate about 46 additional trips onfinement of additional traffic to Mt Pleasant e traffic level on this road above the RTA road. cates that the proposed Mt Pleasant Precinct factorily proceed with access only via Mt affic control signals). It is also noted that this TA and DoP based on the exhibited Concept educed Preferred Project Report proposal for erefore been deleted from the proposal. oad be closed because of cross LGA een deleted from the proposal. proposed development will access Pennant venue. not support the provision of new traffic Road / Mt Pleasant Avenue intersection. provided to RTA and DoP, indicates that ecinct development could still satisfactorily Mt Pleasant Avenue (with no traffic control this modelling was provided to RTA and Concept Plan proposal (and not the reduced posal). artment are happy with the presentation and , including the absence of a model. e proposed built form is included in the includes the retention of several existing /ay. Proposed residential development will esign and SEPP 65 requirements. rian buffers have been agreed with the

ss has been significantly reduced with the Residential East precinct, redesign of the

				 Off-site offsets should be investigated for loss of EECs 	school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estal proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC i
17	22 May 2009	LGA Resident	Objection	 Development will affect CEEC BGHF, this must not be allowed 	2.43 ha originally proposed fo The amount of vegetation loss deletion of the majority of the school, removal of proposed k Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estal proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC i 2.43 ha originally proposed fo
18	23 May 2009	Local Resident	Objection	 Disapproval for proposal, disgrace the way the area is being developed, lots of real estate, poor infrastructure and roads that wont be able to cope 	Concerns noted. We have reg authorities and the RTA, all of proceed subject to upgrade w
19	25 May 2009	Local Resident	Objection	 Increased traffic from development will increase danger of Warwick PI/Comenarra Pkwy intersection, cause congestion on Warwick PI and reduce on street parking by 20-25% Concerns could be addressed by traffic calming devices on the new access road joining Warwick PI, ban parking on the new access road, use vacant land between Warwick PI and Fox Valley Rd to exit onto Comenarra Pkwy for southbound traffic 	The link from Fox Valley Road to the deletion (in part) of the investigate installation of a mi that front The Comenarra Par Comenarra Parkway. It is con east and west sight distances
20	25 May 2009	Local Resident	Objection	 Do not object to redevelopment per se, but strongly object to direct traffic from proposal through Osborn Rd Mt Pleasant Ave/Pennant Hills Rd intersection is already dangerous Osborn Rd/Pennant Hills Rd intersection is subject to frequent accidents Osborn Rd is already busy from Loreto school traffic and on street parking Traffic lights should be installed at Mt Pleasant Ave/Pennant Hills Rd intersection, there are already many sets of lights on Pennant Hills Rd intersection by slowing traffic on Pennant Hills Rd Rd 	The Osborn Road link has been from the proposed Mt Pleasar Mt Pleasant Avenue. RTA has confirmed that it will signals at the Pennant Hills R fact RTA strongly recommend the development and Osborn the traffic lights at Pennant Hi Subsequent traffic modelling, the proposed Mt Pleasant Pre- proceed with access only via signals). It is also noted that the DoP based on the exhibited C Preferred Project Report prop
21	25 May 2009	Local Resident	Objection	 Strongly object to linking Osborn Rd to proposed development in Mt Pleasant Ave and banning right hand turns from Mt Pleasant Rd into Pennant Hills Rd, making Osborn Rd only access for 100s of residents Osborn Rd is narrow and carries lots of traffic particularly from Loreto, on street parking is also taken up by the school Linking the proposed development to Osborn Rd with the associated traffic increase would be negligent and dangerous and banning right hand turns from Mt Pleasant would exacerbate the situation Osborn Rd/Pennant Hills Rd intersection is already dangerous No rezoning should be granted until traffic problems are solved to satisfaction of local residents and councils Development in Mt Pleasant should not be linked to Osborn Rd Consideration should be given to traffic lights at Mt Pleasant Ave/Pennant Hills Rd 	The Osborn Road link has bee from the proposed Mt Pleasar Mt Pleasant Avenue. RTA has confirmed that it will signals at the Pennant Hills Re fact RTA strongly recommend the development and Osborn the traffic lights at Pennant Hill Subsequent traffic modelling, the proposed Mt Pleasant Pre proceed with access only via I signals). It is also noted that the

buildings near the rear of the SDA offices (in not relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

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egularly consulted with infrastructure service of which have indicated that the proposal can works being conducted.

ad to Warwick Place has been removed due e residential east precinct. It is proposed to hinor road at the rear of the existing dwellings arkway that connects Warwick Place to The nsidered that this may assist in enhancing s along The Comenarra Parkway.

een deleted from the proposal, with traffic ant precinct to access Pennant Hills Road via

ill not support the provision of new traffic Road / Mt Pleasant Avenue intersection. In Inded a connection be constructed between In Road to access the existing capacity within Hills Road / Osborn Road.

I, provided to RTA and DoP, indicates that recinct development could still satisfactorily a Mt Pleasant Avenue (with no traffic control this modelling was provided to RTA and Concept Plan proposal (and not the reduced posal).

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ill not support the provision of new traffic Road / Mt Pleasant Avenue intersection. In Inded a connection be constructed between In Road to access the existing capacity within Hills Road / Osborn Road.

I, provided to RTA and DoP, indicates that recinct development could still satisfactorily a Mt Pleasant Avenue (with no traffic control this modelling was provided to RTA and

				intersection, this would also slow traffic on Pennant Hills Rd	DoP based on the exhibited Co Preferred Project Report propo
					RTA, in their letter to Departm
					that they have no objections to
					Concept Plan subject to a num
					Commitments have been prov committing to negotiate a VPA
					address works as generally de
					Planning dated 18 June 2009.
					satisfied that the proposal (and
22	May	Local Resident	Objection	 Concerned about proposal to link Mt Pleasant Ave with Osborn Rd and impact of increased population and traffic in area, but particularly Osborn Rd 	The Osborn Road link has been from the proposed Mt Pleasan
	2009			 Volume of traffic on Osborn Rd is already very high, particularly from Loreto 	Mt Pleasant Avenue.
				 On-street parking used by school creates passing problems as Osborn Rd is narrow 	RTA has confirmed that it will
				 Additional traffic will create further problems and be a danger to pupils 	signals at the Pennant Hills Ro
				 Are existing delays exiting Osborn Rd onto Pennant Hills Rd 	fact RTA strongly recommend
				 Best solution is traffic lights at Mt Pleasant Ave/Pennant Hills Rd intersection as will slow traffic on Pennant Hills, reduce accidents, and improve traffic flow 	the development and Osborn the traffic lights at Pennant Hil
				 If development is to go ahead greater consultation required with Osborn Rd residents and 	Subsequent troffic modelling
				far greater impact studies required	Subsequent traffic modelling, the proposed Mt Pleasant Pre
				 Comenarra Pkwy is already incapable of coping with regular traffic flows and Pennant Hills 	proceed with access only via I
				Rd is a disaster	signals). It is also noted that the
					DoP based on the exhibited C
					Preferred Project Report prop
					RTA, in their letter to Departm advise that they have no object
					under the Concept Plan subje
					(including The Comenarra Par
					of Commitments have been proceeding of Committing to negotiate a VPA
					address works as generally de
					Planning dated 18 June 2009.
					satisfied that the proposal (and
23	May	Local Resident	Objection	 Supporting infrastructure in area is not as it needs to be to support such a large development 	We have regularly consulted w the RTA, all of which have ind
	2009			 Pennant Hills Rd is a bottleneck, a tunnel or ring road is required 	subject to upgrade works bein
				 Existing natural waterfall and creek drainage can't support increased flows 	The issue with Pennant Hills F
				 Electricity already blacks out several times a year 	controlled intersections that co
				 There should be no loss of Federally and State protected BGHF 	provide alternative transport ro
				 Proposed link from Mt Pleasant Rd to Osborn Rd is not supported as Osborn Rd is already at full capacity and increased traffic will make it unsafe 	road authority. It is unrealistic development.
				 Traffic light at Osborn/Pennant Hills Rd intersection are already unsafe 	In regard to drainage, Append
				 Any widening of Osborn Rd to accommodate increased traffic would result in significant loss of Blue Gums and the BGHF 	conceptually, how stormwater best practice, with further deta
				 Mt Pleasant Rd should be used to access the development and lights should be installed at the intersection with Pennant Hills Rd 	development applications as c
				 The developers did not consult with the community in developing the concept plan as required by the DGRs 	Regarding electricity supply, E Planning on 14 May 2009 adv
				Commercial, retail, school and residential expansion should be reduced to better fit with site	on the property is required and cable back to Energy Australia

Concept Plan proposal (and not the reduced posal).

ment of Planning dated 18 June 2009, advise to the development as proposed under the imber of roadwork upgrades. Statement of ovided within this Preferred Project report PA or other mechanism with the RTA to described in their letter to the Department of 9. In our opinion, the RTA is therefore nd rezoning) can be approved as proposed. een deleted from the proposal, with traffic ant precinct to access Pennant Hills Road via

Il not support the provision of new traffic Road / Mt Pleasant Avenue intersection. In ded a connection be constructed between n Road to access the existing capacity within fills Road / Osborn Road.

, provided to RTA and DoP, indicates that recinct development could still satisfactorily Mt Pleasant Avenue (with no traffic control this modelling was provided to RTA and Concept Plan proposal (and not the reduced posal).

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades arkway and Pennant Hills Road). Statement provided within this Preferred Project report PA or other mechanism with the RTA to described in their letter to the Department of 9. In our opinion, the RTA is therefore nd rezoning) can be approved as proposed. with infrastructure service authorities and dicated that the proposal can proceed ing conducted.

Road is because of the number of traffic connect into this road. The responsibility to routes/solutions as suggested lies with the c to associate such upgrades with this

dix R of the exhibition material outlined, er would be addressed. It will be designed to tail provided with individual project / outlined in the Statement of Commitments.

Energy Australia provided advice to Dept lvising that several new electrical substations nd at lease one high voltage underground lia's Turramurra Zone substation may be

				and infrastructure capabilities	required to supply the site at th
					The amount of vegetation loss deletion of the majority of the F school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Projec EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
					The Osborn Road link has bee from the proposed Mt Pleasan Mt Pleasant Avenue.
					RTA has confirmed that it will signals at the Pennant Hills Ro
					In preparing the concept plan, Community Reference Group information back to their const is independently facilitated and ring-gai Council (Councillors a Environment representative, S also provided to onsite user gr General Requirements regardi
					We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo prepared for other town centre should be applied to the site.
					For it to be successful as a wo mix of commercial, residential Estate will not have any signifi with other existing town centre As mentioned, service authorit
24	26	Local	Objection	 Agree San should be expanded but link between Mt Pleasant Rd and Osborn Rd should not 	proposal subject to a number of The Osborn Road link has bee
	May 2009	Resident	objoodon	 Agree San should be expanded but link between with reasant Rd and Osborn Rd should not be permitted Osborn Rd is already busy and the intersection with Pennant Hills Rd dangerous, any increased in traffic on Osborn Rd will add to the current problems 	from the proposed Mt Pleasan Mt Pleasant Avenue.
				 Cumulative traffic impacts of current Hornsby Council rezonings of residences bounded by Normanhurst Road, Buckingham Avenue and Huddart Avenue and this proposal need to be considered 	The traffic analysis modelled th existing situations, existing situ situations + background growth traffic impacts have been const
25	27 May 2009	Local Resident	Objection	 Acknowledge proposal will bring some advantages such as health services Size of commercial, retail, school and residential expansion is inappropriate and will have a significant impact on local environment and infrastructure, size should be reduced to better fit with site capabilities Large increases in traffic movements will result, congestion points exist at critical local road 	We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo prepared for other town centre should be applied to the site.
				intersections, modelling assumes intersections will be improved and then states existing	For it to be successful as a wo

the developer's cost.

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

een deleted from the proposal, with traffic ant precinct to access Pennant Hills Road via

not support the provision of new traffic load / Mt Pleasant Avenue intersection.

n, presentations were made to the p to obtain information and disseminate stituents. The Community Reference Group nd is made up of representatives from Kuand staff), local residents, STEP Community San and SDA. Separate presentations were groups. We have satisfied our Director rding consultation.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

vorking-living community, it needs to have a al and retail development. It is noted that the ificant retail development that might compete res and the overall retail hierarchy.

rities (including RTA) have accepted the <u>r of upgrade works being undertaken.</u> een deleted from the proposal, with traffic ant precinct to access Pennant Hills Road via

the surrounding road networks based on ituations + background growth and existing wth + the proposed development. Cumulative nsidered as part of this development. I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

orking-living community, it needs to have a

				conditions and ownership will constrain improvement opportunities and in some cases it will	mix of commercial, residential
				not be possible to improve current conditions	Estate will not have any signific
				 Proposal will result in traffic and parking chaos especially during morning and evening rush hour and weekends 	with other existing town centre
				 No rezoning should granted until traffic problems are solved to satisfaction of Ku-ring-gai and Hornsby councils 	As mentioned, service authorit proposal subject to a number of
				 There should be no loss of BGHF 	A traffic analysis has been con movements, increases those n then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
					Main intersections at Pennant Road and the Comenarra Parl proposed to be upgraded as g Regional Development Adviso 2009.
					Traffic and parking has been n and densities. A parking plan v details have been finalised.
					The proposal has been assess proposal can proceed subject works being undertaken (as ge June 2009). The development RTA approval.
					As mentioned above, retention south east and the proposed r field to the north will minimise
26	27 May 2009	Local Resident	Objection	 Object to proposal to connect Mt Pleasant Ave to Osborn Rd, based on Osborn Rd coping with increased traffic, visibility at Osborn Rd/Pennant Hills Rd intersection, intersection usability, emergency service access, pedestrian safety and BGHF Link should be removed from plane 	The Osborn Road link has bee
27	27 May 2009	Local Resident	Objection	 Link should be removed from plans Osborn Rd is already crowded and increased traffic from proposal can't be accommodated with out inconveniencing existing residents with only access to Pennant Hills Rd from Osborn Rd Object to proposed link, it should be removed 	The Osborn Road link has bee from the proposed Mt Pleasan Mt Pleasant Avenue.
				Object to proposed link, it should be removedPlan should focus on traffic signals at Mt Pleasant Rd and Pennant Hills Rd	RTA has confirmed that it will r signals at the Pennant Hills Ro
28	28 May	Local Resident	Objection	 Concerned about impacts on local traffic which is already bad Concerned vegetation is the area is being depleted, particularly BGHF protected under 	A traffic analysis has been con movements, increases those n
	2009			 Federal and State legislation Concerned local infrastructure being overwhelmed by huge scale of project and additional population to area 	then considers what impact the of existing + background growt road upgrades have been prop that maintains, or improves, ex
				 No rezoning should be granted until traffic problems are solved to satisfaction of local councils 	roads.
l				 Should be no loss of BGHF Commercial, retail, school and residential expansion should be reduced to better fit site capabilities 	The amount of vegetation loss deletion of the majority of the F school, removal of proposed by

al and retail development. It is noted that the ificant retail development that might compete res and the overall retail hierarchy.

rities (including RTA) have accepted the r of upgrade works being undertaken.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

nt Hills Road, Pacific Highway, Kissing Point arkway / Fox Valley Road intersection are generally explained in the RTA's Sydney sory Committee submission dated 18 June

modelled with regard to the proposed use will addressed when residential/hospital

ssed by the RTA who have indicated that the et to a number of road upgrade/improvement generally provided in their letter dated 18 nt/rezoning should proceed on the basis of

on of existing conservation precinct to the relocation of detention basin and playing e impacts on BGHF. een deleted from the proposal.

een deleted from the proposal, with traffic ant precinct to access Pennant Hills Road via

Il not support the provision of new traffic Road / Mt Pleasant Avenue intersection. Inducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

es has been significantly reduced with the Residential East precinct, redesign of the buildings near the rear of the SDA offices (in

					Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
					Infrastructure service authoritie Q of the exhibition material. Se cater for the development as p RTA) have accepted the propo- being undertaken.
					The proposal has been assess proposal can proceed subject works being undertaken (as ge June 2009). The development RTA approval.
					We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo prepared for other town centre should be applied to the site.
					For it to be successful as a wo mix of commercial, residential Estate will not have any signifi- with other existing town centre
29	28 May 2009	Local Resident	Objection	 Extra NSW Government infrastructure requirements for proposal need to be considered Documentation does not include costed RTA upgrade requirements to accommodate additional traffic Intersection at Browns Rd/Comenarra Pkwy is already at standstill during peaks and the 	Further explanation is required infrastructure this comment rel to this point.
				 A Victorian type bushfire in the locality and through the development does not bear thinking about 	A traffic analysis has been com movements, increases those m then considers what impact the of existing + background growt road upgrades have been prop that maintains, or improves, ex roads. Documentation regardin available.
					In regard to the intersection of Road, the RTA, in their letter to 2009, advise that they have no proposed under the Concept F • To address future traffic as a result of the develo developer to widen The lanes in each direction
					Road; To facilitate vehicles tu a result of future upgrad Valley Road intersection given to the provision of The Comenarra Parkwa

nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

ties were consulted as outlined in Appendix Services can be augmented and upgraded to proposed. Service authorities (including posal subject to a number of upgrade works

essed by the RTA who have indicated that the ct to a number of road upgrade/improvement generally provided in their letter dated 18 nt/rezoning should proceed on the basis of

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

vorking-living community, it needs to have a al and retail development. It is noted that the ificant retail development that might compete res and the overall retail hierarchy. ed on what extra NSW Government relates to before a response can be provided

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding ding costs of upgrades is not publicly

of The Comenarra Parkway and Browns to Department of Planning dated 18 June no objections to the development as Plan subject to:

ffic concerns along The Comenarra Parkway elopment proposal, the RTA requires the he Comenarra Parkway to provide two traffic n between Fox Valley Road and Browns

turning right into and out of Browns Road as rades to The Comenarra Parkway / Fox tion it is recommended that consideration be of a seagull treatment at the intersection of way / Browns Road.

30	29 May	Local Resident	Objection	 Opposed to proposal unless traffic issues (particularly narrow nature of Osborn Rd) and environmental impacts (particularly BGHF) are fully resolved in advance 	Statement of Commitments ha Project report committing to ne the RTA to address works as g Department of Planning dated A bushfire report was produced accordance with the provisions Protection. The Osborn Road link has bee redesign of the school will mini-
31	2009 29 May 2009	Local Resident	Objection	 Roads on the Normanhurst side of the proposal are dead ends and any further traffic will cause more problems with traffic delays and accidents Any further development of the size of the proposal will impact native fauna, birds have been disappearing over the years with every new development 	The Osborn Road link has bee from the proposed Mt Pleasan Mt Pleasant Avenue. A traffic a considers the existing traffic m with background growth and th development will have on top o movements. A suite of recomm proposed (and generally suppo existing level of service on sur As mentioned above, the Prefe and STIF EEC to be retained o originally proposed). Of this 4.0 to be regenerated. 0.78 ha of E to 2.43 ha originally proposed
32	29 May 2009	LGA Resident	Objection	 Documentation provides virtually none of the effects of the proposal on the total infrastructure eg. sewerage, water, electricity and transport Nothing mentioned about bushfire, yet the site is just outside the bushfire zone Wonder whether study authors considered anything further than site proposed for development Are existing local traffic delays and proposal is to introduce many extra vehicles to already over extended facility Site should be allowed to develop, but current plan needs scaling down and thorough investigation on how each piece of infrastructure is to be handled Ku-ring-gai residents do not want to be left funding or living with development approved on ad hoc basis 	 Infrastructure service authoritie Q of the exhibition material. Secater for the development as p RTA) have accepted the proposition of the exhibite exhibite

have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009.

ed as part of this proposal (Appendix L) in ns of the RFS Planning for Bushfire

een deleted from the proposal and slight inimise impact on BGHF.

een deleted from the proposal, with traffic ant precinct to access Pennant Hills Road via c analysis has been conducted that movements, increases those movements then considers what impact the proposed o of existing + background growth mended road upgrades have been ported by RTA) that maintains, or improves, urrounding roads.

eferred Project Plan involves 4.6 ha of BGHF d or re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is f EEC is proposed to be cleared (compared d for clearing).

ties were consulted as outlined in Appendix Services can be augmented and upgraded to proposed. Service authorities (including posal subject to a number of upgrade works

ced as part of this proposal (Appendix L) in ins of the RFS Planning for Bushfire ated confirms they have no objections to ubject to recommendations of the proposal's d.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . As mentioned, service authorities (including posal subject to a number of upgrade works

legislation, the purpose of the concept plan

					is to ensure that development not on an individual basis.
33	29 May 2009	LGA Resident	Support	 Full support for new K-12 school, current school has reputation for excellent education, offering this through to Y12 would greatly benefit community Is a need for a new secondary school that can provide proven excellence in education in the area 	Noted
34	30 May 2009	Local Resident	Objection	 Accepted need for public utilities such as the hospital to expand Development site contains sloping areas of densely covered bushland which raises fire safety issues for proposed medium density residential development Scale of proposal is disproportionate to infrastructure available in the area Site is some distance from closest train station and has no other transport except for buses Scale of development will change the natural landscape of the area which would impact property prices Objection to Ministers use of powers under Part 3A, local Councils should still have a significant role in the decision making process Proposed development is disproportional to the geographic, social, and infrastructure characteristics of the area and is also contrary to the Governments Metropolitan Strategy 	A bushfire report was produced accordance with the provisions Protection. An addendum to the Project Report. The proposed density is appro- hub of employment. Public tran- increases. Infrastructure service authoritie Q of the exhibition material. Sec cater for the development as p RTA) have accepted the propo- being undertaken. No evidence suggests that pro- this proposal. Part 3A is part of planning legis The proposal has been formula opportunity and constraints, into requirements to enable the hos community demands over the Hospital's status as a specialis acknowledged in the context or result it is proposed that the ur town centres such as height, d the site.
35	31 May 2009	Local Resident	Objection	 Existing Osborn Rd/Pennant Hills Rd intersection is dangerous for vehicles and pedestrians, several accidents have occurred recently Existing Osborn Rd/Pennant Hills Rd intersection does not have sufficient turning space for large vehicles and sight lines do not meet Australian Standards Sight lines, speed limits, road widths and pedestrian safety all need to be improved at Osborn Rd/Pennant Hills Rd intersection Osborn Rd is narrow and busy, exit sight lines from Loreto do not meet Australian Standards Traffic on Osborn Rd is increased during school times and out of school activities Osborn Rd needs to be widened, on-street parking resolved and blind spots from Loreto addressed 	The Osborn Road link has bee
36	1 June 2009	Local Resident	Objection	 Existing queuing at the Fox Valley Rd/Comenarra Pkwy intersection often back to Pennant Hills Rd More capacity throughout may just increase the number of short-cutters Strongly disagree with proposal for western side of Comenarra Pkwy to have temporary merging lane as will not fix problem at intersection of Comenarra/Pennant Hills Rd, short lanes are often avoided due to merging issues, will take up existing car parking and make exiting from 180 Comenarra Pkwy less safe 	A traffic analysis has been cor movements, increases those n then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads. This includes concept p Road / Comenarra Parkway ar

nt on the site is considered in its entirety and

ced as part of this proposal (Appendix L) in ons of the RFS Planning for Bushfire this report accompanies the Preferred

ropriate for any specialised centre which is a ansport will improve overtime as density

ties were consulted as outlined in Appendix Services can be augmented and upgraded to proposed. Service authorities (including posal subject to a number of upgrade works

roperty prices will be impacted as a result of

gislation.

ulated with due consideration to site infrastructure availability and funding nospital to expand its services to reflect e next 15-20 years. We contend that the lised employment centre should be to f the North Sub-Regional Strategy. As a urban design objectives prepared for other density and built form should be applied to

een deleted from the proposal.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding t plans for the upgrade of the Fox Valley and Comenarra Parkway/Pennant Hills

Rel should be seriously investigated b to pography of land, impact op transport b to pography of land, impact op transport b to pography of land, impact op transport 37 01 Local June Objection Plan does not mention proposals for developing and maintaining the border with Georgina Class Undear as to the intent of the precinct. To be a more reasonable fit with the neighbourhood, the first row oblicities to access and has not been maintained resulting in major undergrowth. Impact the property of land class Undear as to the intent of the A bushfire report was produce accordance with the provision Precinct. 38 01 Local June Objection Plan does not mention proposals for developing and maintaining the border with Georgina Council to SDA in March 2007 Undear as to the intent of the A bushfire report was produce accordance with the provision Protection. A bushfire report was produce accordance with the provision Protection. 38 01 Local June Objection Image: the the bush device of the solution of the maintained is unacceptable The amount of vegetation to and is unacceptable The amount of vegetation to and is unacceptable The amount of vegetation to adation to reposed in the value of the maintained as suggested by Kuring-gai Council to SDA in March 2007 The amount of vegetation to adation to reposed in the value of the maintained as avaid coogestion in surrounding reddential areas 309 01 Local June					
Rel should be seriously investigated b to pography of land, impact op transport b to pography of land, impact op transport b to pography of land, impact op transport 37 01 Local June Objection Plan does not mention proposals for developing and maintaining the border with Georgina Class Undear as to the intent of the precinct. To be a more reasonable fit with the neighbourhood, the first row oblicities to access and has not been maintained resulting in major undergrowth. Impact the property of land class Undear as to the intent of the A bushfire report was produce accordance with the provision Precinct. 38 01 Local June Objection Plan does not mention proposals for developing and maintaining the border with Georgina Council to SDA in March 2007 Undear as to the intent of the A bushfire report was produce accordance with the provision Protection. A bushfire report was produce accordance with the provision Protection. 38 01 Local June Objection Image: the the bush device of the solution of the maintained is unacceptable The amount of vegetation to and is unacceptable The amount of vegetation to and is unacceptable The amount of vegetation to adation to reposed in the value of the maintained as suggested by Kuring-gai Council to SDA in March 2007 The amount of vegetation to adation to reposed in the value of the maintained as avaid coogestion in surrounding reddential areas 309 01 Local June					Road intersections.
38 01 Local June Objection • Piandoes not mention proposals for developing and maintaining the bouldings in Statement of Pice 1.0 precinct. • Inthe proposal precinct of the propert of the precinct. • Inthe propert of the precinct of the precinct. 37 01 Local June Objection • Piandoes not mention proposals for developing and maintaining the bourder with Georgina Cls. • Unclear as to the Intern of the Abushfire report was produce accordance with the provision Protection. • Unclear as to the Intern of the Abushfire report was produce accordance with the provision Protection. • Dispection • Pianticularly concerned about bushfire is aboundary is steep, hard to access and has not boon maintained resulting in major undergrowth. • Abushfire report was produce accordance with the provision Protection. 38 01 Local June Objection • Losa of GAHF and STIF has undisputed impacts on long term visibility of the communities and is unacceptable. • Proposal represents 7% loss of BGHF remaining in Ku-ting-gail • Pian needs to be modified to avoid loss of significant vegotation • Proposal can not assume transport infrastructure apprades will occur, development June developer, JPG have made sund donations • Nodelling of traffic delays at Fox Valley Rd and Pacific Hwy are way out for moming peak. • The proposal dona residential areas • Proposal can not assume transport infrastructure acparity onterms • Have never made any political donations, but aware the developer, JPG have made sund donations • Modelling of traffic delays at Fox Valley Rd and Pacific Hwy					A link between Mt Pleasant Av to topography of land, impact of
37 01 June Local June Objection • To be a more reasonable fit with the neighbourhood, the first row of buildings in Precincit I & storeys given the land is already elevated and behind could be limited to 2 storeys given the land is already elevated and behind could be limited to 2 storeys given the land is already elevated and behind could be to the Gorgina Cls Unclear as to the intent of the A bushfire report was product accordance with the provision Protection 38 01 June Local June Objection • Detection of the allowing was be required to be maintained as suggested by Ku-ring-gai Council to SDA in March 2007 The amount of vogetation is and is unacceptable 38 01 June Local June Objection • Local SDA in March 2007 The amount of vogetation is and is unacceptable • Proposal corresents and is unacceptable • Proposal corresents proposal (or proseal of no alsound proposed) • Proposal corresents proposal (or prosead) • Proposal corresents proposal (or prosead) • Proposal corresents proposal (or corresent proposal) • Proposal corresent proposal (or corresent proposal) • Proposal corresent proposal (or corresent proposal) • Protection of the majority of the school, remover made any political donations, but awars the developer, JPG have made such donations • The proposal corresent proposal corres to resolve transport infrastructure coparity corresent proposal corres to resolve transport infrastructure corresport infrastructure corresport infrastructure corresport infrastructure corresport infrastructure corresport infrastructur				parallel to the road for the length of the field protected for a green zone to screen the larger	The possible retention of trees investigated at the Project / De
June Resident Cis Aushifier report was produce accordance with the provision protection. 38 01 Local Objection Loss of BGHF and STIF has undisputed impacts on long term viability of the communities Resident Loss of BGHF and STIF has undisputed impacts on long term viability of the communities Resident Loss of BGHF and STIF has undisputed impacts on long term viability of the communities Resident Loss of BGHF and STIF has undisputed impacts on long term viability of the communities Resident Loss of BGHF and STIF has undisputed impacts on long term viability of the communities Resident Proposal represents 7% loss of BGHF remaining in Ku-ring-gai Proposal can not assume transport infrastructure upgrades will occur, development should not proposed / Ot this 4.6 hat total total not site or resolve transport infrastructure capacity concerns Have never made any political donations, but aware the developer, JPG have made such donations Have never made any political donations, but aware the developer, JPG have made such difficulty getting out of driveways, it is supposed to be residential act can be japp (as in the case of this unque proposal. The DC to matificant as to the DC this unque proposal. The DC to matificant set on the proposal does net assume terms of 1 and 2 lances it will be a traffic amount of the consisting + hackform do consiter what impact it can be propied to the residentia				J fronting Comenarra Pkwy (behind the recommended green zone) should be limited to 2	
 and the intervention of the inter	37	June	Objection		Unclear as to the intent of the
Image: Second		2009			A bushfire report was produced accordance with the provisions
June 2009 Resident and is unacceptable and is unacceptable and is unacceptable endets of Significant vegetation 2009 Proposal represents 7% loss of BGHF remaining in Ku-ring-gai residential areas Proposal can not assume transport infrastructure upgrades will occur, development should not proceed until plans are in place to resolve transport infrastructure capacity concerns Have never made any political donations, but aware the developer, JPG have made such donations Have never made any political donations, but aware the developer, JPG have made such donations The traffic report (Appendix J) provides justification as to vari this unique proposal. The DC troughout the whole of the L these rates (where if can be j apply (as in the case of this unccur. Statement of Committing Preferred Project report commit Preferred Project report committing exclusion and upplicated donations on the supposed to be residential but heavy vehicles use it as a short cut Modelling of traffic delays at Fox Valley Rd and Pacific Hwy are way out for morning peak. A traffic analysis has been co movements, increases those then considers what impact if as a short cut 39 01 June 2009 Local Mesident Objection Modelling of traffic delays at Fox Valley Rd and Pacific Hwy are way out for morning peak different for developers A traffic analysis has been co movements, increases those as a short cut 39 01 June 2009 Local Mesident Objection Modelling of traffic delays at Fox Valley Rd and Pacific Hwy are way out for morning peak different for developers A traffic analysis has been co movements, i					Protection.
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Report doesn't mention Warrawee station isn't it as important as the other stations				 Additional people from proposal will swamp railway stations, there must be a plan to build 	Heavy vehicle use of Fox Valle Council, the RTA or police.
				 Report doesn't mention Warrawee station, isn't it as important as the other stations 	A bushfire report was produced

Ave and Fox Valley Road is unfeasible due to n environmental corridors and cost.

es behind the existing school can be further Development Application stage for this

e Georgina Close point.

ed as part of this proposal (Appendix L) in ns of the RFS Planning for Bushfire

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

J) contained within the exhibited material ariations to the Ku-ring-gai DCP in relation to CP parking rates are blanket rates applied _GA and it is deemed reasonable to vary justified) if non-standard situations were to working-living proposal).

ne traffic infrastructure upgrades will just ments have been provided within this mitting to negotiate a VPA or other address works as generally described in their lanning dated 18 June 2009.

onations is public information and can be

enducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding required in relation to this statement on ponse can be provided to this point.

lley Road is an enforcement issue for

ced as part of this proposal (Appendix L) in

					accordance with the provisions Protection. An addendum to the Project Report.
					The documentation provided w and the environmental impact, Planning's Director General Re
					Housing numbers were tabulat Plan document.
					The proposed density is approphub of employment. Public tran increases and parking plans wisite.
					Warrawee station is just as imp this proposal. Its omission was
40	1 June	Local Resident	Objection	 Concerned about massive expansion, not worried what is done inside the property, but fed up with cars parked in local public streets associated with SDA 	We understand that there are r on local roads. Implementation
	2009			 Proposed extensions do not provide adequate car parking and are yet to see a car sharing exercise work Need for reduction in street parking now Hospital staff are parking in Fox Valley Shopping Centre car park and on Fox Valley Rd rather than at hospital, parking metres should be installed Fox Valley Rd couldn't cope with extra buses given narrow width and parked cars Doctors at San are very kind, but seems an executive decision to expand too much Documentation was so large some things were not evident unless you read every word Concerned by trucks on Fox Valley Rd as it is already busy Objection to any construction, digging etc near Coups Creek, due to protected native vegetation Consideration needs to be given to native birds many of which are becoming rare in suburban Sydney As long as all development kept in San property no objection, but they are already making problems on local roads, more traffic will make it impossible to drive A large multi-storey car park should be built on the San site 	 RTA's letter to Department of F number of road improvement / This includes the removal of or form of peak hour parking or perform of peak hour parking or perform of peak hour parking or perform of peak hour parking or performed for the hospital to exist demand for hospital services of Heavy vehicle use of Fox Valle Council, the RTA or police. No construction works is require A traffic analysis has been conmovements, increases those methen considers what impact the of existing + background growt road upgrades have been properties.
					Multi-storey carparking is prop follow in subsequent Project / I
					With regard to the impacts on r has been significantly reduced Residential East precinct, rede buildings near the rear of the S and relocation of stormwater de of BGHF and STIF EEC to be r 0.17 ha originally proposed) an habitat. Of this 4.6 ha total, app regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for

ns of the RFS Planning for Bushfire his report accompanies the Preferred

was a thorough assessment of the proposal t, consistent with the Department of Requirements.

ated on pages 6,7,44 and 45 of the Concept

opriate for any specialised centre which is a ansport will improve overtime as density will be developed to fine tune parking on the

nportant as the other stations in proximity to as an oversight.

e no parking restrictions that currently exist on of parking restrictions is a Council matter.

f Planning, dated 18 June 2009, outlines a / upgrade works as part of this proposal. on street parking in Fox Valley Road in the permanent parking restrictions. This needs on with Council's Local Traffic Committee.

expand is a function of the community over the next 15-20 years.

ley Road is an enforcement issue for

ired deep within the Coups Creek corridor.

onducted that considers the existing traffic movements with background growth and he proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

posed for the San site – details of which will / Development applications.

n native birds, the amount of vegetation loss ed with the deletion of the majority of the design of the school, removal of proposed SDA offices (in Fox Valley Road precinct) detention facilities. The Plan involves 4.6 ha e retained or re-established (compared to and full protection of the powerful owl pproximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

41	1 June 2009	Local Resident	Objection	 Proposed size of redevelopment will strain already overloaded local infrastructure, particularly traffic Concern proposed to link Aged Care facility in Mt Pleasant Ave with Osborn Rd Osborn Rd is narrow and there is already heavy traffic for the school, additional traffic would be a disaster 	A traffic analysis has been commovements, increases those methem considers what impact the of existing + background grown road upgrades have been propertial maintains, or improves, existing a service authoritie Q of the exhibition material. See cater for the development as propertial material and the properties of th
42	2 June 2009	Local Resident	Objection	 Osborn Rd can not cope with existing traffic, especially during school time 5 roads rely on Osborn Rd for access, to add more is ridiculous The Minister mustn't live locally to say the traffic lights are under utilised Pennant Hills Rd does cope now, adding more dwellings wont help, accidents that occur now at the lights indicate it wont cope 	A traffic analysis has been cor movements, increases those r then considers what impact the surrounding roads.
43	2 June 2009	Local Resident	Objection	 Over last 22 years traffic has increased on Osborn Rd from local roads and Loreto Intersection of Osborn Rd and Mt Pleasant Ave is dangerous and has been subject of alarming number of road accidents Osborn Rd will not cope with proposal to connect Mt Pleasant Rd, resulting in delays and danger for pedestrians and vehicles Objection to any loss of high gum forest for proposed link More sensible and safer outcome would be to establish traffic lights at Mt Pleasant Ave in addition to Osborn Rd Objection to proposed development in general given poor local infrastructure, but if must go ahead Mt Pleasant Ave and Osborn Rd should not be linked 	The Osborn Road link has been RTA has confirmed that it will it signals at the Pennant Hills Ro Infrastructure service authoritie Q of the exhibition material. Se cater for the development as p RTA) have accepted the propo- being undertaken.
44	2 June 2009	Local Resident	Objection	 Proposed link between Mt Pleasant Ave and Osborn Rd would result in beyond traffic capacity in Osborn Rd Proposed link would require widening of Osborn Rd and major changes to the intersection with Pennant Hills Rd Proposed link would mean demolition of 2 houses in Osborn Rd and removal of significant Blue Gums Proposed link would reduce property values in Osborn Demolition of houses in Mt Pleasant Ave and replacement with 3-4 storey residential blocks is not consistent with low density residential bushland setting Emergency vehicle access and evacuation of residents would be difficult using Osborn Rd, more logical to use Mt Pleasant Ave If link goes ahead all residents from Mt Pleasant wanting to turn right into Pennant Hills Rd would need to use Osborn Rd 	The Osborn Road link has bee proposed high density housing
45	2 June 2009	Local Resident	Objection	 Concerned by impact of large proposal on local environment by destroying tracts of critically endangered BGHF Difficult to see how already congested local intersections between Thornleigh and Pacific Hwy at Warrawee can be improved by adding traffic generated by proposed expansion of retail and residential Expansion of roadways is constrained by the geography of the land 	As mentioned, the amount of v reduced with the deletion of th redesign of the school, remova SDA offices (in Fox Valley Roa detention facilities. The Prefer and STIF EEC to be retained o originally proposed). Of this 4.1 to be regenerated. 0.78 ha of l

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ities were consulted as outlined in Appendix Services can be augmented and upgraded to proposed. Service authorities (including posal subject to a number of upgrade works

een deleted from the proposal. een deleted from the proposal.

onducted that considers the existing traffic movements with background growth and the proposed development will have on

een deleted from the proposal.

Il not support the provision of new traffic Road / Mt Pleasant Avenue intersection.

ities were consulted as outlined in Appendix Services can be augmented and upgraded to proposed. Service authorities (including posal subject to a number of upgrade works

een deleted from the proposal and the ng will be replaced with medium density,

f vegetation loss has been significantly the majority of the Residential East precinct, val of proposed buildings near the rear of the oad precinct) and relocation of stormwater erred Project Plan involves 4.6 ha of BGHF d or re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is f EEC is proposed to be cleared (compared

					to 2.43 ha originally proposed
					A traffic analysis has been co movements, increases those then considers what impact th of existing + background grow road upgrades have been pro that maintains, or improves, e roads.
46	2 June 2009	Local Resident	Objection	 Total scope of proposal is overwhelming Proposal involves significant destruction of critically endangered BGHF Increase in traffic has not been fully investigated Rezoning should only be given if there is no loss of BGHF and a realistic traffic plan is developed, a much smaller development is required to achieve this 	The Draft North Subregional S <i>Asset and Key Industry</i> " and is business activity associated w above and the skill base of its leveraged for ongoing success We contend that the Hospital's centre should be acknowledge Strategy. As a result it is prope prepared for other town centre should be applied to the site. The amount of vegetation loss deletion of the majority of the school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estat proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC i 2.43 ha originally proposed for A traffic analysis has been cor movements, increases those r then considers what impact th of existing + background grow road upgrades have been prop that maintains, or improves, ex- roads. The proposed rezoning schem delete the R1 General Reside zones with a similar list of pern Council in their exhibited Town deleted and replaced with the noted that the SP2 zone has b
47	2 June	MLC	Objection	 No rezoning should be approved unless there is no loss of critically endangered BGHF and traffic problems solved to satisfaction of local councils 	precinct to the immediate sou The proposed rezoning schen
	2009			 Expansion of hospital and nursing faculty may not overwhelm the local infrastructure and environment, but school, commercial and residential expansion is more concerning Large increase in traffic movements will result from the proposal, congestion points exist at critical local road intersections, modelling assumes intersections will be improved and then states existing conditions and ownership will constrain improvement opportunities and in some cases it will not be possible to improve current conditions Support for moderate expansion of hospital 	The amount of vegetation loss deletion of the majority of the school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC i

d for clearing).

conducted that considers the existing traffic e movements with background growth and the proposed development will have on top owth movements. A suite of recommended roposed (and generally supported by RTA) existing level of service on surrounding

Strategy lists the San as a "*Knowledge* l is also recognised as an existing cluster of with knowledge infrastructure identified ts resident workforce, which can be ess.

al's status as a specialised employment lged in the context of the North Sub-Regional oposed that the urban design objectives tres such as height, density and built form

ss has been significantly reduced with the e Residential East precinct, redesign of the d buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be C is proposed to be cleared (compared to for clearing).

conducted that considers the existing traffic e movements with background growth and the proposed development will have on top owth movements. A suite of recommended roposed (and generally supported by RTA) existing level of service on surrounding

eme has been revisited. It is proposed to dential zone and utilise the R2, R3 and R4 ermissible uses as proposed by Ku-ring-gai wn Centre LEP. The B4 zone has been he B1 Neighbourhood Centre zone and , it is s been expanded to include the residential buth of the hospital precinct. eme has been revisited.

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to

					2.43 ha originally proposed for
					The proposal has been formula opportunity and constraints, in requirements to enable the hos community demands over the Hospital's status as a specialis acknowledged in the context o result it is proposed that the ur town centres such as height, d the site.
					Further explanation is required the school, commercial and re be provided to this point.
					A traffic analysis has been com movements, increases those in then considers what impact the of existing + background grown road upgrades have been prop that maintains, or improves, ex roads. Statement of Commitme Preferred Project report comm mechanism with the RTA to ac their letter to the Department of
48	2 June 2009	Local Resident	Objection	 Existing traffic grid lock at Mt Pleasant Ave and Pennant Hills intersection would be significantly worsened making the intersection more dangerous Proposal would over turn the L&E Court ruling preventing further development of the site without properly addressing all factors of the ruling Concerned Mt Pleasant Ave does not have capacity for effective evacuation of residents in event of bushfire 	Following extensive feedback period, and ongoing discussion was conducted regarding the a Precinct. Due to the nature of partly associated with the retire movements or movements out that the Mt Pleasant precinct w during peak hours.
					Based on RTA guidelines, con Avenue would not elevate the environmental goals for this ro
					This modelling therefore indicated development could still satisfact Pleasant Avenue (with no traff modelling was provided to RT/Plan proposal (and not the red
					The Osborn Road link has the
					A bushfire report was produced accordance with the provisions Protection. In times of bushfire proposed in Appendix L of the approval of the Concept Plan, established by the landowner. co-ordinate the preparation of implement evacuation drills an Plans. The Chair Person of the

or clearing).

ulated with due consideration to site infrastructure availability and funding iospital to expand its services to reflect e next 15-20 years. We contend that the lised employment centre should be of the North Sub-Regional Strategy. As a urban design objectives prepared for other density and built form should be applied to

ed in relation to those concerns that relate to residential expansion before a response can

e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding ments have been provided within this mitting to negotiate a VPA or other address works as generally described in t of Planning dated 18 June 2009. k from local residents during the exhibition

ions with the RTA, additional traffic modelling access options for the Mt Pleasant of development proposed in this precinct (ie irement village with typically lower vehicle utside of peak periods), analysis estimated would generate about 46 additional trips

onfinement of additional traffic to Mt Pleasant e traffic level on this road above the RTA road.

cates that the proposed Mt Pleasant Precinct factorily proceed with access only via Mt affic control signals). It is also noted that this TA and DoP based on the exhibited Concept educed Preferred Project Report proposal).

erefore been deleted from the proposal.

eed as part of this proposal (Appendix L) in ns of the RFS Planning for Bushfire re threat, a suite of recommendations were the exhibited material, in particular that, upon n, an Emergency Liaison Committee be r. The purpose of the committee shall be to of the various Estate Evacuation Plans, and reviews of the individual Evacuation he Committee shall also attend the Local

					Emergency Management Com meetings and the Emergency S Agencies the emergency planr various land uses within the Es accompanies the Preferred Pre
49	3 June 2009	Local Business Owner	Objection	 Location of proposed retail to build on links with the existing shops is disputed as the retail areas are separated by a busy intersection Documentation indicates there is zero supermarket and grocery in Fox Valley Shopping Centre – shop 1 is a supermarket and liquor store with 350m² floor area, although given limited pasting trade has become primarily convenience shopping Resulting increase in trade from proposal warrants two similar sized supermarkets in the area, they would not compete as studies show supermarket shoppers are inclined to drive to bigger local supermarkets Inclusion of additional 2000 m² of retail floor space, particularly 1000 m² of supermarket is not supported, it would threaten the viability of the existing Fox Valley Neighbourhood Centre 	It is considered necessary to in support the proposal and the p centre is the best location in th The proposed neighbourhood the existing centre opposite.
50	3 June 2009	Local Resident	Objection	 The hospital is a valuable local asset Concerned about traffic volumes, particularly on Fox Valley Rd between Strone Ave and Comenarra Pkwy There needs to be a right hand turn bay into the hospital There is no mention of bus/taxi bays to allow 2 continuous lane flows or how many lanes and how traffic will turn and proceed at intersections Comenarra Pkwy should be 2 lanes up hill from Jordon St, there should also be a left turn lane from Comenarra Pkwy around the current school into Fox Valley Rd, an alternative would be a two lane road in the abandoned RTA corridor 	A traffic analysis has been com movements, increases those m then considers what impact the existing + background growth in upgrades have been proposed maintains, or improves, existin RTA has confirmed that the Co duplicated. Widening of The C factor – it's the intersections at increase efficiency. The traffic development, The Comenarra capacity set by the RTA. Main Pacific Highway, Kissing Point Valley Road intersection is pro explained in the RTA's Sydney Committee submission dated
51	3 June 2009	Local Resident	Objection	 There is a lack of visibility at the end of Osborn Rd near the traffic lights There is a lack of visibility at the entry to Loreto from Osborn Rd Buses entering/existing the school need to brake in Osborn Rd and wait Weekend school activities result in on-street parking in Osborn Rd being at capacity Already can sometimes take more than one set of lights to turn right from Osborn Rd into Pennant Hills Rd There are regularly accidents at the Osborn Rd/Pennant Hills Rd intersection The forest at Loreto will be corroded by need to widen the road While supporting the development, Osborn Rd traffic requirements need to be carefully considered 	The Osborn Road link has bee
52	4 June 2009	Local Resident	Objection	 Existing amount of traffic in Normanhurst is phenomenal, particularly with cars using Comenarra Pkwy as a 'back way' Proposed development will stuff up the quiet community except in peak hours Share car scheme – yeah right Almost 30% bushland kept is nothing Its all about the money not the residents Existing traffic is bad don't make it worse 	A traffic analysis has been cor movements, increases those n then considers what impact the existing + background growth upgrades have been proposed maintains, or improves, existin The revised Concept Plan invo development and roads to the conservation precinct and the

mmittee meetings and bring to those y Service Combat Agencies/support Welfare nning protocols and issues related to the Estate. An addendum to this report Project Report.

e include a small proportion of retail to e proposed location adjacent to the existing the circumstances.

d centre would be of an order to complement

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top of h movements. A suite of recommended road ed (and generally supported by RTA) that ting level of service on surrounding roads.

Comenarra Parkway does not need to be Comenarra Parkway is not the controlling at either end that need to be modified to ic analysis indicated that, with this ra Parkway fall within the environmental road in intersections at Pennant Hills Road, nt Road and the Comenarra Parkway / Fox roposed to be upgraded as generally ey Regional Development Advisory d 18 June 2009.

een deleted from the proposal.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top of h movements. A suite of recommended road ed (and generally supported by RTA) that ting level of service on surrounding roads.

volves the deletion of the proposed le east of Fox Valley Road and retain e area's amenity.

F			T			
						Details of the car sharing sche it is anticipated that proper fun- condition of consent.
						The amount of vegetation loss deletion of the majority of the F school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project
						EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
	53	4 June 2009	Local Resident	Objection	 Environmental factors have been dismissed, the remaining valuable BGHF should be protected Traffic movement should be essential element in Town Planning Appalling traffic congestion at peak times on all access routes can not be ignored in this overdevelopment proposal Addition of over 650 dwellings, commercial and retail is sheer madness 	As mentioned above, the Prefe majority of the Residential Eas field and relocation of stormwa on native flora and fauna and i BGHF. In addition to all other factors (
					 Must be a more sensible civic strategy for expansion of the hospital 	expand), traffic, bushfire and e that were focused on in prepar numerous iterations of the Cor considerations. Further refinen as documented in the attached
						Traffic issues are not being igr conducted that considers the e movements with background g proposed development will hav movements. A suite of recomm proposed (and generally supple existing level of service on sur
						The proposed residential development feasible. The pro the specialised centre and is c developments, namely the UT
	54	4 June 2009	Local Resident	Objection	 Traffic congestion is already bad and will worsen, likely figures presently under represent existing situation Parking problems will spill into neighbouring residential streets Area is not suitable for retrofitting higher traffic density Train stations are not conveniently close Area proposed for school is relatively small and lacks playing fields, opportunity exists to provide more optimal fields for leader 	A traffic analysis has been con movements, increases those n then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
					 provide more extensive playing fields for locals Once land is rezoned commercial and residential the entire area could be open to piece- meal stakeholders 	Onsite parking is proposed as of exhibited Concept Plan).
					 Constructions impacts/inconvenience would be prolonged Medium to high-rise buildings would change the quiet, leafy suburban character of the area Far better areas exist close to train stations for this kind of development, eg adjacent to Thornleigh Station 	The proposed density is appro considered an employment hu consistent with other densities development. Public transport
					 Before massive developments are randomly plonked into suburban areas concept for greater Sydney should be addressed and approved by community including not requiring 	The proposed location of the s

neme are provided in the documentation and unctioning of the proposal will be subject to a

As has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in not relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

eferred Plan involves the deletion of the ast precinct, redesign of the school sports water detention facilities to minimise impacts d in particular minimise its impact on loss of

s (including the needs of the hospital to I ecology were the three main considerations aring the Concept Plan. In fact there were oncept Plan based on these three main ements have occurred following exhibition, ed Preferred Project Report.

gnored. A traffic analysis has been e existing traffic movements, increases those I growth and then considers what impact the ave on top of existing + background growth nmended road upgrades have been ported by RTA) that maintains, or improves, urrounding roads.

velopment is required to ensure the hospital roposed residential density is appropriate for consistent with other densities of other TS development.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

is outlined in the traffic analysis (Appendix J

ropriate for any specialised centre which is hub. The proposed residential density is es of other developments, namely the UTS rt will improve overtime as density increases.

school, and its size, reflects the future

				retrofitting, orientation towards transport/employment hubs, locking in of green/open spaces and integration of cycle tracks	needs of the school (including allocation reflects the size Dep government run schools.
					The comment regarding provis residents is a Council matter (
					This Concept Plan provides a be developed into the future. O site, development of the land l approach. Future developmen Concept Plan. It is expected th decisions on how this proposa
					In regard to the comment on c consent authority will require a plan produced and submitted Certificate to allow onsite cons
					The Draft North Subregional S Asset and Key Industry" and is business activity associated w above and the skill base of its leveraged for ongoing success
					We contend that the Hospital's centre should be acknowledge Strategy. As a result it is prop prepared for other town centre should be applied to the site.
55	5 June	Local Resident	Objection	 Proposal will generate increased traffic and environmental problems and adversely affect the quality of life of nearby existing residents 	A traffic analysis has been cor movements, increases those r
	2009			 Current traffic banks up to Lucinda Ave from Pacific Hwy in morning peak and from Comenarra Pkwy in evening 	then considers what impact th of existing + background grow road upgrades have been prop
				 Comenarra Pkwy is a car park from Pennant Hills to Fox Valley Rd at peak hours, current congestion makes it difficult for existing residents to drive locally 	that maintains, or improves, ex
				 Proposal will add to congestion and air pollution 	The additional development ar in this location. Being located in ensuring the neighbourhood
56	5 June	Local Resident	Objection	 Proposal is inappropriate in size and density and out of character with predominantly freestanding houses on large blocks 	The Draft North Subregional S Asset and Key Industry" and is
	2009			 It will cause overcrowding, competition for local services and change the character of the neighbourhood 	business activity associated w above and the skill base of its
				 Fox Valley Rd is already at choking point during peak periods, making it 4 lanes instead of 2 will only exacerbate problems of getting onto Pacific Hwy and Comenarra Pkwy 	leveraged for ongoing success
				 Removing parking from Fox Valley Rd will clog side streets, or people will have to pay for parking 	We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo
				 Nonsense most people will use bicycles and not have cars Proposal will exceed 10 dwelling per hectare in Metro Strategy 	prepared for other town centre should be applied to the site. T commercial/retail developmen specialized centre.
				<u>.</u>	Widening of The Comenarra P

g its possible expansion). Its land size epartment of Education expects for

vision of playing fields for existing local (Section 94).

a coordinated approach to how the site will Over the last 100 year association with this I has been conducted in a piece-meal ent of the site needs to be consistent with this that the only stakeholder that will make sal is constructed is the landowner (SDA).

construction impacts, it is expected that the a construction / noise / traffic management d prior to the issue of a Construction instruction to commence.

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

and associated traffic is considered justified d directly adjacent to employment will assist od achieves high sustainability. Strategy lists the San as a *"Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . The proposed residential and ent densities are considered appropriate for a

Parkway is not the controlling factor - it's

					the intersections at either end efficiency. The traffic analysis Valley Road falls within the en Main intersections at Pennant Road and the Comenarra Parl proposed to be upgraded as g Regional Development Adviso 2009. A traffic analysis has been cor movements and traffic general The proposed dwelling density
57	5 June 2009	Local Resident	Objection	Currently difficult to access Browns Rd and problem will get worse from proposal, it will at least require a roundabout at Browns Rd and Comenarra Pkwy intersection	 within a specialised employmer In regard to the intersection of Road, the RTA, in their letter to 2009, advise that they have not proposed under the Concept F To address future traffing as a result of the devel developer to widen The lanes in each direction Road; To facilitate vehicles to a result of future upgra Valley Road intersection given to the provision of The Comenarra Parkw Statement of Commitments hat Project report committing to not the RTA to address works as of Department of Planning dated In regard to the comment on a phased, it is expected that the construction / noise / traffic mation prior to the issue of a Construct to commence.
58	5 June 2009	Local Resident	Objection	 Consideration to the residence in the area must be give a priority No rezoning should be granted until traffic problems are solved to satisfaction of local councils Should be no loss of Blue Gum High Forest Commercial, retail, school and residential expansion should be reduced to better fit site capabilities 	A consultation program was consultation program was consultation program was consulted which included web information day and media consultation day and med

d that need to be modified to increase s indicated that, with this development, Fox environmental road capacity set by the RTA. Int Hills Road, Pacific Highway, Kissing Point arkway / Fox Valley Road intersection are generally explained in the RTA's Sydney sory Committee submission dated 18 June

onducted that considers the existing traffic ration.

ity is considered appropriate for its location nent hub.

of The Comenarra Parkway and Browns to Department of Planning dated 18 June no objections to the development as Plan subject to:

ffic concerns along The Comenarra Parkway elopment proposal, the RTA requires the he Comenarra Parkway to provide two traffic n between Fox Valley Road and Browns

turning right into and out of Browns Road as rades to The Comenarra Parkway / Fox tion it is recommended that consideration be of a seagull treatment at the intersection of way / Browns Road.

have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009.

additional traffic plant during development e consent authority will require a nanagement plan produced and submitted uction Certificate to allow onsite construction

conducted during the Public Exhibition formation, neighbourhood letterbox drop and ions for staff and residents, public overage.

Development Advisory Committee 009 confirms they have no objections to the ct to works being undertaken as generally

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

vorking-living community, it needs to have a al and retail development. It is noted that the

					Estate will not have any signifi with other existing town centre
					The proposal has been assess proposal can proceed subject works being undertaken (as ge June 2009). The development RTA approval.
					A traffic analysis has been cor movements, increases those n then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
					The Preferred Plan proposes t reduction of vegetation loss an areas.
					An extensive range of environities mapping was control required by the Department of Requirements. The proposed of justified.
59	5 June 2009	Local Resident	Objection	 Concerned height of proposed dwellings/buildings in E of Precinct E Residential East Area will result in overlooking/loss of privacy and overshadowing of existing dwellings in Georgina Ave, particularly given steep topography 	The residential east precinct h The Comenarra Parkway). The in Georgina Ave are therefore
				 Redirection of surface run off from adjacent catchments should not be permitted Concerned that large increase of hard surface run off/redirection of stormwater flows increase risk of properties in Georgina Ave with natural watercourses being flooded ACA have done little to maintain boundary with Georgina Ave properties for bushfire safety 	A bushfire report was produce accordance with the provisions Protection. An addendum to the
				 Toe of embankment for proposed stormwater retention basin could possibly encroach into properties in Georgina Ave and needs to be relocated and catchments feeding into it must be limited to those that currently exist 	Project Report.
60	7 June 2009	Local Resident	Objection	 Proposal is not in keeping with areas quiet, leafy nature Site does not, nor could not support the required infrastructure to support increase in population and traffic Current roads and intersections that lead to the site are close or at capacity particularly intersection of Fox Valley/Pacific Hwy and Fox Valley/Lucinda Ave, causing traffic delays Plans don't indicate upgrades for these intersections unlike entry to hospital, instead indicate RTA bare some of the costs of upgrades and understate area can't support the traffic Instead of reducing density a car sharing scheme is proposed, unlikely it will work due to lack of public transport 	The Draft North Subregional S Asset and Key Industry" and is business activity associated wi above and the skill base of its leveraged for ongoing success We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo prepared for other town centre should be applied to the site.
				 If approved proposed upgrades may increase traffic as cars use area to avoid other delays Wahroonga and Warrawee stations are closest to the site and both have existing access problems in peak periods due to the number of students, another school would result in more students at these stations Documentation unclear as to what 'linkages to an integrated transport network' is Town centres plan is for higher density development along train corridors, site is not in 	Infrastructure service authoritie Q of the exhibition material. Se cater for the development as p RTA) have accepted the propo being undertaken.

ificant retail development that might compete res and the overall retail hierarchy.

essed by the RTA who have indicated that the ct to a number of road upgrade/improvement generally provided in their letter dated 18 nt/rezoning should proceed on the basis of

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

to minimise impacts on BGHF through the and significant retention of BGHF and STIF

onmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General ed uses are deemed appropriate and are

has been deleted (excluding the lots fronting hese comments relating to existing dwellings re considered to be addressed.

ced as part of this proposal (Appendix L) in ons of the RFS Planning for Bushfire this report accompanies the Preferred

Strategy lists the San as a "*Knowledge* I is also recognised as an existing cluster of with knowledge infrastructure identified ts resident workforce, which can be ess.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

ities were consulted as outlined in Appendix Services can be augmented and upgraded to s proposed. Service authorities (including posal subject to a number of upgrade works

-						I
					 these corridors but within quiet residential streets with limited public transport Surrounding bush and limited access is of concern for bushfire and evacuation Development should not impact frog or wildlife populations associated with watercourse that runs from SE corner past Campbell Drive Ridge location means noise from development will travel and increase noise in quiet area 	A traffic analysis has been com- movements, increases those m then considers what impact the existing + background growth m upgrades have been proposed maintains, or improves, existing Statement of Commitments hav Project report committing to ne the RTA to address works as g Department of Planning dated The proposed residential densi and public transport is consider An addendum to the bushfire re Report.
						As mentioned above, the revise a significant amount of vegetat proposed development in the e school. This will ensure impact wildlife populations.
	61	7 June 2009	Local Resident	Objection	 Concerned very large project has only been on public exhibition for a short time Increase in traffic in the area is a major concern, there is need to improve traffic flow before any additional persons are added 11,000 construction jobs will result in increased traffic, unclear where tradesmen will park Concerned information provided at open day regarding church staying the same was misleading as plans show 1600m² increase No references to 'walking school bus', would be good idea to reduce traffic chaos associated with new school Existing bus service is not frequent, plans are unclear as to whether services will be increased Should be facilities for the public as part of the proposal, eg branch of Council library and public swimming pool Object to any reduction of native vegetation, site is large and development can be made without reducing bushland 	 Wildlife populations. The project was placed on exh During the exhibition period, th exhibition period to be extende community the opportunity to re- inform submissions. A traffic analysis has been com- movements, increases those me then considers what impact the existing + background growth re- upgrades have been proposed maintains, or improves, existing. Construction workers will not be 20year plan with numerous state construction impacts, it is expense a construction / noise / traffic me prior to the issue of a Construct to commence. Documentation on display at the obtained from the Concept Plan. Public transport will improve ow Council will collect Section 94 of will go toward community infrase Council's Section 94 plan. As mentioned, the amount of we reduced with the deletion of the redesign of the school, removal SDA offices (in Fox Valley Road detention facilities. The Preferm

enducted that considers the existing traffic e movements with background growth and he proposed development will have on top of n movements. A suite of recommended road ed (and generally supported by RTA) that ing level of service on surrounding roads. have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009.

nsity is appropriate for the specialized centre dered to improve over time.

report accompanies the Preferred Project

vised Preferred Plan involves the retention of tation with the removal of most of the e eastern precinct and redesign of the acts on native flora are minimised and protect

xhibition for the statutory period of time. the Minister for Planning authorised the ded for a further 2 weeks to give the pread and understand the documentation to

onducted that considers the existing traffic movements with background growth and he proposed development will have on top of n movements. A suite of recommended road ed (and generally supported by RTA) that ing level of service on surrounding roads.

t be onsite all at the one time. This is a stages. In regard to the comment on pected that the consent authority will require a management plan produced and submitted uction Certificate to allow onsite construction

the Community Information day was lan document.

over time as residential density increases.

4 contributions from this development which astructure and services as outlined in

vegetation loss has been significantly he majority of the Residential East precinct, val of proposed buildings near the rear of the bad precinct) and relocation of stormwater erred Project Plan involves 4.6 ha of BGHF

					and STIF EEC to be retained of
					originally proposed). Of this 4.6 to be regenerated. 0.78 ha of E to 2.43 ha originally proposed
62	8 June 2009	Local Resident	Objection	 Multi-storey urban development is not logical is as site is 2km from rail station Proposal fails to provide adequate car parking, even to minimal standard DCP rates Though not clear in documentation, appears much of proposed car parking is not underground but in open space having major impact on visual environment Proposal fails to allocate adequate "family space" Given distance from station 2 cars will be needed per unit Thinking people will not purchase the units so they will be moved to public housing recipients who have no choice 	 The Draft North Subregional S Asset and Key Industry" and is business activity associated wi above and the skill base of its leveraged for ongoing success We contend that the Hospital's centre should be acknowledge Strategy. As a result it is proport prepared for other town centre should be applied to the site. The traffic report (Appendix J) provides justification as to variant this unique proposal. The DCF throughout the whole of the LG these rates (where it can be ju apply (as in the case of this wo Most of the onsite car parking, exhibited concept plan is designed. Passive open space is provide surrounding green space. The well as the front lawn of the Sa space areas. There is no proposal to transfort estate.
63	8 June 2009	Local Resident	Objection	 Unconvinced plans to alleviate traffic congestion in area are sufficient Fox Valley/Comenarra junction is already struggling with traffic during peak periods, additional roundabouts/junctions on Fox Valley Rd will not alleviate the situation Concerned about impact of commercial traffic/pollution/safety on pre-school on Fox Valley Rd Difficult to visualise the aesthetic impact from plans eg height of buildings, removal of trees and impact of the surrounding canopy 	The proposed upgrades to roa the Roads and Traffic Authority Extensive traffic analysis and r considers the existing traffic m relation to the school, hospital
64	8 June 2009	Local Resident	Objection	 Concern Osborn Rd is to be hijacked for through traffic Osborn Rd is narrow and already full Support for traffic lights at Mt Pleasant Ave If approved non-residential traffic will use Osborn Rd as a shortcut Opposed to overall scale of development as not in keeping with residential area BGHF is now listed as critically endangered Residents should have been consulted first, glossy brochures are sugar coating proposal 	The Osborn Road link has been RTA has confirmed that it will usignals at the Pennant Hills Ro We contend that the Hospital's centre should be acknowledge Strategy. As a result it is proport prepared for other town centre should be applied to the site. The amount of vegetation loss deletion of the majority of the F school, removal of proposed b Fox Valley Road precinct) and

d or re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is f EEC is proposed to be cleared (compared d for clearing).

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

J) contained within the exhibited material ariations to the Ku-ring-gai DCP in relation to CP parking rates are blanket rates applied _GA and it is deemed reasonable to vary justified) if non-standard situations were to working-living proposal).

g, as shown in Figures 79 and 80 in the signated as subterranean parking.

ded in between building clusters and ne central square, as shown in Figure 45 as San provide two examples of passive open

form this proposal into a public housing

bad infrastructure have been supported by rity.

d modelling has been conducted that movements and generation expected in al and residential uses.

een deleted from the proposal.

Il not support the provision of new traffic Road / Mt Pleasant Avenue intersection.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

es has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in and relocation of stormwater detention

65	8 June 2009	Local Resident	Objection	 Concept Plan does not adequately fall within Schedule 1 of MP SEPP as proposed residential development greatly exceeds any other component and should be modified to only development reasonably related to the hospital Proposal is for three distinct residential development precincts with little interaction, major local impact will be increased traffic on already busy roads Consent authorities to best control such development is local councils, using established consultation processes 	facilities. The Preferred Project EEC to be retained or re-esta proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC 2.43 ha originally proposed for In preparing the concept plan. Community Reference Group information back to their cons is independently facilitated an ring-gai Council (Councillors a Environment representative, S also provided to onsite user g General Requirements regard The capital value of the propo- the kind described in Catego Public service facilities of Par SEPP. The value of the residential million indicating that this por defined in Category 13 o Commercial or Retail projects A traffic analysis has been co movements, increases those then considers what impact the existing + background growth upgrades have been proposed maintains, or improves, existin Part 3A is part of planning leg
					function of this legislation. The consent authority in relation to
66	8 June 2009	Local Resident	Objection	 Proposal will cause excessive increase in traffic on roads which are already jammed Fox Valley Rd and Comenarra Pkwy feed into larger roads which already can't cope with traffic and area subject of daily delays Suggestion to make Fox Valley Rd 2 lanes will not work as will only cause congestion when it reverts back to 1 lane Preservation of BGHF does not appear mentioned in documentation Development of site for housing to raise capital for hospital does not constitute "State Significance", proposal should be considered as 3 separate developments: educational facilities; housing development and hospital expansion 	A traffic analysis has been co movements, increases those then considers what impact th existing + background growth upgrades have been propose maintains, or improves, existin The amount of vegetation lose deletion of the majority of the school, removal of proposed b
					Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-esta proposed). Of this 4.6 ha tota regenerated. 0.78 ha of EEC 2.43 ha originally proposed for The notion of considering this
67	8	Local	Objection	 Support for overall development concept 	fragmented way of dealing wi Support noted.
	June	Resident		 Objection to installation of left hand turn lane at Kissing Point Rd as it would cause a 	A traffic analysis has been co

ect Plan involves 4.6 ha of BGHF and STIF tablished (compared to 0.17 ha originally tal, approximately 1.4 ha of EEC is to be C is proposed to be cleared (compared to for clearing).

In, presentations were made to the up to obtain information and disseminate instituents. The Community Reference Group and is made up of representatives from Kus and staff), local residents, STEP Community , San and SDA. Separate presentations were groups. We have satisfied our Director urding consultation.

posal exceeds \$15 million and is therefore of gory 18 of Schedule 1, Group 7- Health and art 3A projects, outlined in the Major Projects

al component of the project exceeds \$100 ortion of the project is also a Major Project as of Schedule 1, Group 5 – Residential, ts.

conducted that considers the existing traffic e movements with background growth and the proposed development will have on top of th movements. A suite of recommended road sed (and generally supported by RTA) that ting level of service on surrounding roads.

egislation and the Major Projects SEPP is a he Minister for Planning is the responsible to Major Projects such as this one. conducted that considers the existing traffic e movements with background growth and the proposed development will have on top of th movements. A suite of recommended road sed (and generally supported by RTA) that thing level of service on surrounding roads.

ess has been significantly reduced with the e Residential East precinct, redesign of the d buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF tablished (compared to 0.17 ha originally tal, approximately 1.4 ha of EEC is to be C is proposed to be cleared (compared to for clearing).

is proposal as 3 separate projects is a with planning matters and is not supported.

onducted that considers the existing traffic

	2009			 bottleneck causing more traffic than already exists, the nature strip has major underground utility infrastructure and existing landscaping, much of the nature strip is private land, existing rear driveway access would be impacted and potential subdivision ability would be effected Installation of left hand turn lane at Kissing Point Rd should not be considered in overall project 	movements, increases those m then considers what impact the existing + background growth m upgrades have been proposed maintains, or improves, existing Such recommended upgrades Parkway intersection (as amen Department of Planning dated
68	8 June 2009	Local Resident	Objection	 Concern about proposed link road between Mt Pleasant Ave and Osborn Rd Osborn Rd and Currawong Ave are already at capacity, with Osborn Rd often above capacity due to 6 residential feeder roads and school traffic Lower half of Osborn Rd is not wide enough for 2 lanes of traffic when accounting street parking, there is also a visibility issue for top half of Osborn Rd Osborn/Pennant Hills intersection is already dangerous, concerned only matter of time before a fatality and that is without increasing the traffic More families are moving into the area and there is a dearth of decent local parks, would be a shame if residents couldn't enjoy – due to increased traffic congestion their locality for recreation 	The Osborn Road link has been The provision of local parks is their Section 94 program. In te traffic analysis has been condu movements, increases those n then considers what impact the existing + background growth n upgrades have been proposed maintains, or improves, existin
69	8 June 2009	Local Resident	Objection	 No rezoning should be granted until traffic problems are solved to satisfaction of local councils Commercial, retail, school and residential expansion should be reduced to better fit site capabilities 	The proposal has been assess proposal can proceed subject to works being undertaken (as ge June 2009). The development/ RTA approval. An extensive range of environr opportunities mapping was cor required by the Department of Requirements. The proposed u justified.
70	8 June 2009	Local Resident	Objection	 Oppose the substantial number of dwellings to be offered for sale as local roads do not cater for such an increase and it will add to congestion Comenarra Pkwy is already a standstill during peak hours preventing local residents from leaving side streets Fox Valley Rd is already congested by those seeking free parking, proposal will worsen this unless adequate free parking is provided 	Based on the exhibited propos that considers the existing traff movements with background g proposed development will hav movements. A suite of recomm proposed (and generally suppo existing level of service on sum Plans are in place to upgrade a Comenarra Parkway, as recom 18 June 2009. Parking provision has been ma understand that there are no p local roads. Further considerat separate hospital proposal. RTA's letter mentioned above upgrade works as part of this p street parking in Fox Valley Ro permanent parking restrictions consultation with Council's Loc
71	8 June 2009	Local Resident	Objection	 Proposed 3 storey unit blocks located close to northern boundary of site will overlook/overshadow existing dwellings in Rivertop Close and Osborn Rd and there is no room for screen planting 	There is no evidence to sugge result of this proposal.

e movements with background growth and he proposed development will have on top of n movements. A suite of recommended road ed (and generally supported by RTA) that ing level of service on surrounding roads. es includes Kissing Point Road / Comenarra ended via point 3 in RTA's letter to ed 18 June 2009.

een deleted from the proposal.

s a Council responsibility, as provided for in terms of traffic congestion comments, a ducted that considers the existing traffic movements with background growth and he proposed development will have on top of n movements. A suite of recommended road ed (and generally supported by RTA) that ing level of service on surrounding roads.

ssed by the RTA who have indicated that the et to a number of road upgrade/improvement generally provided in their letter dated 18 nt/rezoning should proceed on the basis of

nmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General d uses are deemed appropriate and are

osal, a traffic analysis has been conducted affic movements, increases those I growth and then considers what impact the ave on top of existing + background growth mended road upgrades have been ported by RTA) that maintains, or improves, urrounding roads.

e a number of intersections along the ommended by the RTA in their letter dated

nade within the estate for onsite parking. We parking restrictions that currently exist on ation of parking will be had as part of the

e outlines a number of road improvement / s proposal. This includes the removal of on Road in the form of peak hour parking or ns. This needs to be conducted in ocal Traffic Committee. gest property values will be impacted as a

				 Concern existing trees would need to be removed for these proposed unit blocks reducing privacy and eroding existing bushland views 	The buildings adjacent to Rive townhouses. Being located to
				 3 storey unit blocks are out of character with surrounding low density dwellings 	
				 Property values would be negatively impacted 	The Osborn Road link has bee proposed high density housing
				 Osborn Rd is already overburdened with local resident and school traffic, the proposed access from Mt Pleasant Ave would worsen the situation 	be replaced by medium densit
72	8 June 2009	Local Resident	Objection	 Osborn Rd traffic volumes are at capacity from existing local resident and school traffic Intersection of Pennant Hills/Osborn Rd is dangerous, narrow for large turning vehicles and has poor visibility Enlarging Osborn Rd would impact on avenue of BGHF and local bush environment 3 storey buildings proposed on Mt Pleasant Ave are out of character with surrounding bushland setting Mt Pleasant Ave development should be scaled back and traffic signals added at intersection of Pennant Hills Rd and Mt Pleasant Ave Proposed link between Mt Pleasant Ave and Osborn Rd should be deleted 	Following extensive feedback period, and ongoing discussio was conducted regarding the Precinct. Due to the nature of partly associated with the retir movements or movements ou that the Mt Pleasant precinct v during peak hours. Based on RTA guidelines, cor Avenue would not elevate the environmental goals for this ro This modelling therefore indic development could still satisfa Pleasant Avenue (with no traf modelling was provided to RT Plan proposal (and not the red RTA has confirmed that it will signals at the Pennant Hills R The Osborn Road link has bee proposed high density housing replaced by medium density h
73	8 June 2009	Local Resident	Objection	 Understand need to upgrade hospital, but inclusion of K-12 school, retail and residential is too great for Fox Valley Rd and Comenarra Pkwy to support Sufficient safe pedestrian use of existing infrastructure has not been proposed, it will be unsafe for children and people with disabilities and difficult for pedestrians to cross dual lane roads/roundabouts Has been significant increase in traffic at the Lucinda/Fox Valley roundabout over past year which will only get worse from proposal Car sharing scheme may help in small way, but will not alleviate volume of traffic during hospital visiting hours and school time Area was selected as quiet, unspoilt and safe, should remain that way Proposal is just too large a scale 	A traffic analysis has been con movements, increases those in then considers what impact the of existing + background grow road upgrades have been pro that maintains, or improves, e roads. Fox Valley Road and C accepting the additional traffic With regard to pedestrian safe and disabled, the concern is n off and pick up arrangements provided at Project Application Plans are in place, as endorse Valley Road roundabout to ca growth in the area. Extensive traffic analysis and anticipated traffic generation a sharing scheme are provided The proposal has been formul opportunity and constraints, in

vertop Close have been reverted to othe south, no overshadowing will occur.

een deleted from the proposal and the ng on to the north of Mt Pleasant Avenue will sity housing.

k from local residents during the exhibition ons with the RTA, additional traffic modelling access options for the Mt Pleasant of development proposed in this precinct (ie irement village with typically lower vehicle utside of peak periods), analysis estimated would generate about 46 additional trips

onfinement of additional traffic to Mt Pleasant e traffic level on this road above the RTA road.

cates that the proposed Mt Pleasant Precinct factorily proceed with access only via Mt affic control signals). It is also noted that this TA and DoP based on the exhibited Concept educed Preferred Project Report proposal).

Il not support the provision of new traffic Road / Mt Pleasant Avenue intersection.

een deleted from the proposal and the ng to the north of Mt Pleasant Avenue will be housing.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding Comenarra Parkway are deemed capable of ic this proposal creates.

fety, particularly in relation to the children noted. It is recognised that satisfactory drop s will be required. Details of this will be on stage.

sed by RTA, to upgrade the Lucinda / Fox ater not only for this proposal but future

d modelling has been carried out on the and parking demand. Details of the car d in the documentation.

ulated with due consideration to site infrastructure availability and funding

		1	1	T	1
74	8 June	Local Resident	Other	 Traffic calming devices should be installed on proposed street linking Fox Valley Rd to Warwick Pl 	requirements to enable the hose community demands over the Hospital's status as a specialis acknowledged in the context of result it is proposed that the ur town centres such as height, d the site. The link from Fox Valley Road to the deletion (in part) of the r
	2009	Resident		 Proposed houses on Comenarra Pkwy east of Fox Valley Rd should have no direct access to Comenarra Pkwy Intersection upgrades at Fox Valley/Comenarra and Pennant Hills/Comenarra should occur before redevelopment of commercial and residential precincts Overhead pedestrian bridges should be installed on northern and eastern side of Fox Valley/Comenarra intersection and Fox Valley/hospital entrance for increased pedestrian traffic Bus inlays should be installed on both sides of Fox Valley Rd near hospital and new school so traffic is not impeded Require left hand only turn for exit from commercial buildings marked blue on Plan No stopping/parking should be allowed between Comenarra Pkwy and new school Permanent speed camera should be installed on Comenarra Pkwy for steep slope Proposed car parking rates should be reviewed, they are considerably less than current standards Area has little good public transport and dependant on vehicle travel, reduced parking and vehicle sharing will not work in area Subsidised bus services should be made to upgrade rundown Regional Park on opposite side of Comenarra Pkwy Special entry/exit points at new school for drop off/pick up should be provided Suitable fencing/landscaping should be provided around dams/ponds 	 to the deletion (in part) of the r investigate installation of a mir that front The Comenarra Park Comenarra Parkway. It is cons east and west sight distances from Warwick Place). There are no plans proposed f bridges. Provision of bus inlays and vel buildings can be investigated of On-street parking on Fox Valle form of either peak hour parkin Installation of speed camera's function of this proposal. The traffic report (Appendix J) provides justification as to vari this unique proposal. The DCF throughout the whole of the LO these rates (where it can be ju apply (as in the case of this wo Extensive traffic generation a public transport will increase a sharing scheme are provided i proper functioning of the propo of consent. On 17 December 2008, the Pr announced a package of refor change to the way that State in by removing rail infrastructure in the charges. The responsibi infrastructure for greenfield ho employment lands lies with the Section 94 contributions are par relevant Section 94 plan in plan Provision of designated entry/e up as well as fencing / landsca can be investigated during det

ospital to expand its services to reflect e next 15-20 years. We contend that the lised employment centre should be of the North Sub-Regional Strategy. As a urban design objectives prepared for other density and built form should be applied to

ad to Warwick Place has been removed due e residential east precinct. It is proposed to hinor road at the rear of the existing dwellings arkway that connects Warwick Place to The nsidered that this may assist in enhancing s along The Comenarra Parkway (exiting

for installation of overhead pedestrian

ehicle entry/exit points from commercial l during detail design.

lley Road is proposed to be removed in the king or permanent parking restrictions.

's relate to an enforcement issue and is not a

J) contained within the exhibited material ariations to the Ku-ring-gai DCP in relation to CP parking rates are blanket rates applied _GA and it is deemed reasonable to vary justified) if non-standard situations were to working-living proposal).

d modelling has been carried out on the and parking demand. It is anticipated that as density develops. Details of the car d in the documentation. It is anticipated that posed scheme will be subject to a condition

Premier, the Hon. Nathan Rees MP, orms to infrastructure levies, including a infrastructure contributions are calculated, e and bus subsidies – leading to a reduction bility for providing public transport nousing sites, infill development and he State Government.

proposed to be paid consistent with the lace at the time of development.

n/exit points to the school for drop off / pick caping for stormwater management devices etail design.

75	8 June 2009	Commun ity Member	Objection	 Size and scope of proposal is unacceptably large and out of character with surrounding suburbs Proposal will destroy sustainability of ecosystems which are rare and significant EA makes false and misleading conclusions which brings into question the whole report Proposal will have negative impact on local and regional traffic flow, during peak hours local major intersections can not cope, additional traffic will result in additional congestion Proposed upgraded intersection will not alleviate current or additional traffic from the proposal Proposed combined development will overwhelm local infrastructure and environment Car sharing scheme is questionable and such schemes have not been proven effective in NSW Given isolated nature of site any promotion of modal shift to public transport is likely to have little practical effect There has been little public consultation and the developer is a major donor to the Labor Party Recommended mitigation and management strategies for threatened species and communities do not adequately address proposed reduction in biodiversity, there should be no impact Hollow bearing trees to be retained are potential fuel in a bushfire 	The Draft North Subregional Str Asset and Key Industry" and is business activity associated wit above and the skill base of its re- leveraged for ongoing success. We contend that the Hospital's centre should be acknowledged Strategy. As a result it is propose prepared for other town centres should be applied to the site. It significant retail development th centres and the overall retail hid The amount of vegetation loss I deletion of the majority of the R school, removal of proposed bu Fox Valley Road precinct) and re facilities. The Preferred Project EEC to be retained or re-establ proposed). Of this 4.6 ha total, a
				 Stormwater and drainage strategy may not be effective given climate change impacts, not enough attention given to water quality retention and treatment Noise and air pollution is not adequately addressed given local topography Object to rezoning 	regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for of Further explanation is required EA is false and misleading befor A traffic analysis has been cond movements, increases those muthen considers what impact the existing + background growth mupgrades have been proposed maintains, or improves, existing Statement of Commitments hav Project report committing to neg the RTA to address works as ge Department of Planning dated 1 Infrastructure service authorities Q of the exhibition material. Ser cater for the development as pr confirmed this in writing to Depa period.
					 work, particularly as the site pre- living-working community. The proposed residential densit specialised centre of this size. To improve over time. Extensive consultation has occur consultation requirements. Com- period is outlined in the Preferred nothing to do with public consultation

Strategy lists the San as a *"Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified resident workforce, which can be s.

s status as a specialised employment ed in the context of the North Sub-Regional losed that the urban design objectives es such as height, density and built form It is noted that the Estate will not have any that might compete with other existing town hierarchy.

s has been significantly reduced with the Residential East precinct, redesign of the buildings near the rear of the SDA offices (in d relocation of stormwater detention ct Plan involves 4.6 ha of BGHF and STIF blished (compared to 0.17 ha originally I, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

d as to the basis of the comment that the fore a response can be provided.

nducted that considers the existing traffic movements with background growth and he proposed development will have on top of movements. A suite of recommended road d (and generally supported by RTA) that ng level of service on surrounding roads. ave been provided within this Preferred egotiate a VPA or other mechanism with generally described in their letter to the d 18 June 2009.

ies were consulted as outlined in Appendix services can be augmented and upgraded to proposed. Service authorities have spartment of Planning during the exhibition

est that the Car sharing scheme will not presents a unique opportunity to create a

sities are considered appropriate for a . Transport infrastructure is anticipated to

ccurred, over and above the statutory onsultation conducted during the exhibition rred Project Report. Political donations have sultation obligations.

					An addendum to the bushfire r									
					Report.									
					Further explanation is required rezoning before a response ca									
76	9 June 2009	Local School	Objection	 Concerned planned residential expansion in Mt Pleasant Ave behind Loreto school grounds Loreto has worked closely with Council and residents on recent DAs to create a safe traffic environment around the school 	Further explanation is required Pleasant precinct before a res									
				 Increased traffic in Osborn Rd and Mt Pleasant Ave will place pressure on road system, potentially impact safety of students and Loreto road usage Request developer required to consider and document existing and long term needs of the school and part of a Traffic Management Plan, the school is happy to meet and discuss but to date haven't been consulted Concerned any through road in Osborn Rd would impact protected Blue Gum Forest immediately adjacent to Osborn Rd, which school has worked hard to protect 	Following extensive feedback period, and ongoing discussio was conducted regarding the a Precinct. Due to the nature of partly associated with the retire movements or movements out that the Mt Pleasant precinct v during peak hours.									
					Based on RTA guidelines, con Avenue would not elevate the environmental goals for this ro									
					This modelling therefore indicated development could still satisfate Pleasant Avenue (with no traff modelling was provided to RTATE Plan proposal (and not the red									
					Happy to engage in consultation									
					The Osborn Road link has the									
77	9 June	Local Resident	Objection	 Site is distant from established public transport links and not within reasonable walking distance of a rail station 	Extensive modelling has been density levels and site suitabili									
	2009			 Area can not accommodate massive increase in traffic associated with proposed increase in residential population and jobs 	be improved overtime.									
				 Unless Estate is a ghetto/closed community proposed car share scheme will be unworkable 	A traffic analysis has been cor movements, increases those r									
1													 Traffic on Fox Valley Rd and Comenarra Pkwy in peak periods already exceeds capacity, how can this be rectified and why hasn't it been already? 	then considers what impact the
				 Local terrain does not permit worthwhile road widening 	of existing + background growt road upgrades have been prop									
				 Additional traffic would increase pollution and destroy amenity of the area 	that maintains, or improves, ex									
				 Limited parking proposed will do nothing to speed up traffic flow 	roads.									
				 Hospital visitors parking at local shopping centre is an ongoing problem and impacts viability of centre, with local residents going elsewhere to shop if there is no parking 	The proposed working / living of									
				 The Estate may not be able to evacuate hospital patients and residents in bushfire events the resulting congestion on Fox Valley Rd could be fatal 	opportunity to establish a car s suggest that the scheme will n									
				 Electricity system does not currently provide a fully reliable service, questionable how it would cope with increased demand 	For most part, road widening d									
				 Local residents would be affected for a number of years by construction impacts 	Evidence suggests that remov during peak hours) increases t									
I				 Disagree there is a need for proposed retail area, locality is already well served 										
				 Development is not State significant as hospital and school are private not public facilities, 										

report accompanies the Preferred Project

ed as to the basis of objection to the can be provided.

ed as to the concerns of developing in the Mt esponse can be provided.

k from local residents during the exhibition ons with the RTA, additional traffic modelling e access options for the Mt Pleasant of development proposed in this precinct (ie tirement village with typically lower vehicle utside of peak periods), analysis estimated t would generate about 46 additional trips

onfinement of additional traffic to Mt Pleasant e traffic level on this road above the RTA road.

cates that the proposed Mt Pleasant Precinct factorily proceed with access only via Mt affic control signals). It is also noted that this TA and DoP based on the exhibited Concept educed Preferred Project Report proposal).

tion with the school as required.

erefore been deleted from the proposal. en carried out to determine the proposed ility. It is considered that public transport will

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

community provides an excellent share scheme. There is no evidence to not work.

does not need to occur.

oving street parking (either completely or sthe efficiency of the road.

ospital visitors park at the Fox Valley shops. imed parking restrictions which are enforced

				 Proposal is inappropriate in peaceful, beautiful area Development of hospital and school would be acceptable, but huge residential development with increased pollution and no supporting transport infrastructure will cause problems now and in future Concerned by developer reputation and track record Concerned CEO of San Hospital has sold house and moved out of area 	In times of bushfire threat, a su Appendix L of the exhibited ma the Concept Plan, an Emergen- the landowner. The purpose of preparation of the various Estat evacuation drills and reviews of Chair Person of the Committee Management Committee meetin Emergency Service Combat Ag emergency planning protocols a uses within the Estate. An adde Preferred Project Report. Infrastructure service authoritie Q of the exhibition material. Se cater for the development as pr Energy Australia provided advid advising that several new electr required and at lease one high Energy Australia's Turramura a supply the site at the developer In regard to the comment on im expected that the consent author traffic management plan produc Construction Certificate to allow The premise of this proposal is where most of the needs of the onsite (thereby reducing car tra component to the proposal is in The proposal is state signifi Appendix A of the exhibited Co The Draft North Subregional St <i>Asset and Key Industry</i> " and is business activity associated wit above and the skill base of its r leveraged for ongoing success. We contend that the Hospital's centre should be acknowledged Strategy. As a result it is proposi- prepared for other town centres should be applied to the site. The comment about the develor unsubstantiated. The comment about the develor
78	9 June	Local Ob Resident	bjection	 Proposal is a monstrosity dumped at the head waters of Lane Cove NP Questionable whether such a big bespital is peeded in area, any funding should go into 	The proposal is well planned an the hospital and onsite user gro
	2009			 Questionable whether such a big hospital is needed in area, any funding should go into public not private hospitals 	
				 Hospital has virtually no public transport, existing traffic problems should be fixed before a 	The proposal has been formulat opportunity and constraints, infr

suite of recommendations were proposed in haterial, in particular that, upon approval of ency Liaison Committee be established by of the committee shall be to co-ordinate the tate Evacuation Plans, implement of the individual Evacuation Plans. The estable shall also attend the Local Emergency etings and bring to those meetings and the Agencies/support Welfare Agencies the s and issues related to the various land dendum to this report accompanies the

ies were consulted as outlined in Appendix Services can be augmented and upgraded to proposed. Regarding electricity supply, vice to Dept Planning on 14 May 2009 ctrical substations on the property is h voltage underground cable back to a Zone substation may be required to er's cost.

impacts during construction phases, it is thority will require a construction / noise / uced and submitted prior to the issue of a ow onsite construction to commence.

is to create a working / living community – ne onsite workers / residents are provided ravel). A small retail / convenience important.

ificant for many reasons as outlined in concept Plan.

Strategy lists the San as a "*Knowledge* s also recognised as an existing cluster of vith knowledge infrastructure identified resident workforce, which can be s.

s status as a specialised employment ed in the context of the North Sub-Regional osed that the urban design objectives es such as height, density and built form

loper's reputation and track record is

CEO is not relevant. and considered and reflects the needs of proups.

lated with due consideration to site nfrastructure availability and funding

78 9 Local Objection Fox Valley Rd is narrow, windy and has heavy traffic in peaks and turning right out of hospital difficult Proposal hould address access and circulation during construction phase and when project finished Fox Valley Rd is narrow, windy and has heavy traffic in peaks and turning right out of hospital difficult Proposal hould address access and circulation during construction phase and when project finished Resident Objection Fox Valley Rd is narrow, windy and has heavy traffic in peaks and turning right out of hospital difficult Proposal hould address access and circulation during construction phase and when project finished Resident Recommended prior to any demolition/construction. Fox Valley Kd its narrow, windy and has heavy traffic in peaks and turning right out of hospital difficult Proposal hould address access and circulation during construction phase and when project finished Recommended prior to any demolition/construction. Fox Valley Kd, turning lares for right hand turns from Fox Valley Kd its loop road heaves fox Valley Kd, turning lares for right hand turns from Fox Valley Kd its loop road heaves to constructed at a road and the reconstruction. Fox Valley be wideneed along whole finding are for right hand turns from Fox Valley Kd is loop road meets Fox Valley Kd, turning lares for right hand turns from Fox Valley Kd is loop road meets for Valley Kd, turning lares for right hand turns from Fox Valley Kd is loop road meets fox Valley Kd, turning lares for right hand turns from Fox Valley Kd is loop road meets fox Valley Kd, turning lares for right hand turns from Fox Valley Kd is looporoad mee	The school and the church exp growth to occur in the area over	 large increase in size Questionable need for new school for students driven in private cars and subsidised by Government Local area already has adequate supermarket facilities Questionable need for expansion of church facilities and where additional SDAs will come 		
799Local June 2009ObjectionFox Valley Rd is narrow, windy and has heavy traffic in peaks and turning right out of hospital difficultThe traffic 	toThe premise of this proposal is where most of the needs of the onsite (thereby reducing car tr component to the proposal is is al isal isAs part of the proposal, land is existing, and future, use of the Plan.Accommodation is needed for Movements, increases those r then considers what impact th of existing + background grow road upgrades have been prop that maintains, or improves, existing	 from Area is residential not commercial, existing commercial buildings should be relocated to commercial zones Questionable who needs additional living accommodation, looks like a ghetto Traffic problem in area is already bad enough, dread thought of traffic effect if proposal is built 		
 Redevelopment is a worthy project which will benefit the community Construction Comment are noted. So 9 Local June Resident Objection Resident Intersection of Osborn Rd and Pennant Hills Rd is dangerous and Osborn Rd is already at capacity for vehicles, any increase in volume on Osborn Rd is unsustainable 	urban design measures.The traffic analysis indicated t Road falls within the environm RTA have agreed with our red or remove in peak hours, streat efficiency. Fox Valley Road do oleonlyIn regard to the comment on i	une Resident hospital difficult 009 Proposal should address access and circulation during construction phase and when project finished Recommended movement of heavy construction vehicles be limited to evening hours only Recommended prior to any demolition/construction: Fox Valley be widened along whole frontage of Estate, traffic lights be installed where loop road meets Fox Valley Rd, turning	e Resident	June
 blocks, which are out of character with surrounding low density dwellings Loreto Normanhurst traffic is considerable, at times it takes more than one set of lights to 	Construction Certificate to allo Comment regarding the beneficiare noted. dy at The Osborn Road link has been from the proposed Mt Pleasar Mt Pleasant Avenue.	une Objection Intersection of Osborn Rd and Pennant Hills Rd is dangerous and Osborn Rd is already at capacity for vehicles, any increase in volume on Osborn Rd is unsustainable 009 Concerned by proposal to demolish houses in Mt Pleasant and replace with 3 storey unit blocks, which are out of character with surrounding low density dwellings	e Resident	June

ospital to expand its services to reflect e next 15-20 years.

xpansion has been driven by expected ver the next 25 years.

is to create a working / living community – he onsite workers / residents are provided travel). A small retail / convenience s important.

is proposed to be rezoned to reflect the ne land as contemplated by the Concept

or students, staff and other onsite users.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

as has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

ment to employ best practice water sensitive

that, with this development, Fox Valley mental road capacity set by the RTA. The ecommendation to either completely remove, eet parking in Fox Valley Road to enhance does not need to be widened.

impacts during construction phases, it is uthority will require a construction / noise / duced and submitted prior to the issue of a low onsite construction to commence.

efits this proposal provides to the community

een deleted from the proposal, with traffic int precinct to access Pennant Hills Road via

backed onto existing residential dwellings nibited Concept Plan) have been deleted and

				turn right or traverse the Osborn Rd and Pennant Hills Rd intersection	replaced with medium density
				 Increase in traffic would create difficulties for emergency vehicles in event of fire and where evacuation of the Aged Care and school facilities are needed 	Project Report.
				 Areas of bushland on the Estate adjoining Pennant Hills Park and the National Park add to fire risk 	No properties in Osborn Road the Osborn Road link.
				 Widening of Osborn Rd will involve removal of Blue Gums, this goes against Council tree removal policies 	RTA has confirmed that it will r signals at the Pennant Hills Ro
				 Proposal involves demolition of my house for Osborn Rd link, I have no plans or desire to move 	
				 Proposal will destroy unique lifestyle created by existing cul-de-sac and devalue property 	
				 The area is low density and it should stay that way, 3 storey residential blocks on Mt Pleasant Ave was cause significant change in appearance of neighbourhood 	
				 Alternative options which should be considered are: scale back development in Mt Pleasant Ave or traffic signals at Mt Pleasant Ave and Pennant Hills Rd 	
				 Proposed link from Mt Pleasant to Osborn Rd should be removed from the plans 	
81	9 June	Local Resident	Objection	 Increased traffic from development will increase danger of Warwick PI/Comenarra Pkwy intersection, cause congestion on Warwick PI and reduce on street parking by 20-25% 	The link from Fox Valley Road to the deletion (in part) of the re
	2009)		 Concerns could be addressed by traffic calming devices on the new access road joining Warwick PI, ban parking on the new access road, use vacant land between Warwick PI and Fox Valley Rd to exit onto Comenarra Pkwy for southbound traffic 	investigate installation of a min that front The Comenarra Park Comenarra Parkway. It is cons east and west sight distances a

y lots as shown in the attached Preferred

ad need to be acquired due to the deletion of

Il not support the provision of new traffic Road / Mt Pleasant Avenue intersection.

ad to Warwick Place has been removed due e residential east precinct. It is proposed to ninor road at the rear of the existing dwellings arkway that connects Warwick Place to The onsidered that this may assist in enhancing es along The Comenarra Parkway.

82 9 June	Local Resident	Objection	 Object to overdevelopment of site, proposal shows scant concern for local residents, nor increase to congestion on Pacific Hwy 	Dispute that the surrounding de considered as part of planning t
2009			 Fox Valley Rd is already congested in the morning and evening, this will be impassable by the extra traffic generated by the proposal 	An extensive range of environm
			 Proposed school will generate more traffic in peak hours, will also slow traffic 	opportunities mapping was cond
			 Unclear who will police proposed car policy 	required by the Department of F Requirements. The proposed us
			 Removal of on-street parking will push cars to park in surrounding streets, this already happens with Fox Valley shops preventing genuine customers parking 	justified.
			 Pacific Hwy is already congested 	A traffic analysis has been cond
			 Construction impacts will be lengthy given proposed staged approach 	movements, increases those m
			 Increased population will make bushfire evacuation difficult and residents will be in competition with patients to evacuate 	then considers what impact the of existing + background growth road upgrades have been prop
			 Concerned about statement that the site will be going 'green', its green now but development will make it very 'ungreen' 	that maintains, or improves, exi roads. This includes upgrades
			 Development should meet Green Council of Australia 5 or 6 star rating, rather than adopting ESD outcomes 	well as the removal (either com parking along the frontage of th
			 Studies show that greater concentration of development results in more social problems – dysfunction behaviour 	The car share scheme is a func
				No evidence suggests that hos The Fox Valley shops have tim by Council.
				In regard to the comment on in expected that the consent auth traffic management plan produ Construction Certificate to allow
			In times of bushfire threat, a su Appendix L of the exhibited ma the Concept Plan, an Emergen the landowner. The purpose of preparation of the various Esta evacuation drills and reviews o Chair Person of the Committee Management Committee meet Emergency Service Combat Ag emergency planning protocols uses within the Estate. An adde Preferred Project Report.	
				The amount of vegetation loss deletion of the majority of the R school, removal of proposed by Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-establ proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
				The site adopts sound ESD pri
				A social impact analysis was ex

development (and users) have not been g this proposal.

nmental studies and constraints / onducted as part of this proposal, and as f Planning's Director General uses are deemed appropriate and are

nducted that considers the existing traffic movements with background growth and he proposed development will have on top with movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding is to intersections along Fox Valley Road as mpletely or in peak periods) of street the site.

nction of the Part 3A proposal.

ospital visitors park at the Fox Valley shops. med parking restrictions which are enforced

impacts during construction phases, it is thority will require a construction / noise / uced and submitted prior to the issue of a ow onsite construction to commence.

suite of recommendations were proposed in naterial, in particular that, upon approval of ency Liaison Committee be established by of the committee shall be to co-ordinate the state Evacuation Plans, implement of the individual Evacuation Plans. The se shall also attend the Local Emergency etings and bring to those meetings and the Agencies/support Welfare Agencies the s and issues related to the various land dendum to this report accompanies the

s has been significantly reduced with the Residential East precinct, redesign of the buildings near the rear of the SDA offices (in d relocation of stormwater detention ct Plan involves 4.6 ha of BGHF and STIF blished (compared to 0.17 ha originally I, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

rinciples.

exhibited as part of this proposal.

83	9 June 2009	e Resident councils 9 Current peak hour traffic is unacceptable for local residents • Should be no loss of BGHF, it makes the area unique and its loss would mean losin species which rely on this Forest for protection	 Current peak hour traffic is unacceptable for local residents Should be no loss of BGHF, it makes the area unique and its loss would mean losing 	RTA, in their letter to Departm advise that they have no object under the Concept Plan subject Statement of Commitments has Project report committing to ne the RTA to address works as of Department of Planning dated therefore satisfied that the pro- proposed. A traffic analysis has been corr movements, increases those r then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex- roads.	
					The amount of vegetation loss deletion of the majority of the school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC i 2.43 ha originally proposed for
					An extensive range of environ opportunities mapping was co required by the Department of Requirements. In addition, infr consulted as outlined in Appen can be augmented and upgrad proposed. The proposed uses
84	9 June 2009	Local Resident	Objection	 Development should include adequate improvements to the road system and access to new development areas Road improvements must be done upfront or in conjunction with the project Finding parking near the hospital is currently impossible The development site is large, areas of BGHF should be preserved 	A traffic analysis has been cor movements, increases those r then considers what impact th of existing + background grow road upgrades have been pro that maintains, or improves, ex roads.
					Statement of Commitments ha Project report committing to ne the RTA to address works as Department of Planning dated documented in the above VPA and prior to any construction of Concept Plan.
					Additional carparking facilities
					As mentioned, the amount of v reduced with the deletion of th redesign of the school, remova

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades. have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. In our opinion, the RTA are roposal (and rezoning) can be approved as

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

Inmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General afrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified. Inducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. The timing of works will be PA which will be exhibited for public viewing occurring on site as contemplated by this

s are proposed within the Hospital precinct.

f vegetation loss has been significantly the majority of the Residential East precinct, val of proposed buildings near the rear of the

85	9 June	Local Resident	Objection	 Concerned about scale of proposal and impact on local traffic and BGHF No rezoning should be granted until traffic problems are solved to satisfaction of local 	SDA offices (in Fox Valley Ro detention facilities. The Prefer and STIF EEC to be retained originally proposed). Of this 4. to be regenerated. 0.78 ha of to 2.43 ha originally proposed A traffic analysis has been co movements, increases those
	2009			 No rezoning should be granted until tranic problems are solved to satisfaction of local councils Should be no loss of BGHF Commercial, retail, school and residential expansion should be reduced to better fit site capabilities 	then considers what impact the of existing + background grow road upgrades have been prothat maintains, or improves, e roads.
					RTA, in their letter to Departm advise that they have no obje- under the Concept Plan subje Statement of Commitments ha Project report committing to n the RTA to address works as Department of Planning dated therefore satisfied that the pro- proposed.
					The Preferred Project Plan in retained or re-established (co this 4.6 ha total, approximatel ha of EEC is proposed to be o proposed for clearing).
					An extensive range of enviror opportunities mapping was correquired by the Department of Requirements. In addition, inf consulted as outlined in Apper can be augmented and upgrat proposed. The proposed use
86	9 June 2009	Local Resident	Objection	 Major roads such as Fox Valley and Comenarra Pkwy are already congested, such a massive expansion would not support traffic increases 	A traffic analysis has been co movements, increases those then considers what impact th of existing + background grov road upgrades have been pro that maintains, or improves, e roads.
					Widening of The Comenarra R controlling factor – it's the inter modified to increase efficiency this development, both roads set by the RTA. Main intersec Highway, Kissing Point Road Road intersection is proposed the RTA's Sydney Regional D submission dated 18 June 20
87	10 June	Local	Objection	 Concerned not proposed to put in place sufficient and safe upgrades to existing road 	A traffic analysis has been co movements, increases those

Road precinct) and relocation of stormwater erred Project Plan involves 4.6 ha of BGHF d or re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is of EEC is proposed to be cleared (compared ed for clearing).

conducted that considers the existing traffic e movements with background growth and the proposed development will have on top owth movements. A suite of recommended roposed (and generally supported by RTA) existing level of service on surrounding

ment of Planning dated 18 June 2009, ections to the development as proposed ject to a number of roadwork upgrades. have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. In our opinion, the RTA is roposal (and rezoning) can be approved as

nvolves 4.6 ha of BGHF and STIF EEC to be compared to 0.17 ha originally proposed). Of ely 1.4 ha of EEC is to be regenerated. 0.78 e cleared (compared to 2.43 ha originally

onmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General infrastructure service authorities were bendix Q of the exhibition material. Services raded to cater for the development as ses are deemed appropriate and are justified. conducted that considers the existing traffic e movements with background growth and the proposed development will have on top owth movements. A suite of recommended roposed (and generally supported by RTA) existing level of service on surrounding

a Parkway and Fox Valley Roads is not the itersections at either end that need to be icy. The traffic analysis indicated that, with is fall within the environmental road capacity ections at Pennant Hills Road, Pacific d and the Comenarra Parkway / Fox Valley ed to be upgraded as generally explained in Development Advisory Committee 2009.

onducted that considers the existing traffic e movements with background growth and

	2009	Resident		infrastructure required to service the development	then considers what impact the
	2009	Resident		 Understand need to upgrade hospital, but proposal is too great for Fox Valley Rd and Comenarra Pkwy, there is already a lot of traffic and delays on these roads which will only get worse from the increased traffic Car sharing program may help but will not alleviate the huge volumes of traffic Safety issues for pedestrians, particularly children trying to cross Fox Valley Rd if 2 lanes wide Bought in area because it is quiet and safe and want it to remain so, proposal is too large scale 	 then considers what impact the of existing + background growth road upgrades have been propilitat maintains, or improves, existing a set of the comenarra P controlling factor – it's the intermodified to increase efficiency this development, both roads fiset by the RTA. Main intersect Highway, Kissing Point Road a Road intersection is proposed the RTA's Sydney Regional Desubmission dated 18 June 2000 Traffic signals are proposed ou crossing. The Draft North Subregional S <i>Asset and Key Industry</i>" and is business activity associated with above and the skill base of its leveraged for ongoing success? We contend that the Hospital's centre should be acknowledge Strategy. As a result it is proposed for other town centre should be applied to the site. A studies and constraints / opport this proposal, and as required General Requirements. In add consulted as outlined in Apper can be augmented and upgrade.
88	10 June 2009	Commun ity Member	Support	 Proposal has employment, community and satisfaction benefits for local area 	proposed. The proposed uses Noted
89	10 June 2009	Local Resident	Objection	 Expansion of hospital by 50% understandable, but other development is mad and abandonment of 'The San's' humanitarian principles There are high parking costs and is a lack of parking in the area There are traffic jams in the local area and there will be frequent chaos at local intersections if development proceeds Losing any BGHF would be tragic, the hospital should gift this area to National Parks or Kuring-gai Council, better than saturating the area with high density residences 	We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propor prepared for other town centre should be applied to the site. A studies and constraints / oppor this proposal, and as required General Requirements. Existing parking costs are com Additional onsite parking is pro- A traffic analysis has been con movements, increases those n then considers what impact the of existing + background growt

the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

Parkway and Fox Valley Roads is not the ersections at either end that need to be cy. The traffic analysis indicated that, with a fall within the environmental road capacity ctions at Pennant Hills Road, Pacific d and the Comenarra Parkway / Fox Valley ed to be upgraded as generally explained in Development Advisory Committee 009.

outside the school for safe pedestrian

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . An extensive range of environmental portunities mapping was conducted as part of d by the Department of Planning's Director ddition, infrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . An extensive range of environmental portunities mapping was conducted as part of d by the Department of Planning's Director

omparable to other hospitals in Sydney. proposed within the Hospital precinct.

onducted that considers the existing traffic movements with background growth and the proposed development will have on top wth movements. A suite of recommended

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					road upgrades have been prop that maintains, or improves, ex roads. The amount of vegetation loss deletion of the majority of the F school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
90	10 June 2009	Local Resident	Objection	 In peak hours local main roads are choked to capacity, more vehicles in the area would be uncontrollable Further traffic would make it impossible to evacuate the area along The Broadway during a fire, last time a fire went through it was during peak hours and it was almost impossible to evacuate and allow Fire vehicles in, made worse by 'spectators' Already difficult to get a car park at the Fox Valley Shopping Centre, proposal will make this worse Street parking situation is very serious from hospital staff and visitors parking on both Fox Valley Rd and Comenarra Pkwy, proposal will make this worse 	A traffic analysis has been cor movements, increases those in then considers what impact the of existing + background grown road upgrades have been prop that maintains, or improves, ex- roads. In times of bushfire threat, a su Appendix L of the exhibited ma the Concept Plan, an Emerger the landowner. The purpose of preparation of the various Esta evacuation drills and reviews of Chair Person of the Committee Management Committee meet Emergency Service Combat A emergency planning protocols uses within the Estate. An add Preferred Project Report. No evidence suggests that hos The Fox Valley shops have tim by Council. Additional onsite p Street parking is either propos during peak hours along the free
91	10 June 2009	Local Resident	Objection	 Concerned about impact on ability to easily access home and local amenities given scale of proposal Some development may be supportable, but not at proposed scale given current level of road use around the site Level of residential, commercial, retail and school expansion is too much for current infrastructure (particularly roads and car parking), consideration should be given to reducing the amount of residential and commercial expansion to suit site capabilities No rezoning should be granted until traffic problems are solved to satisfaction of local councils BGHF should be preserved 	 efficiency of Fox Valley Road. A traffic analysis has been cormovements, increases those representation of existing + background grow road upgrades have been proprotent that maintains, or improves, existing a sector of the extensive range of environing opportunities mapping was concerptioned by the Department of Requirements. In addition, infrection consulted as outlined in Appercian be augmented and upgrades and upgrades and upgrades and upgrades the proposed. The proposed uses

oposed (and generally supported by RTA) existing level of service on surrounding

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

suite of recommendations were proposed in material, in particular that, upon approval of ency Liaison Committee be established by of the committee shall be to co-ordinate the state Evacuation Plans, implement s of the individual Evacuation Plans. The ee shall also attend the Local Emergency etings and bring to those meetings and the Agencies/support Welfare Agencies the ls and issues related to the various land ddendum to this report accompanies the

ospital visitors park at the Fox Valley shops. imed parking restrictions which are enforced parking is proposed.

osed to be completely removed, or removed frontage of the site. This increases the

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

nmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General ifrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified.

		1	r		
					RTA, in their letter to Departm advise that they have no object under the Concept Plan subject Statement of Commitments has Project report committing to ne the RTA to address works as of Department of Planning dated therefore satisfied that the pro- proposed. The Preferred Plan involves th East precinct and redesign of and STIF EEC to be retained of originally proposed). Of this 4. to be regenerated. 0.78 ha of the
02	10		Objection	Current infrastructure can't support such a massive project	to 2.43 ha originally proposed An extensive range of environ
92	10 June 2009	Local Resident	Objection	 Current infrastructure can't support such a massive project Rezoning should not be granted until traffic problems are solved to satisfaction of local councils Development would make cycling on Fox Valley Rd miserable and nearly impossible Do not allow BGHF to be cut down 	An extensive range of environ opportunities mapping was co required by the Department of Requirements. In addition, infr consulted as outlined in Apper can be augmented and upgrad proposed. The proposed uses
					RTA, in their letter to Departm advise that they have no object under the Concept Plan subject Statement of Commitments have Project report committing to not the RTA to address works as a Department of Planning dated therefore satisfied that the pro- proposed.
					Cycling throughout the estate
					The amount of vegetation loss deletion of the majority of the l school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estat proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
93	10 June	Local Resident	Objection	 Should be no loss of critically endangered BGHF as a result of proposal Does not appear to be adequate read infrastructure for development of this scale 	As mentioned, the Preferred P STIF EEC to be retained or re-
	2009			 Does not appear to be adequate road infrastructure for development of this scale Comenarra Pkwy is standstill during peak hours, increased traffic is not viable 	originally proposed). Of this 4.
				 No rezoning should be granted until traffic problems are solved to satisfaction of local councils 	to be regenerated. 0.78 ha of to 2.43 ha originally proposed
					A traffic analysis has been cor movements, increases those r then considers what impact th of existing + background grow

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades. have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. In our opinion, the RTA is roposal (and rezoning) can be approved as

the deletion of the majority of the Residential f the school and involves 4.6 ha of BGHF d or re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is f EEC is proposed to be cleared (compared d for clearing).

nmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General ifrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified.

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades. have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. In our opinion, the RTA is roposal (and rezoning) can be approved as

e is considered as part of the Concept Plan.

as has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

Project Plan involves 4.6 ha of BGHF and e-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is f EEC is proposed to be cleared (compared d for clearing).

e movements with background growth and the proposed development will have on top wth movements. A suite of recommended

					road upgrades have been prop that maintains, or improves, ex roads. RTA, in their letter to Departm advise that they have no object under the Concept Plan subject Statement of Commitments hat Project report committing to not the RTA to address works as a Department of Planning dated therefore satisfied that the prop proposed.
94	10 June 2009	Local Resident	Objection	 Object to loss and damage of critically endangered BGHF a fragile, highly valued ecosystem Object to rezoning approval until issues with local traffic infrastructure are solved, local traffic conditions have worsened recently and hard to see how infrastructure will cope Object to sheer scale of proposal, commercial, retail, school and residential expansion should be significantly reduced Size of proposal will negatively affect surrounding area and property values There is no lack of schools, churches or shopping centres in local area, there is some need for expansion of hospital, but not such a huge development Local wildlife have been impacted by higher density development, traffic and local forests are dying back due to pollution and stress on environment 	The amount of vegetation loss deletion of the majority of the l school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estat proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC i 2.43 ha originally proposed for RTA, in their letter to Departm advise that they have no object under the Concept Plan subje Statement of Commitments has Project report committing to ne the RTA to address works as a Department of Planning dated therefore satisfied that the pro proposed. An extensive range of environ opportunities mapping was co required by the Department of Requirements. In addition, infr consulted as outlined in Apper can be augmented and upgrad proposed. There is no evidence to sugger result of this proposal. The premise of this proposal is where most of the needs of th onsite (thereby reducing car tr
95	10 June 2009	Local Resident	Objection	 Expansion of hospital supported, but overall size and scope of proposal is not Little of proposed new facilities are needed for hospital and should be viewed as separate from hospital expansion Proposal will impose impossible traffic loads and while its is stated congestion points will be fixed, it is also stated existing conditions and ownership will constrain improvement opportunities and in some cases it will not be possible to improve current conditions Proposal will lead to destruction of much of remaining bushland including critically 	component to the proposal is An extensive range of environ opportunities mapping was co required by the Department of Requirements. In addition, info consulted as outlined in Appe can be augmented and upgra- proposed. The proposed use

oposed (and generally supported by RTA) existing level of service on surrounding

ment of Planning dated 18 June 2009, ections to the development as proposed ject to a number of roadwork upgrades. have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. In our opinion, the RTA is roposal (and rezoning) can be approved as

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c) is proposed to be cleared (compared to for clearing).

ment of Planning dated 18 June 2009, ections to the development as proposed ject to a number of roadwork upgrades. have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. In our opinion, the RTA is roposal (and rezoning) can be approved as

onmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General nfrastructure service authorities were endix Q of the exhibition material. Services raded to cater for the development as es are deemed appropriate and are justified.

gest property values will be impacted as a

is to create a working / living community – the onsite workers / residents are provided travel). A small retail / convenience s important. onmental studies and constraints / conducted as part of this proposal, and as

of Planning's Director General frastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified.

				 endangered BGHF Biobanking will not work as there is little or no BGHF left for offsets Proposal should be scaled back to ensure hospital can expand but BGHF is saved and traffic safety ensured 	 The proposed facilities are nee hospital, school and other onsit A traffic analysis has been commovements, increases those methen considers what impact the of existing + background growth road upgrades have been proper that maintains, or improves, exercads. The amount of vegetation loss deletion of the majority of the R school, removal of proposed by Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-establ proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed.
96	10 June 2009	Local Resident	Objection	 No rezoning should be granted until traffic problems are solved to satisfaction of local councils NO loss of BGHF Commercial, retail, school and residential expansion should be reduced to better fit site capabilities Hornsby and Chatswood retail centres are examples of traffic problems from ignoring overdevelopment 	 Biobanking is not proposed. RTA, in their letter to Department advise that they have no object under the Concept Plan subject Statement of Commitments hav Project report committing to ne the RTA to address works as g Department of Planning dated therefore satisfied that the prop proposed. The Preferred Plan will result in fauna, in particular, loss of BGI An extensive range of environm opportunities mapping was con required by the Department of Requirements. In addition, infra consulted as outlined in Appen can be augmented and upgrad proposed.
97	11 June 2009	Local Resident	Objection	 Objection to proposed connection between Mt Pleasant Ave and Osborn Rd Increase in dwelling density has implications in event of bushfires Traffic report did not adequately address peak traffic conditions for Osborn Rd, particularly afternoon school peak and weekend school activities Has become increasingly difficult to access driveways in Osborn Rd due to increase in school activities, proposed link will exacerbate this Osborn Rd would be subject to substantial traffic increases from Mt Pleasant Ave traffic even without the additional development Existing illegal parking and resulting safety visibility issues in Osborn Rd from activities associated with Loreto would be exacerbated from increased traffic Osborn Rd intersection has poor visibility and is dangerous Access for service and emergency vehicles is an issue as Osborn Rd is narrow, this also 	The Osborn Road link has been from the proposed Mt Pleasant Mt Pleasant Avenue. In times of bushfire threat, a su Appendix L of the exhibited ma the Concept Plan, an Emergen the landowner. The purpose of preparation of the various Esta evacuation drills and reviews o Chair Person of the Committee Management Committee meeti Emergency Service Combat Ag emergency planning protocols

eeded to support the expansion to the site uses.

onducted that considers the existing traffic movements with background growth and he proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

s has been significantly reduced with the Residential East precinct, redesign of the buildings near the rear of the SDA offices (in d relocation of stormwater detention ct Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally I, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

nent of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades. have been provided within this Preferred negotiate a VPA or other mechanism with generally described in their letter to the d 18 June 2009. In our opinion, the RTA is oposal (and rezoning) can be approved as

in minimal impacts on native flora and GHF.

Inmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General afrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as <u>es are deemed appropriate and are justified.</u> een deleted from the proposal, with traffic ant precinct to access Pennant Hills Road via

suite of recommendations were proposed in naterial, in particular that, upon approval of ency Liaison Committee be established by of the committee shall be to co-ordinate the tate Evacuation Plans, implement of the individual Evacuation Plans. The ee shall also attend the Local Emergency etings and bring to those meetings and the Agencies/support Welfare Agencies the s and issues related to the various land

					— — —
				 has implications for evacuation Concerned about threat to BGHF as any attempt to widen Osborn Rd will result in removal of avenue of Blue Gums Destruction of ecological corridors that join bush on Loreto to Lane Cove NP is of great concern Area has poor public transport (including limited off peak train services, limited access to station platforms for disabled people, limited station parking and limited bus services) 	uses within the Estate. The 3 storey unit blocks that b off Osborn Road (per the exhi replaced with medium density Project Report.
				 Proposed 3 storey residential blocks in Mt Pleasant Ave is out of character with existing low density bushland setting and would destroy environmental character, would also negatively impact aspect and property values 	
98	11 June 2009	Local Resident	Objection	 Exiting Browns Rd to Comenarra Pkwy is an increasingly difficult task due to over-capacity on local main arteries Agreement hospital continuously makes improvements and provides staff accommodation, though unsure how extent of proposed development will not create catastrophic increase in vehicle movements in small area with steep hills, valleys and narrow roads 	 In regard to the intersection of Road, the RTA, in their letter to 2009, advise that they have no proposed under the Concept I To address future traff as a result of the dever developer to widen The lanes in each direction Road; To facilitate vehicles the a result of future upgrate Valley Road intersection given to the provision of The Comenarra Parkwer Statement of Commitments has Project report committing to not the RTA to address works as Department of Planning datect
	11		Ohiostion		movements, increases those then considers what impact th existing + background growth upgrades have been propose maintains, or improves, existing
99	11 June 2009	Local Resident	Objection	 Issue with destruction of BGHF that has stood in way of development proposals so far Issue with lack of consultation from developer despite stipulation in DGRs Proposed access through Osborn Rd will bring dangerously high traffic volumes on narrow street, given existing traffic volumes from local schools and congestion at Pennant Hills Rd intersection 	The amount of vegetation loss deletion of the majority of the school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-esta proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC 2.43 ha originally proposed for Extensive consultation has or
					consultation requirements. Co period is outlined in the Prefe The Osborn Road link has be from the proposed Mt Pleasar Mt Pleasant Avenue.
100	13	Local	Objection	 Size of proposal will have enormous impact on bushland and surrounding suburbs 	The Draft North Subregional S

backed onto existing residential dwellings hibited Concept Plan) have been deleted and by lots as shown in the attached Preferred

of The Comenarra Parkway and Browns to Department of Planning dated 18 June no objections to the development as Plan subject to:

ffic concerns along The Comenarra Parkway elopment proposal, the RTA requires the he Comenarra Parkway to provide two traffic n between Fox Valley Road and Browns

turning right into and out of Browns Road as rades to The Comenarra Parkway / Fox tion it is recommended that consideration be of a seagull treatment at the intersection of way / Browns Road.

have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top of h movements. A suite of recommended road ed (and generally supported by RTA) that ting level of service on surrounding roads. ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

ccurred, over and above the statutory consultation conducted during the exhibition erred Project Report.

een deleted from the proposal, with traffic ant precinct to access Pennant Hills Road via

Strategy lists the San as a "Knowledge

	June 2009	Resident		 Before development begins increased traffic needs to be dealt with and loss of bushland, particularly BGHF minimised Size of development needs to be reduced 	Asset and Key Industry" and is business activity associated w above and the skill base of its leveraged for ongoing success
					We contend that the Hospital's centre should be acknowledge Strategy. As a result it is prope prepared for other town centre should be applied to the site.
					A traffic analysis has been cor movements, increases those r then considers what impact th of existing + background grow road upgrades have been pro that maintains, or improves, ex roads.
					As mentioned, the Preferred F STIF EEC to be retained or re originally proposed). Of this 4. to be regenerated. 0.78 ha of to 2.43 ha originally proposed
					An extensive range of environ opportunities mapping was co required by the Department of Requirements. In addition, info consulted as outlined in Appen can be augmented and upgrad
101	14 June	Commun ity	Objection	 Infrastructure, roads, rail, water and power is inadequate for proposal Greater issue of overpopulation relevant, without proposal compounding problem of Sydney 	proposed. The proposed user Infrastructure service authoriti Q of the exhibition material. S
	2009	Member		being 'too full'	cater for the development as p The proposed residential deve is feasible. In addition, the pro the specialised centre.
102	14 June 2009	Local Resident	Objection	 Remaining BGHF should have recreational access not be bulldozed to increase population density in an area where transport infrastructure is limited Humans are not the only species living in the area 	The amount of vegetation loss deletion of the majority of the l school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estat proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
103	14	Local	Objection	 Consideration of a proposal to reduce heavy impact on critically endangered BGHF, as well 	In addition, the proposed dens appropriate for a specialised of As mentioned, the Preferred P
	June 2009	Resident		 as STIF and other communities is unacceptable Retention of BGHF and STIF should be prioritised as regional disturbance has gone beyond considering strategies of mitigation 	STIF EEC to be retained or re originally proposed). Of this 4. to be regenerated. 0.78 ha of to 2.43 ha originally proposed

is also recognised as an existing cluster of with knowledge infrastructure identified is resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives tres such as height, density and built form

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

Project Plan involves 4.6 ha of BGHF and re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is of EEC is proposed to be cleared (compared ed for clearing).

onmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General nfrastructure service authorities were endix Q of the exhibition material. Services raded to cater for the development as es are deemed appropriate and are justified. ities were consulted as outlined in Appendix Services can be augmented and upgraded to a proposed.

velopment is required to ensure the hospital roposed density is considered appropriate for

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

nsity of the residential development is centre of this size.

Project Plan involves 4.6 ha of BGHF and re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is of EEC is proposed to be cleared (compared d for clearing).

			 Appreciation for need for hospital expansion and financial logic for residential development, however focusing on hospital services and vegetation retention/integrity should have far greater priority than residential development 	The proposed residential devel development is feasible. The proposed specialised centre of this size.
104	14 June 2009	2	 Proposed scale too big given location limitations and negative environmental impacts Development should be limited to minor hospital upgrades and low density housing, confined to cleared areas to reduce impact on struggling local infrastructure and natural environment Large population increases are expected under the town centres plan, adding the Wahroonga Estate population over same time horizon could be too much for locality to absorb Locality is currently affected by significant traffic problems creating delays, road system can't absorb an increase let alone major vehicle movement increases under this proposal Recommended intersection upgrades are not adequate to deal with expected population increase and commitment to carry out these is vague Issues can be addressed by reducing size and density of development to level more appropriate for site Location is subject to bushfire risk, expansion will put people at unnecessary risk Rather than clearing vegetation for APZS development should be decreased Adding extra traffic from proposed development may hamper evacuation CEECs BGH/STIF should be preserved and vegetation buffer left between bushland and built environment Concerned pressure and capacity of existing water supply system may be reduced, overall capacity needs to be infrient plans to upgrade the downstream sewerage network to cope with increased capacity Does not seem to be sufficient consideration for returns to wider community in terms of upgrades to local park, libraries, ovals etc 	An extensive range of environm opportunities mapping was corr required by the Department of Requirements. In addition, infra consulted as outlined in Appen can be augmented and upgrad proposed. The proposed uses With regard to the population in centre and the proposed reside specialised centre of this size. A traffic analysis has been con movements, increases those m then considers what impact the of existing + background growt road upgrades have been prop that maintains, or improves, ex roads. Statement of Commitments hav Project report committing to ne the RTA to address roadworks Department of Planning dated In times of bushfire threat, a su Appendix L of the exhibited ma the Concept Plan, an Emergen the landowner. The purpose of preparation of the various Esta evacuation drills and reviews o Chair Person of the Committee Management Committee meeti Emergency Service Combat Ag emergency planning protocols uses within the Estate. In regard to the comment about be mindful that part of the clear development from bushfire three guidelines of Rural Fire Service As mentioned, the Preferred Pr STIF EEC to be retained or re- originally proposed). Of this 4.6 to be regenerated. 0.78 ha of E to 2.43 ha originally proposed f In regard to the comment about will contribute Section 94 Contu- of such facilities, as defined in

elopment is required to ensure the hospital proposed density is appropriate for the

nmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General ifrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified.

increase, the site is viewed as a specialised dential density is appropriate for the e.

onducted that considers the existing traffic movements with background growth and he proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

have been provided within this Preferred negotiate a VPA or other mechanism with ks as generally described in their letter to the d 18 June 2009.

suite of recommendations were proposed in naterial, in particular that, upon approval of ency Liaison Committee be established by of the committee shall be to co-ordinate the tate Evacuation Plans, implement of the individual Evacuation Plans. The ee shall also attend the Local Emergency etings and bring to those meetings and the Agencies/support Welfare Agencies the ls and issues related to the various land

but clearing vegetation for APZ's, one must earing is required to protect existing areat, consistent with Planning for Bushfire ce.

Project Plan involves 4.6 ha of BGHF and e-established (compared to 0.17 ha ..6 ha total, approximately 1.4 ha of EEC is EEC is proposed to be cleared (compared f for clearing).

but wider community returns, the proposal htributions to the local Councils for provision in the Section 94 plan.

105	14 June 2009	Local Resident	Objection	 Extra people living in area will mean too much traffic and local residents will suffer Environmental impact from clearing vital bushland home to vulnerable species Stretching of local resources (parks, ovals etc) without compensation to local community via new resources Unsightly large towering buildings where currently single dwellings Noise/construction/traffic disruption during construction will be unpleasant for local community 	A traffic analysis has been commovements, increases those methen considers what impact the of existing + background growthroad upgrades have been propertial maintains, or improves, extroads. The amount of vegetation loss deletion of the majority of the Fischool, removal of proposed by Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for In regard to the comment about will contribute Section 94 Contro of such facilities, as defined in The revised Preferred Plan invite Section 94 Contro for such facilities, as defined in The revised Preferred Plan invite Section 94 Contro for such facilities, as defined in The revised Preferred Plan invites of such facilities, as defined in The revised Preferred Plan invites of such facilities, as defined in The revised Preferred Plan invites of such facilities, as defined in The revised Preferred Plan invites of such facilities, as defined in The revised Preferred Plan invites of such facilities, as defined in The revised Preferred Plan invites of the density housing around. In partices of the density housing around is the density housing around here density housing around here density housing around here de
106	14 June 2009	Local Resident	Objection	 San car use already high given infrequent bus services and distance to trains, idea people will live, work and share cars overly optimistic Proposal for reduced provision of car parking will only choke local roads Report regarding local traffic conditions contains incorrect/misleading statements Local roads are already very congested Relying on parking restrictions while reducing hospital parking will be a disaster for parking and traffic in the area, particularly parking at Fox Valley shops Key intersections area already have poor level of service, proposed improvements are inadequate Parking discounts for live/work community are a huge assumption Comparative school traffic analysis are flawed as like schools have not been used, traffic report does not mention impacts from increased buses, provision of drop off facility or student parking 	 consent authority will require a plan produced and submitted p Certificate to allow onsite conservation of the proposal does not seek to where people work so that, in a is reduced. The proposal does not seek to with the hospital. Car parking i Further information is required incorrect or misleading before A traffic analysis has been correct or misleading before A traffic analysis has been correct or misleading before A traffic analysis has been correct or misleading before A traffic analysis has been correct or misleading before A traffic analysis has been correct or misleading before A traffic analysis has been correct or movements, increases those restrict the considers what impact the of existing + background grow road upgrades have been propertial maintains, or improves, exproads. No evidence suggests that hose The Fox Valley shops have time by Council. RTA supports the proposed interval.

onducted that considers the existing traffic movements with background growth and he proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

s has been significantly reduced with the Residential East precinct, redesign of the buildings near the rear of the SDA offices (in d relocation of stormwater detention ct Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally I, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

but wider community returns, the proposal ntributions to the local Councils for provision n the Section 94 plan.

nvolves the concentration of higher density ne centre of the site and involves medium articular, the Preferred Plan replaces the n the northern side of Mt Pleasant Ave with

construction impacts, it is expected that the a construction / noise / traffic management l prior to the issue of a Construction instruction to commence.

est that this proposal is overly optimistic. In ctice – ie to provide accommodation close to addition to numerous positives, vehicle use

to reduce car parking, particularly associated is proposed onsite.

d on where the traffic report is deemed e a response can be provided to this point.

onducted that considers the existing traffic movements with background growth and he proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ospital visitors park at the Fox Valley shops. med parking restrictions which are enforced

ntersection improvements, as outlined in

					their letter to Department of Pl
					The traffic report (Appendix J) provides justification as to var this unique proposal. The DCI throughout the whole of the L0 these rates (where it can be ju apply (as in the case of this w
107	14		Objection	- Unclear what impact of increased population will be an buckland and regrestion peeds	The traffic analysis provided a no objections to the proposal
107	14 June	Local Resident	Objection	 Unclear what impact of increased population will be on bushland and recreation needs, seems little understanding of required open space facilities 	The proposal will include a Bid ensure that the current conser
	2009			 No spatial requirements are provided for outdoor areas such as playgrounds, sports fields Open space master plan should be prepared covering both recreation facilities and use of bushland Proposed clearing and modification of BGHF for APZs will have significant impact on regional scale Clearing and modification of STIF will impact bushland corridors and biodiversity 	In regard to the comment abor proposal will contribute Sectio provision of such facilities, as be opportunity for the school of would be subject to further con
				 Fragmentation and loss of habitat for threatened fauna is of concern, mitigation measures have not adequately been addressed BGHF would be hard to offset as so little remains, more appropriate to retain/ manage/ enhance bushland and setback development further to minimise APZs 	In regard to the comment about be mindful that part of the clear development from bushfire thr guidelines of Rural Fire Service
				 School oval and stormwater basin should be better planned to ensure BGHF does not require removal 	The prepared Concept Plan in recreational facilities.
				 Long term management of bushland should be part of a legal agreement Proposal to increase population will adversely impact traffic network especially in absence of effective mass transport system Traffic study does not include detailed modelling only minimal projections, additional studies are required which should produce different outcomes to the identified upgrades which appear to be absolute minimum response Cycle/pedestrian paths and street trees should be incorporated Proposed traffic management changes for Mt Pleasant Ave do not appear to be resolved and don't account for logistics associated with Osborn Rd school Site is not well serviced by transport and proposed reduced car parking provision has not been justified it will have flow on parking congestion problems in locality 	The amount of vegetation loss deletion of the majority of the li school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estat proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC i 2.43 ha originally proposed for In response to the comment a basin, we agree with this commend reduce the amount of impact of
					Long term management of the Commitments.
					A traffic analysis has been co movements, increases those then considers what impact th of existing + background grow road upgrades have been pro that maintains, or improves, e roads.
					The traffic analysis provided a no objections to the proposal

Planning dated 18 June 2009.

J) contained within the exhibited material ariations to the Ku-ring-gai DCP in relation to CP parking rates are blanket rates applied _GA and it is deemed reasonable to vary justified) if non-standard situations were to working-living proposal).

a thorough assessment of the proposal and I have been raised by the RTA. Biodiversity Management Plan which will ervation area is better preserved.

out playgrounds, sports fields etc, the ion 94 Contributions to the local Councils for s defined in the Section 94 plan. There may l oval to be used as sports fields but this onsideration at a later stage.

out clearing vegetation for APZ's, one must earing is required to protect existing nreat, consistent with Planning for Bushfire ice.

includes areas outlining open space and

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

about the School Oval and stormwater nment and have modified the proposal to on the BGHF in this area.

he bushland is covered in our Statement of

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

a thorough assessment of the proposal and I have been raised by the RTA.

densities and traffic generation development. The traffic results, considered I suite of road upgrade works be	r	1	1	1		
development. The traffic results, considered suite of road upgrade works be	108	June		Objection	 intersections of Pacific Hwy/Fox Valley Rd and Fox Valley Rd/ Comenarra Pkwy Significant loss of critically endangered BGHF is unnecessary and detrimental to the environment Other areas on North Shore are being developed closer to the railway line, seems developing areas with endangered bushland and traffic congestion is not logical or responsive to local needs Proposal would result in increased congestion/delays on already inadequate roads Plans should be put on hold unless Councils given assurances optimal flow of traffic 	 the Project / Development app Following extensive feedback for period, and ongoing discussion was conducted regarding the aperiod, and ongoing discussion was conducted regarding the aperiod. Due to the nature of a partly associated with the retire movements or movements out that the Mt Pleasant precinct we during peak hours. Based on RTA guidelines, con Avenue would not elevate the environmental goals for this root. This modelling therefore indicate development could still satisfate Pleasant Avenue (with no traffimodelling was provided to RTA Plan proposal (and not the red. The traffic report (Appendix J) provides justification as to variat this unique proposal. The DCP throughout the whole of the LG these rates (where it can be justified analysis has been con movements, increases those not then considers what impact the of existing + background growt road upgrades have been proposal. The amount of vegetation loss deletion of the majority of the F school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
Strongly dispute that the plans						The traffic results, considered b

paths are more appropriately addressed at pplication stage.

k from local residents during the exhibition ions with the RTA, additional traffic modelling e access options for the Mt Pleasant of development proposed in this precinct (ie tirement village with typically lower vehicle utside of peak periods), analysis estimated t would generate about 46 additional trips

onfinement of additional traffic to Mt Pleasant e traffic level on this road above the RTA road.

cates that the proposed Mt Pleasant Precinct factorily proceed with access only via Mt affic control signals). It is also noted that this TA and DoP based on the exhibited Concept educed Preferred Project Report proposal).

J) contained within the exhibited material ariations to the Ku-ring-gai DCP in relation to CP parking rates are blanket rates applied _GA and it is deemed reasonable to vary justified) if non-standard situations were to working-living proposal).

onducted that considers the existing traffic movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding es to Fox Valley Road intersections at cific Highway.

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

n carried out in relation to residential on. The site is considered suitable for the

d by RTA, have been supported subject to a being undertaken.

is be placed on hold. RTA, in their letter to

109	15 June 2009	Local Resident	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave as will cause traffic chaos, already have traffic problems from school and don't need any more 	Department of Planning dated objections to the development subject to a number of roadwo have been provided within this negotiate a VPA or other mech generally described in their let June 2009. In our opinion, the (and rezoning) can be approve The Osborn Road link has bee
110		Local Resident	Objection	 Local roads already struggle to cope with traffic in peak hours, increased traffic can't be absorbed and problems can't be solved by proposed upgrades as relevant land is privately owned Traffic report does not address impact of emerging traffic stresses associated with numerous unit developments Train stations are some distance from the site, there is no public bus service and the private service is limited – most people have to use cars Doubtful many people filling new jobs will live on-site and will therefore contribute to increased traffic Documentation promises linkages to an integrated transport network but there isn't one Additional cars, demolition, building works and loss of vegetation create pollution Proposal does not address bushfire risks of The Broadway area Evacuation would be a problem for number of residents, students and patients On-street parking by hospital users impacts amenity of the area and parking at the local shops, problem will become even worse Expanded hospital facilities will benefit those who can pay for them, other sections of proposal are purely money making ventures with no benefits for area Unless traffic problems are solved proposal should not be approved 	A traffic analysis has been cor movements, increases those r then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex- roads. The traffic report has consider analysis of this proposal. We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo- prepared for other town centre should be applied to the site. The site is a specialised emplo- as density increases. Statement of Commitment add We are not required to addres responsibility lies with Council On-street parking will either be peak hours. Additional parking suggests that hospital visitors Valley shops have timed parki Council. Unsubstantiated claim that the no benefits to the area.
111	15 June 2009	Local Resident	Objection	 We bought in the area as is quiet and safe redevelopment would ruin it Concerned sufficient and safe upgrades to existing road infrastructure are not proposed to service redevelopment Understand need for hospital upgrade, but inclusion of K-12 school, retail and residential is too great for Fox Valley Rd and Comenarra Pkwy to support Already been significant increase in traffic at Fox Valley/Lucinda Ave roundabout over past year making access difficult in peak times, which will only get worse Car sharing scheme may help but will not alleviate huge volumes visiting the hospital and proposed school particularly during peak times Concern for safety of pedestrians, particularly children crossing Fox Valley Rd 	The Draft North Subregional S Asset and Key Industry" and is business activity associated w above and the skill base of its leveraged for ongoing success We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propor prepared for other town centre should be applied to the site. I significant retail development

ed 18 June 2009, advise that they have no int as proposed under the Concept Plan work upgrades. Statement of Commitments his Preferred Project report committing to echanism with the RTA to address works as etter to the Department of Planning dated 18 he RTA is therefore satisfied that the proposal ved as proposed.

een deleted from the proposal.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ered the background traffic growth in its

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

ployment centre. Public transport will improve

ddresses land tenure.

ess bushfire risk of other areas – that cil and the RFS.

be completely removed or removed during ng will be available onsite. No evidence s park at the Fox Valley shops. The Fox king restrictions which are enforced by

ne proposal is a money making venture with

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified is resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . It is noted that the Estate will not have any t that might compete with other existing town

					centres and the overall retail h
					A traffic analysis has been con movements, increases those n then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
					RTA, in their letter to Departm advise that they have no object under the Concept Plan subject Statement of Commitments has Project report committing to ne the RTA to address works as g Department of Planning dated
					The volume of traffic attending considered as part of the traffic their comments on the proposi
					Traffic signals are proposed ou crossing.
112	16 June 2009	Local Resident	Objection	 Concerned Part 3A process reduces public ability to comment/object Proponent is a major donor to Labor Party this should be properly declared No assessment of impact on wildlife provided, need to be assured no endangered species live in the area or that they will be relocated Traffic modelling assumes certain areas have been upgraded by government, yet there are no guarantee any of these areas will be upgraded, unless there is commitment for the upgrades the modelling is inaccurate and should be redone Any approval should go with a watertight commitment with recommended traffic upgrades Support for intention for hospital to expand and increase services 	Part 3A falls within the legislati Planning and Assessment Act, same under Part 3A as it does public should feel welcome to proposal and it should not mat Information about political done easily accessed. As mentioned above, the Prefe and STIF EEC to be retained of originally proposed). Of this 4.0 to be regenerated. 0.78 ha of B to 2.43 ha originally proposed An ecology assessment was c exhibition with the Concept Pla A traffic analysis has been con movements, increases those n then considers what impact the of existing + background grown road upgrades have been prop that maintains, or improves, ex- roads.
					RTA, in their letter to Departm advise that they have no object under the Concept Plan subject Statement of Commitments hat Project report committing to ne the RTA to address works as g

hierarchy.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades. have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009.

ng the hospital and school has been ffic analysis and reviewed by RTA as part of sal.

outside the school for safe pedestrian

ative framework of the Environmental ct, 1979. Public consultation occurs just the es if Council were the consent authority. The o make their submissions known about any atter who the consent authority is.

pnations is public information and can be

eferred Project Plan involves 4.6 ha of BGHF d or re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is f EEC is proposed to be cleared (compared d for clearing).

conducted and was placed on public Plan.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades. have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the

	1	T	I		
					Department of Planning dated Commitment is binding to a Pa
					Support for the hospital expansion
113	June 2009	Local Resident	Objection	 Proposal will result in increased traffic on Mt Pleasant Ave during construction, this will be complicated by narrow carriageway and on-street parking New population associated with proposed development will also result in increased traffic on Mt Pleasant Ave Developer previously disregarded curfews and road rules on Mt Pleasant Ave during construction of retirement village No rezoning should be approved until traffic problems are rectified to council satisfaction 	In regard to the comment on commandement plan produced and Construction Certificate to allow Following extensive feedback to period, and ongoing discussion was conducted regarding the a Precinct. Due to the nature of a partly associated with the retire movements or movements out that the Mt Pleasant precinct we during peak hours. Based on RTA guidelines, con Avenue would not elevate the environmental goals for this ro Curfews and road rules are an the police. JPG is unaware of pretirement village. RTA, in their letter to Department advise that they have no object under the Concept Plan subject (including The Comenarra Par of Commitments have been pr committing to negotiate a VPA address works as generally de Planning dated 18 June 2009. satisfied that the proposal (and
114	16 June 2009	Local Resident	Objection	 Over last 14 years has been significant build up of traffic on local road network Cars are at standstill during certain times and the duration of these periods is getting longer No rezoning should be granted until traffic problems are solved to satisfaction of local councils Unique ecosystem must be preserved and not destroyed by overdevelopment Should be no loss of BGHF as a consequence of the proposal Areas infrastructure can not cater for such a massive development Proposed commercial, retail, school and residential expansion should be reduced to better fit site capabilities 	A traffic analysis has been cor movements, increases those r then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads. RTA, in their letter to Departme advise that they have no object under the Concept Plan subject (including The Comenarra Par of Commitments have been pr committing to negotiate a VPA address works as generally de Planning dated 18 June 2009. satisfied that the proposal (and The amount of vegetation loss deletion of the majority of the F school, removal of proposed b

d 18 June 2009. A Statement of Part 3A approval.

nsion is noted.

construction traffic impacts, it is expected I require a construction / noise / traffic and submitted prior to the issue of a low onsite construction to commence.

k from local residents during the exhibition ions with the RTA, additional traffic modelling access options for the Mt Pleasant of development proposed in this precinct (ie irement village with typically lower vehicle utside of peak periods), analysis estimated would generate about 46 additional trips

onfinement of additional traffic to Mt Pleasant e traffic level on this road above the RTA road.

In enforcement issue for either Council or for either council or for the forevious concerns with construction of the forevious concerns with construction

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades arkway and Pennant Hills Road). Statement provided within this Preferred Project report PA or other mechanism with the RTA to described in their letter to the Department of 9. In our opinion, the RTA is therefore nd rezoning) can be approved as proposed. onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades arkway and Pennant Hills Road). Statement provided within this Preferred Project report PA or other mechanism with the RTA to described in their letter to the Department of 9. In our opinion, the RTA is therefore nd rezoning) can be approved as proposed.

es has been significantly reduced with the Residential East precinct, redesign of the buildings near the rear of the SDA offices (in

					Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estable proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
					An extensive range of environ opportunities mapping was co required by the Department of Requirements. In addition, infr consulted as outlined in Apper can be augmented and upgrad proposed. The proposed uses
115		Local	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos 	The Osborn Road link has bee
	June 2009	Resident		 Safety should be paramount and not compromised by additional risk 	
116		Local Resident	Objection	 Proposal is unnecessary gross overdevelopment of site impacting local neighbourhood and natural features of the site Future development of hospital-related facilities is an acceptable use of the site Location remote from public transport/poor serviced by buses and within low density setting is unsuitable for development of a town centre Development of site for high density housing is not consistent with State or local planning strategies Development proposed is not required to enable Ku-ring-gai to meet housing targets Housing development in Mt Pleasant and Residential East precincts should not be allowed due to unacceptable fire and evacuation risks and unacceptable impacts on native vegetation and habitat including CEECs Addition of K-12 school and thousands of residents will impose unacceptable pressure on local road system given location remote from public transport/poor serviced by buses, school should be reduced to K-6 as current Traffic modelling assumes identified upgrades were completed, however this is likely to be incorrect as many identified upgrades are unlikely to be achievable given private ownership constraints No development should be allowed until road improvements have been made and traffic 	An extensive range of environ opportunities mapping was co required by the Department of Requirements. In addition, infr consulted as outlined in Apper can be augmented and upgrad proposed. The proposed uses Support for the hospital expan We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo prepared for other town centre should be applied to the site. The Preferred Plan will involve to the north of Mount Pleasant development. Proposed high of towards the centre of the site.
				 management improved Proposal would result in total or partial loss of BGHF and STIF 	The proposed density is justified
				 CEEC mapping is not consistent with Ku-ring-gai Council mapping, resulting in underestimation of loss of CEECs Proposal needs to be referred to DEWHA as a controlled action for STIF Proposal will impact habitat of threatened fauna 	Development proposed in Mt I have been amended following exhibition. Modifications are sl Report.
				 Proposal has number of problems associated with bushfire risk including access and evacuation, any medium density housing in bushfire evacuation risk areas would be negligent Unacceptable loss of vegetation for APZs resulting in fragmentation of remaining vegetation 	Vegetation and riparian zones Biodiversity Management Plar has been significantly increase
				 and reduced sustainability If approved engineering solutions to minimise bushfire risk should be investigated Proven that urban stormwater runoff into urban bushland results in weeds and loss of plant diversity which will impact Lane Cove NP downstream, proposal does not incorporate adequate WSUD Any approval must ensure best practice WSUD is employed and no additional stormwater 	A traffic analysis has been cor movements, increases those r then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex

nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be C is proposed to be cleared (compared to for clearing).

onmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General nfrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified. een deleted from the proposal.

onmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General nfrastructure service authorities were endix Q of the exhibition material. Services raded to cater for the development as es are deemed appropriate and are justified.

ansion is noted.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form

ve the replacement of high density housing nt Avenue with medium density density housing will be concentrated e.

ified to meet the objectives of the State.

t Pleasant and Residential East precincts og submissions made during public shown within the attached Preferred Project

es will be managed in accordance with an. Amount of environmental conservation sed with retention of eastern precinct.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

6 Local	Objection	 allowed to enter non-riparian bushland All bushland on site should be retained for conservation and transferred to National Parks to ensure protection in perpetuity with adequate funds for management 	roads. Statement of Commitments ha Project report committing to ne the RTA to address works as g Department of Planning dated documented in the above VPA and prior to any construction o Concept Plan. The amount of vegetation loss deletion of the majority of the F school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for Proposal was referred to DEW November 2008. Stormwater and water quality of be provided at Project / Developments
6 Local	Objection		 Project report committing to nee the RTA to address works as generated in the above VPA and prior to any construction of Concept Plan. The amount of vegetation loss deletion of the majority of the Fischool, removal of proposed be Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estabe proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for Proposal was referred to DEW November 2008. Stormwater and water quality of the Proposal was referred to DEW November 2008.
6 Local	Objection		 deletion of the majority of the F school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for Proposal was referred to DEW November 2008. Stormwater and water quality of the F school, removal of proposal was referred to be proposed.
6 Local	Objection		Stormwater and water quality of
6 Local	Objection		
une Resident 009	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos 	The Osborn Road link has bee
6 Local une Resident 009	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos Osborn Rd already has heavy traffic due to Loreto, proposal will bring it to a stand still 	The Osborn Road link has bee
6 Local une Resident 009	Support	 Would love children to complete entire education at one campus Existing school has fantastic reputation and a high school would be popular with local families Proposal sees relocation of school away from busy intersection to location better suited for education Expansion of hospital of significant benefit to community 	Noted
6 Commun une ity 009 Member	Support	 Proposal gives children at existing school space to grow into a high school in a better location away from the intersection Would appreciate continuity of education for children Proposal provides opportunity for hospital to expand its exceptional facilities Proposal will provide more affordable housing for younger families with lower financial means 	Noted
6 Local une Resident 009	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos and hazard 	The Osborn Road link has bee
7 Local une Resident 009	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos and hazard and impact on bushland Osborn Rd is only entry/exit for residents in surrounding streets if proposal goes ahead will negatively impact local residents Area should remain low density residential bush environment 	The Osborn Road link has bee The 3 storey unit blocks that be off Osborn Road (per the exhit replaced with medium density Project Report.
	Local Resident D9 Local Resident 09 Commun ity 09 Member Member 09 Local Resident 09	Local ResidentObjection09Local ResidentSupport09Local ResidentSupport09Commun ity MemberSupport09Commun ResidentSupport09Local ResidentObjection09Local ResidentObjection09Local ResidentObjection09Local ResidentObjection	Local ResidentObjectionOppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos Osborn Rd already has heavy traffic due to Loreto, proposal will bring it to a stand stillne 09Local ResidentSupport• Would love children to complete entire education at one campus • Existing school has fantastic reputation and a high school would be popular with local families • Proposal sees relocation of school away from busy intersection to location better suited for education • Expansion of hospital of significant benefit to communityne 09Commun ity MemberSupport • Proposal gives children at existing school space to grow into a high school in a better location away from the intersection • Would appreciate continuity of education for children • Proposal gives opportunity for hospital to expand its exceptional facilities • Proposal will provide more affordable housing for younger families with lower financial meansne 09Local ResidentObjection• Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos and hazard • Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos and hazard and impact on bushland • Osborn Rd is only entry/exit for residents in surrounding streets if proposal goes ahead will negatively impact local residents

have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. The timing of works will be PA which will be exhibited for public viewing occurring on site as contemplated by this

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to for clearing).

WHA and response was provided on 5

y control will be to best practice. Details will elopment Applications stage. een deleted from the proposal.

backed onto existing residential dwellings hibited Concept Plan) have been deleted and ty lots as shown in the attached Preferred

				 Entire scale of expansion should be reduced and not approved unless traffic issues are solved to satisfaction of residents BGHF should remain intact Osborn Rd link should be removed from plans 	RTA has confirmed that it will r signals at the Pennant Hills Rc RTA, in their letter to Departme advise that they have no object under the Concept Plan subject (including The Comenarra Part of Commitments have been pro- committing to negotiate a VPA address works as generally de Planning dated 18 June 2009. satisfied that the proposal (and The Preferred Project Plan inver- retained or re-established (con this 4.6 ha total, approximately ha of EEC is proposed to be clar proposed for elegating)
123	17 June 2009	Local Resident	Objection	 San plays an important role in providing good hospital services BGHF should be preserved for beauty and habitat importance, should be no loss Size and scope of expansion will have deleterious effect on local community Proposal for K-12 school in tight spot will cause traffic nightmare, particularly given lack of public transport Extent of proposed housing development questionable, given existing traffic and lack of public transport majority of homes will need 2 cars Few stations have adequate car parking Thought of retail/supermarket is another potential nightmare Unclear who pays for works such as Osborn Rd link and it will merely shift problem to Pennant Hills Rd Previous dumping of toxic waste many years ago needs to be addressed Any further pollution due to human activities will significantly effect the Lane Cove River and NP and eventually the outer reaches of the Harbour No rezoning should be approved until traffic problems are resolved Commercial, retail, school and residential expansion should be reduced to better fit site and surrounding capabilities 	 proposed for clearing). An extensive range of environ opportunities mapping was corequired by the Department of Requirements. In addition, infr consulted as outlined in Apper can be augmented and upgrad proposed. The proposed uses The amount of vegetation loss deletion of the majority of the I school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estat proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for With regard to traffic impacts f satisfactory drop off and pick upart of a separate project appl The proposed to have a small reto cater for users within walking shopping). The Osborn Road link has been a Contamination Assessment Recommendations from this refuture Project / Development at on previous onsite waste disponent of the proposed claim that policing inficantly affect downstream

I not support the provision of new traffic Road / Mt Pleasant Avenue intersection.

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades arkway and Pennant Hills Road). Statement provided within this Preferred Project report PA or other mechanism with the RTA to described in their letter to the Department of 9. In our opinion, the RTA is therefore nd rezoning) can be approved as proposed.

nvolves 4.6 ha of BGHF and STIF EEC to be ompared to 0.17 ha originally proposed). Of ely 1.4 ha of EEC is to be regenerated. 0.78 cleared (compared to 2.43 ha originally

nmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General ifrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified.

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

from the proposed school use, a up parking arrangement will be prepared as plication.

nsities are considered suitable for the site, ease over time as densities increase.

retail / commercial convenience store onsite ing distance to the site (for convenience

een deleted from the proposal.

It has been conducted onsite. report will be addressed as required during applications. Evidence from the community posal would be welcomed.

ollution from development of this site will menvironments.

	•	1	1		
124	17 June 2009	Local Resident	Objection	 Objection to connection of Mt Pleasant Ave to Osborn Rd Osborn Rd is narrow, already has 5 feeder streets and a large high school, there is also poor visibility and lane operation at Pennant Hills Rd intersection 	RTA, in their letter to Departm advise that they have no object under the Concept Plan subject (including The Comenarra Part of Commitments have been put committing to negotiate a VPA address works as generally de Planning dated 18 June 2009. satisfied that the proposal (and The Osborn Road link has been
				 Existing situation will become worse it Mt Pleasant Ave joins the morning queue 	
125	17 June 2009	Commun ity Member	Support	 Would be a bonus to have a Senior school to maintain the continuity of higher education There is a lack of choice for co-educational schools in the area and it needs a High school such as that proposed 	Noted
126	17 June 2009	Local Resident	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos 	The Osborn Road link has bee
127	17 June 2009	Local Resident	Objection	 Proposal would adversely affect sensitive ecologically threatened communities located on the site Native fauna would be impacted by loss of bushland Surrounding traffic provisions are not able to support such a major increase in density 	As mentioned, the Preferred F vegetation loss and will preser BGHF and STIF. A traffic analysis has been cor movements, increases those r then considers what impact th of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
128	17 June 2009	Commun ity Member	Objection	 Any reduction in the bushland on site could have an adverse impact on threatened fauna species Vital destruction of BGHF on the site is stopped before plan approved Maintaining viability of both vegetation and fauna communities is vital, destroying any of these will make viability more uncertain 	The amount of vegetation loss deletion of the majority of the school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estat proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC i 2.43 ha originally proposed for
129	17 June 2009	Local Resident	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave, Osborn Rd is already difficult to negotiate due to narrowness and parked vehicles and proposed connection will only make it worse Access and egress of local residents and emergency vehicles will be compromised by proposed connection, potentially putting lives at risk 	The Osborn Road link has bee
130	17 June 2009	Local Resident	Objection	 Use of Osborn Rd is potentially disastrous, it is already overloaded, too narrow and at times blocked by parked cars Traffic jam which would result has potential to cause death when emergency vehicles can not access any streets off Osborn Rd Widening Osborn Rd would destroy critically endangered BGHF 	The Osborn Road link has bee
131	18 June 2009	Local Resident	Objection	 Comenarra Pkwy can't cope with traffic volumes in morning and afternoon peak hours Without a major upgrade, traffic congestion will only increase 	A traffic analysis has been cor movements, increases those r then considers what impact the

ment of Planning dated 18 June 2009, ections to the development as proposed ject to a number of roadwork upgrades arkway and Pennant Hills Road). Statement provided within this Preferred Project report PA or other mechanism with the RTA to described in their letter to the Department of 9. In our opinion, the RTA is therefore and rezoning) can be approved as proposed. een deleted from the proposal.

een deleted from the proposal.

Plan involves a significant reduction in erve native flora and fauna. In particular

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

een deleted from the proposal.

een deleted from the proposal.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top

				 Area is surrounded by bushland and if bushfire evacuation is required the current road network would be inadequate Access to and from Comenarra Pkwy from Browns Rd which is a current problem hasn't been addressed Traffic congestion between the hospital and Pacific Hwy is already a problem Do not support high school and retail development on the site 	of existing + background grown road upgrades have been prop that maintains, or improves, ex- roads. Widening of The Comenarra P the intersections at either end the efficiency. The traffic analysis if road fall within the environmen intersections at Pennant Hills F and the Comenarra Parkway / to be upgraded as generally ex- Development Advisory Commit In regard to the intersection of Road, the RTA, in their letter to 2009, advise that they have no proposed under the Concept P • To address future traffic as a result of the develor developer to widen The lanes in each direction Road; • To facilitate vehicles tur a result of future upgrad Valley Road intersection given to the provision o The Comenarra Parkwa Statement of Commitments ha Project report committing to ne the RTA to address works as g Department of Planning dated
132	18 June 2009	Local Resident	Objection	 Expansion of hospital is only part of proposal which would benefit community Local road capacity is already at maximum and during peak hour is at a stand still Roads in vicinity of Thornleigh Market Place are already congested and subject to accidents, this would be made worse by more cars Traffic problems should be addressed before rezoning is approved Should be no loss of BGHF as is one of the last areas in the locality Commercial, retail and residential expansion should be reduced to better suit capability of area and traffic situation 	 Further evidence is required o expansion and retail developm provided. A traffic analysis has been cormovements, increases those rethen considers what impact the of existing + background grow road upgrades have been propriate maintains, or improves, existing a provided. RTA, in their letter to Department advise that they have no object under the Concept Plan subject (including The Comenarra Park of Commitments have been propriate a VPA address works as generally de Planning dated 18 June 2009. satisfied that the proposal (and the concept Plan subject that the proposal (and the proposal (and

wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

Parkway is not the controlling factor – it's d that need to be modified to increase s indicated that, with this development, the ental road capacity set by the RTA. Main s Road, Pacific Highway, Kissing Point Road / Fox Valley Road intersection is proposed explained in the RTA's Sydney Regional mittee submission dated 18 June 2009.

of The Comenarra Parkway and Browns to Department of Planning dated 18 June no objections to the development as Plan subject to:

ffic concerns along The Comenarra Parkway elopment proposal, the RTA requires the he Comenarra Parkway to provide two traffic n between Fox Valley Road and Browns

turning right into and out of Browns Road as rades to The Comenarra Parkway / Fox tion it is recommended that consideration be of a seagull treatment at the intersection of way / Browns Road.

have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009.

on reasons for not supporting the school ment is required before a response is

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding ed upgrades to the Pennant Hills Road / ction (in the vicinity of Thornleigh Market

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades arkway and Pennant Hills Road). Statement provided within this Preferred Project report PA or other mechanism with the RTA to described in their letter to the Department of 9. In our opinion, the RTA is therefore nd rezoning) can be approved as proposed.

133 18 Local Objection • Apparent success of proposal is predicated on numerous key intersection upgrades but no organized and they are also associated associated and they are also associated and they are also associated associated and they are also associated associated associated and they are also associated associated and they are also associated and also and the association and also and the associated and accessibility. The RTA associated as					
133 18 June 2009 Local Resident Objection Apparent success of proposal is predicated on numerous key intersection upgrades but no evidence suggesting they can be achieved in entirety given road reserve and private ownership limitations Although VPA or DCA is proposed for staging road works its difficult to delay such a large undertaking midway through a staged development May be that development can occur in stages if upgrades can be provided to accommodate additional traffic demand from that stage Proposed upgrade for Comenara Pkwy/Kissing Pt Rd intersection would have negative impact on safety of pedestrians particularly school children given two crossing movements would be required, upgrade would also increase traffic and parking demand in Kissing Point Rd Comenarra Pkwy/Woods St intersection (access to Thornleigh Plaza) is impacted by traffic on Fox Valley Rd and should be examined, Yanko/Ryde Rd is other key intersection which ad classification would change and what the implications would be, also increasing traffic proposed More detail on impacts in Osborn Rd from proposed link should be provided, including if road classification would change and what the implications would be, also increasing traffic past Loreto access point requires assessment for safety and accessibility Traffic generation of school staff does not appear to have been calculated Most high schools commence before 8:30 is therefore likely 100% of school arrival demand will be during AM peak, not 60% stated in report, conversely larger schools tend to generate higher car occupancy rates for residential components appropriate given on-site trip Proposed car parking rates for residential components appropriate given on-site trip Parking demand for school dos en' tappear to have	amount of vegetation loss ion of the majority of the F ol, removal of proposed b /alley Road precinct) and ties. The Preferred Projec to be retained or re-estat osed). Of this 4.6 ha total, herated. 0.78 ha of EEC is ha originally proposed for extensive range of environing rtunities mapping was con- red by the Department of lirements. In addition, infr ulted as outlined in Apper be augmented and upgrad				
 Indertaking midway through a staged development May be that development can occur in stages if upgrades can be provided to accommodate additional traffic demand from that stage Proposed upgrade for Comenarra Pkwy/Kissing Pt Rd intersection would have negative impact on safety of pedestrians particularly school children given two crossing movements would be required, upgrade would also increase traffic and parking demand in Kissing Point Ra Rd Comenarra Pkwy/Woods St intersection (access to Thornleigh Plaza) is impacted by traffic on Fox Valley Rd and should be examined, Yanko/Ryde Rd is other key intersection which is once as increasing traffic past Loreto access point requires assessment for safety and accessibility Traffic generation of school staff does not appear to have been calculated Most high schools commence before 8:30 is therefore likely 100% of school arrival demand will be during attaged and may this should be confirmed School will generate more AM peak hour trips than modelled which may or may not impact local intersections Proposed car parking rates for residential components appropriate given on-site trip containment and travel strategies in TMAP Need to review impact of lost on-street car parking on local residential streets No additional development should be allowed before providing strict measures that require staged intersection upgrade works, level of service of upgrades should provide better operating conditions than existing 	osed. The proposed uses ept intersection designs h Department of Planning fo	ent success of proposal is predicated on numerous key intersection upgrades but no ce suggesting they can be achieved in entirety given road reserve and private		June	133
 Proposed car parking rates for residential components appropriate given on-site trip containment and travel strategies in TMAP Parking demand for school doesn't appear to have been calculated, staff/student parking, drop off and short term parking need to be confirmed Need to review impact of lost on-street car parking on local residential streets No additional development should be allowed before providing strict measures that require staged intersection upgrade works, level of service of upgrades should provide better operating conditions than existing 	ddressed in the attached in er consultation has been h heers with regard to inters osed works are feasible b Osborn Road link has been lopment will not access C ic generation has been m ding school use. Propose	gh VPA or DCA is proposed for staging road works its difficult to delay such a large aking midway through a staged development e that development can occur in stages if upgrades can be provided to accommodate nal traffic demand from that stage sed upgrade for Comenarra Pkwy/Kissing Pt Rd intersection would have negative on safety of pedestrians particularly school children given two crossing movements be required, upgrade would also increase traffic and parking demand in Kissing Point harra Pkwy/Woods St intersection (access to Thornleigh Plaza) is impacted by traffic Valley Rd and should be examined, Yanko/Ryde Rd is other key intersection which be examined detail on impacts in Osborn Rd from proposed link should be provided, including if lassification would change and what the implications would be, also increasing traffic preto access point requires assessment for safety and accessibility generation of school staff does not appear to have been calculated high schools commence before 8:30 is therefore likely 100% of school arrival demand during AM peak, not 60% stated in report, conversely larger schools tend to generate car occupancy rates than estimated but this should be confirmed I will generate more AM peak hour trips than modelled which may or may not impact			
 Parking demand for school doesn't appear to have been calculated, stan/student parking, drop off and short term parking need to be confirmed Need to review impact of lost on-street car parking on local residential streets No additional development should be allowed before providing strict measures that require staged intersection upgrade works, level of service of upgrades should provide better operating conditions than existing 	ments regarding car park gard to school parking, de	sed car parking rates for residential components appropriate given on-site trip nment and travel strategies in TMAP			
	lopment Application phasite parking will be provide	Intersection upgrade works, level of service of upgrades should provide better			
June Commun Loss of any more BGFH/STIF further threatens viability and impacts threatened fauna it is anticip	ils of the car sharing sche Inticipated that proper fun ition of consent.	f any more BGFH/STIF further threatens viability and impacts threatened fauna		June	134
Naïve to suggest car sharing scheme will have more than a minor impact on the traffic There is n	e is no intention to widen	to suggest car sharing scheme will have more than a minor impact on the traffic			

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

onmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General frastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified. s have been produced and submitted to RTA for each of the intersection upgrades.

of Commitments, the VPA or DCA with RTA the first construction certificate being issued ed by the Wahroonga Estate Concept Plan. e exhibited for public viewing, will outline pleted throughout the life of the project.

modifications to our proposal at Kissing eir letter to Department of Planning dated 18

d response from traffic experts Halcrow, had with the RTA, SRDAC and Council's rsection works. It is considered that the but will require detailed survey.

een deleted from the proposal. The Osborn Road.

modelled on proposed development sed school has been modelled on anticipated

rking rates noted.

details will be provided at Project / ase.

led in accordance with the relevant

neme are provided in the documentation and unctioning of the proposal will be subject to a

n Fox Valley Road that will remove trees and

			 congestion that will be generated by the proposal Widening of Fox Valley Rd would negatively effect the present Ku-ring-gai appearance with large trees and well tendered gardens which will be destroyed Provision of cheap housing for employees fine aim, but may impact unfavourably on existing houses in area, especially if hospital sell residential area 'Solution' to destroy bushland for bushfire protection is totally unacceptable Considerable issues with bushfire evacuation of hospital as well as aged care, child care 	gardens. The proposal is to rer peak hours) street parking whit direction for the frontage of the restriction should extend to Pa- cars travelling from Pacific Hig In regard to the comment about be mindful that part of the clear
			 and school children Development will alter character of area, a self contained (almost gated) community is not in keeping with atmosphere is LGA Applicants don't deny new University Hospital at Macquarie Uni will negatively impact SAN patient numbers, but no guarantee of this Danger current ambitious plans may be abandoned half completed 	development from bushfire three guidelines of Rural Fire Service In times of bushfire threat, a su Appendix L of the exhibited ma the Concept Plan, an Emergen the landowner. The purpose of preparation of the various Esta evacuation drills and reviews o Chair Person of the Committee Management Committee meeti Emergency Service Combat Ag emergency planning protocols uses within the Estate.
15 18 June 2009	Local Commun ity Group	Objection	 Proposal is significant overdevelopment of the site, well beyond its current designation as a specialised medical centre Suspicious Concept Plan uses hospital expansion as a decoy to justify new residential and commercial development, such developments will change purpose of site from medical centre to mega real estate development Site is unsuited to such a development and shouldn't be countenanced in current scale and format Proposed housing is not required to meet dwelling targets for Ku-ring-gai Large medium-high density housing development is out of character with low density residential areas, remote from train line or other public transport and not consistent with State, local or generally accepted good planning principles Current and planned traffic infrastructure is inadequate to support full scope of development for completion should be linked to prior to issue of Construction Certificates Fox Valley Rd and Comenarra Pkwy were never designed to carry the additional traffic from the proposal and are already at capacity in peak periods Likely recommended road upgrades will be unachievable due to constraints such as private ownership as such roads will not be able to carry the additional traffic Delays at Pacific Hwy/Fox Valley Rd and Pennant Hills Rd/Comenarra Pkwy intersections will be made worse if development proceeds as proposed with upgrades not completed prior to development commencement Currently many local streets are uses as 'rat runs' to avoid the major arterial, this will only get worse from proposal Impacts of Hornsby Housing Strategy increased densities haven't been considered in traffic studies Traffic report seems to optimistically underestimate likely level of real traffic generation by proposal as public transport is some distance and cars will remain likely transport for most uses proposed – higher assumptions should be used <td> working/living community is beat The Draft North Subregional Stasset and Key Industry" and is business activity associated with above and the skill base of its in leveraged for ongoing success We contend that the Hospital's centre should be acknowledge Strategy. As a result it is proportion prepared for other town centres should be applied to the site. It significant retail development the centres and the overall retail his An extensive range of environ ropportunities mapping was correquired by the Department of Requirements. In addition, infra consulted as outlined in Appen can be augmented and upgrad proposed. The proposed uses </td>	 working/living community is beat The Draft North Subregional Stasset and Key Industry" and is business activity associated with above and the skill base of its in leveraged for ongoing success We contend that the Hospital's centre should be acknowledge Strategy. As a result it is proportion prepared for other town centres should be applied to the site. It significant retail development the centres and the overall retail his An extensive range of environ ropportunities mapping was correquired by the Department of Requirements. In addition, infra consulted as outlined in Appen can be augmented and upgrad proposed. The proposed uses

emove (either completely or only during hich will enable two travel lanes in either he site. RTA has also indicated this parking acific Highway for southbound travel (ie ghway to Wahroonga Estate).

but clearing vegetation for APZ's, one must aring is required to protect existing reat, consistent with Planning for Bushfire ce.

suite of recommendations were proposed in naterial, in particular that, upon approval of ency Liaison Committee be established by of the committee shall be to co-ordinate the tate Evacuation Plans, implement of the individual Evacuation Plans. The se shall also attend the Local Emergency etings and bring to those meetings and the Agencies/support Welfare Agencies the s and issues related to the various land

is will be a gated community. A est planning practice.

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified is resident workforce, which can be is.

's status as a specialised employment ed in the context of the North Sub-Regional bosed that the urban design objectives es such as height, density and built form It is noted that the Estate will not have any that might compete with other existing town hierarchy.

nmental studies and constraints / onducted as part of this proposal, and as of Planning's Director General frastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified.

posed residential development is required to opment is feasible. The residential density specialised centre of this size.

he deletion of high density housing to the and replacement with medium density g will be concentrated towards the centre of

				 Proposal for Pennant Hills Rd/Comenarra Pkwy and Comenarra Pkwy/Woods St are deficient and need to be reconsidered Proposed Comenarra Pkwy/Kissing Point Rd upgrade would endanger pedestrians and should be re-examined Yanko Rd/Ryde Rd intersection should be examined as part of proposal Proposed Osborn Rd connection likely to be counter productive and less safe for current residents Vegetation and habitat impacts are extreme and unacceptable not only in relation to CEECs STIF on site is more extensive than that mapped by Ku-ring-gai mapping – which is a better representation, development should not proceed before DEWHA consider 'controlled action' for both BGHF and STIF Ku-ring-gai mapping indicates impacts on CEECs will be substantially worse that indicated Clearing/modification/fragmentation of vegetation will result in reduced long term sustainability, impacts on riparian zones leading to Lane Cove NP and loss of habitat for endangered fauna Remnant BGHF/STIF trees are recognised under TSC Act, but these have not been identified or considered Support for transfer of all bushland to Lane Cove NP, but with provision for funding Number of problems associated with bushfire risk including access and evacuation for both existing and future residents Requirement for modification of large areas of bushland for APZs is unacceptable Number of ESD opportunities haven't been considered including solar orientation of buildings, energy and water re-use, solar panels, rooftop gardens etc Development should be accompanied by WSUD that retains natural watercourses and aims to retain runoff on site – no stormwater should be erter and retain runoff on site – no stormwater should be permitted to enter non-riparian area Development of Residential East and Mt Pleasant precincts should not be allowed and school should be reduced to K-6 for r	RTA, in their letter to Departm advise that they have no object under the Concept Plan subject (including The Comenarra Par Road). Statement of Commitm Preferred Project report comm mechanism with the RTA to ad their letter to the Department of opinion, the RTA is therefore side can be approved as proposed. The Osborn Road link has been anative flora and fauna. Signific Preferred Project Plan has been at native flora and fauna. Signific Preferred Project Plan involves retained or re-established (cont this 4.6 ha total, approximately ha of EEC is proposed to be of proposed for clearing). In times of bushfire threat, a su Appendix L of the exhibited mat the Concept Plan, an Emergen the landowner. The purpose of preparation of the various Estate evacuation drills and reviews of Chair Person of the Committee Management Committee meet Emergency Service Combat A emergency planning protocols uses within the Estate. In regard to the comment about be mindful that part of the clean development from bushfire thre guidelines of Rural Fire Servic ESD and WSUD principles will Application stage. Residential East precinct has the precinct has been modified to density housing.
136	18 June 2009	Local Resident	Objection	 Nature of existing community is individual houses and proposed high concentration of houses would alter character of area considerably Existing small stores contribute to character of area/community and they would be adversely affected by competition from proposed shops The locality has adequate shops, there is no need for shops on hospital grounds Traffic congestion on Comenarra Pkwy and Fox Valley Rd already needs urgent attention Long delays are experienced getting out of Browns Rd in peak periods and not uncommon for traffic to queue back to Pennant Hills Rd in PM peak, to add another housing development would be irresponsible Removing on-street parking from Fox Valley Rd would create more problems in searching 	The Draft North Subregional S Asset and Key Industry" and is business activity associated wi above and the skill base of its leveraged for ongoing success We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propor prepared for other town centre should be applied to the site. It significant retail development t

ment of Planning dated 18 June 2009, ections to the development as proposed ect to a number of roadwork upgrades arkway, Pacific Highway and Pennant Hills ments have been provided within this mitting to negotiate a VPA or other address works as generally described in t of Planning dated 18 June 2009. In our e satisfied that the proposal (and rezoning) ed.

een deleted from the proposal.

a amended to ensure the preservation of icant tree species have been identified. The es 4.6 ha of BGHF and STIF EEC to be ompared to 0.17 ha originally proposed). Of ely 1.4 ha of EEC is to be regenerated. 0.78 cleared (compared to 2.43 ha originally

suite of recommendations were proposed in material, in particular that, upon approval of ency Liaison Committee be established by of the committee shall be to co-ordinate the state Evacuation Plans, implement s of the individual Evacuation Plans. The ee shall also attend the Local Emergency etings and bring to those meetings and the Agencies/support Welfare Agencies the Is and issues related to the various land

out clearing vegetation for APZ's, one must earing is required to protect existing nreat, consistent with Planning for Bushfire ice.

vill be addressed at Project / Development

s been mostly deleted and Mt Pleasant o replace apartment buildings with medium

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . It is noted that the Estate will not have any t that might compete with other existing town

137 18 Local Objection • Support for Ku-megal Council submission 137 18 Local Objection • Support for Ku-megal Council submission 137 18 Local Objection • Support for Ku-megal Council submission 137 18 Local • Objection • Support for Ku-megal Council submission 137 18 Local • Objection • Support for Ku-megal Council submission 137 18 Local • Objection • Support for Ku-megal Council submission 137 18 Local • Objection • Support for Ku-megal Council submission 137 18 Local • Objection • Support for Ku-megal Council submission 137 18 Local • Objection • Support for Ku-megal Council submission 137 18 Local • Objection • Support for Ku-megal Council submission 137 18 Local • Objection • Support for Ku-megal Council submission 137 18 Local • Objection • Support for Ku-megal Council submission <th></th> <th></th> <th></th> <th></th> <th></th>					
137 18 2009 Local Line Resident Objection • Support for Ku-imp-gal Council submission • Concerned dama sequencing of the component to the provide contrast of the component to the provide of the CRA provide component to the provide of the commendant the removal (if streng of the component to the provide of the component to the provide of the commendant the component to the component of the component to the component of the component to coal integrated transport network, there is no coal integrated transport network, there is no coal integrated transport network, there is no coal integrated transport network (the set no to coal integrated transport network, there is no coal integrated transport network (the set not the CRA provide the component t				for car parking	centres and the overall retail hi
 137 18 Jue 2009 Local Jue Dejection Support for Ku-ring-gai Council submission To facilitate vehicles tur array and construct fragment to the development of the development of the development of the development of the development of the the development of the development of the development of the development of th					Proposed small scale retail opp compete with existing Fox Valle
137 18 June 2009 Local Local Objection • Support for Ku-ring-gal Council submission • Numerate a compromising of the sphere is no road to response on the concept Flan compromising of the sphere is no road to address work as y Department of Planning dated Car parking is provided onsite grands multiple • Support for Ku-ring-gal Council submission • To facilitate vehicles ture grands multiple 137 18 June 2009 Local Local • Support for Ku-ring-gal Council submission • Support for Ku-ring-gal Council submission • To facilitate vehicles ture grands multiple 137 18 June 2009 • Support for Ku-ring-gal Council submission • Support for Ku-ring-gal Council submission • To facilitate vehicles ture grands multiple 137 18 June 2009 • Dejection • Concerned dense expansion of site leaves little room for expansion of hospital beyond that envisaged in the Concept Flan compromising long time viability • Proposed removal of on-street parking on Fox Valley R4 will impact neighbouring streets, DGR requiring protection of local streets has not been addressed • Documentation states there will be linkages to an integrated transport network, there is no local integrated transport network • Urrealistic to assume car pooling will reduce car ownership • Not apparent that ACA own fand required for Osborn Rd link and no consent for arrangement true? • The Kurreation removal for assume car pooling will reduce car ownership • Not apparent that ACA own fand required for Osborn Rd link and no consent for arrangement true? • The Som Road link has bee intomore in theroxit. • The Goborn Road link has be					The premise of this proposal is where most of the needs of the onsite (thereby reducing car tra component to the proposal is in
137 18 June 2009 Local Department of Planning dated 137 18 June 2009 Objection Resident • Support for Ku-ring-gai Council submission • Concerned dense expansion of site leaves little room for expansion of hospital beyond that envisaged in the Concept Plan compromising on Fox Valley Rd will impact neighbouring street, DGR requiring protection of local streets has not been addressed • Documentation states there will be linkages to an integrated transport network, there is no local integrated manyor network The Ku-ring-gai Council submission • Concerned dense expansion of site leaves little room for expansion of hospital beyond that envisaged in the Concept Plan compromising Ing term visability • Proposed removal 6 on -street parking on Fox Valley Rd will impact neighbouring streets, DGR requiring protection of local streets has not been addressed • Documentation states there will be linkages to an integrated transport network, there is no local integrated transport network The Sum Executive has inform needs for expansion core the by the San has been incorpore Car parking is provided onsite recommended the removal (ei street parking to assist efficier • Not apparent that ACA own land required for Osborn Rd link and no consent for arrangement from RTA • Traffic report is inaccurate regarding turning at Ada Ave and fails to note impacts of traffic vision local 'tar net' The Osborn Road link has bee					A traffic analysis has been com- movements, increases those m then considers what impact the of existing + background growt road upgrades have been prop that maintains, or improves, ex roads. This includes proposed Comenarra Parkway intersection Road intersection.
13718 June 2009Local ResidentObjection• Support for Ku-ring-gai Council submission • Concerned dense expansion of site leaves little room for expansion of hospital beyond that envisaged in the Concept Plan compromising long term viability • Proposed removal of on-street parking on Fox Valley Rd will impact neighbouring streets, DGR requiring protection of local streets has not been addressed • Documentation states there will be linkages to an integrated transport network, there is no local integrated transport network • Unrealistic to assume car pooling will reduce car ownership • Not apparent that ACA own land required for Osborn Rd link and no consent for arrangement from RTA • Traffic report is inaccurate regarding turning at Ada Ave and fails to note impacts of traffic using local 'rat runs'The Osborn Road link has been the osborn Road link has been					 In regard to the intersection of Road, the RTA, in their letter to 2009, advise that they have no proposed under the Concept P To address future traffic as a result of the develored developer to widen The lanes in each direction I Road; To facilitate vehicles turn a result of future upgrad Valley Road intersection given to the provision of The Comenarra Parkwa Statement of Commitments has Project report committing to ne the RTA to address works as g Department of Planning dated Car parking is provided onsite. recommended the removal (eit
June 2009ResidentConcerned dense expansion of site leaves little room for expansion of hospital beyond that envisaged in the Concept Plan compromising long term viabilityPreferred Project Report.2009Proposed removal of on-street parking on Fox Valley Rd will impact neighbouring streets, DGR requiring protection of local streets has not been addressedThe San Executive has inform needs for expansion over the is by the San has been incorporation0cal integrated transport networkUnrealistic to assume car pooling will reduce car ownershipCar parking is provided onsite recommended the removal (ei street parking to assist efficien arrangement from RTATraffic report is inaccurate regarding turning at Ada Ave and fails to note impacts of traffic using local 'rat runs'The Osborn Road link has been	137	18	Objection	Support for Ku-ring-gai Council submission	street parking to assist efficient
 Proposed removal of on-street parking on Fox Valley Rd will impact neighbouring streets, DGR requiring protection of local streets has not been addressed Documentation states there will be linkages to an integrated transport network, there is no local integrated transport network Unrealistic to assume car pooling will reduce car ownership Not apparent that ACA own land required for Osborn Rd link and no consent for arrangement from RTA Traffic report is inaccurate regarding turning at Ada Ave and fails to note impacts of traffic using local 'rat runs' 	137	June		 Concerned dense expansion of site leaves little room for expansion of hospital beyond that 	00
 local integrated transport network Unrealistic to assume car pooling will reduce car ownership Not apparent that ACA own land required for Osborn Rd link and no consent for arrangement from RTA Traffic report is inaccurate regarding turning at Ada Ave and fails to note impacts of traffic using local 'rat runs' 		2000		 Proposed removal of on-street parking on Fox Valley Rd will impact neighbouring streets, DGR requiring protection of local streets has not been addressed 	The San Executive has informe needs for expansion over the n by the San has been incorpora
 Not apparent that ACA own land required for Osborn Rd link and no consent for arrangement from RTA Traffic report is inaccurate regarding turning at Ada Ave and fails to note impacts of traffic using local 'rat runs' 				local integrated transport network	Car parking is provided onsite.
 Traffic report is inaccurate regarding turning at Ada Ave and fails to note impacts of traffic using local 'rat runs' 				 Not apparent that ACA own land required for Osborn Rd link and no consent for 	recommended the removal (eit street parking to assist efficience
using local 'rat runs' The traffic report does acknow				 Traffic report is inaccurate regarding turning at Ada Ave and fails to note impacts of traffic 	The Osborn Road link has bee
				using local 'rat runs'	The traffic report does acknowl

hierarchy.

pportunities on the site are not proposed to illey shops.

is to create a working / living community – ne onsite workers / residents are provided gravel). A small retail / convenience important.

onducted that considers the existing traffic movements with background growth and he proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding d upgrades to the Pennant Hills Road / ction and Comenarra Parkway / Fox Valley

of The Comenarra Parkway and Browns to Department of Planning dated 18 June no objections to the development as Plan subject to:

fic concerns along The Comenarra Parkway elopment proposal, the RTA requires the ne Comenarra Parkway to provide two traffic in between Fox Valley Road and Browns

turning right into and out of Browns Road as ades to The Comenarra Parkway / Fox ion it is recommended that consideration be of a seagull treatment at the intersection of way / Browns Road.

nave been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the d 18 June 2009.

e. At this stage, the RTA have either completely or during peak periods) of ency of traffic movements. nission is addressed separately in this

ned this Concept Plan by outlining their next 15-20 years. The information provided rated into this proposal.

e. At this stage, the RTA have either completely or during peak periods) of ency of traffic movements.

en deleted from the proposal.

wledge Lucinda Avenue and Ada Street as

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				 Likely 90% of school arrival demand will be during AM peak, not 60% as stated Drop off space is minimal for size of school 	existing "short-cut" routes and Council to discourage this.
				 Drop off space is minimal for size of school No indication of how pedestrian crossing and roundabouts on Fox Valley Rd will impact 	C C
				traffic flow or how extra land for road widening will be acquired	Drop off space is a detail design Development Application stage
				 Discounting of car parking for commercial uses based on hospital car parking will exacerbate existing hospital parking problems 	The roundabout shown in the
				 DGR to consider pedestrian crossing to Fox Valley Village Centre has not been addressed 	proposed school, has been rep
				 Density of housing is far greater than stated and a gross overdevelopment of site 	pedestrian movements.
				 Proponent has not demonstrated why site being 0.008% of the LGA ought to bear 10% of the dwelling target identified in the Metro Strategy when area is not serviced by integrated transport network nor identified in Metro Strategy 	No DGR specifically mentioned Village Centre. Traffic signals a provide pedestrian crossing po
				 No firm statement is provided on how many dwellings will remain owned by ACA and how many sold which is fundamental to traffic discounting, tentative measures proposed to 	Density of housing is as per sta
				control occupation of dwellings are subject to numerous unknowns	as a specialised employment c
				 Area for school is not big enough for proposed enrolments and no evidence of demand for high school 	context of the North Sub-Region that the urban design objective
				 No formal consultations have taken place regarding transfer of conservation land 	height, density and built form s
				 Areas of proposed zones far exceed areas shown for development and should be reduced to only cover development for their purposes, leaving APZs within the environment conservation zone 	the Estate will not have any sign compete with other existing to
				 Concern BGHF/STIF CEECs to be further destroyed/disconnected, area to E of Fox Valley 	Refer Statement of Commitme
				 Rd of great concern given connectivity to Lane Cove NP 12 storeys will create small CBD appearance in a low density bushland setting and absence of visual landscape report remarkable 	Allowance for the school to exp the School.
				 There are a very large number of inconsistencies in the documentation, numbers affecting FSR, densities and locations of buildings vary significantly 	Formal consultations have indetermined transfer of conservation land.
					The modified zoning plan show conservation zone.
					The Preferred Plan has been a native flora and fauna. In partic Amendments include the delet roads to the east of Fox Valley conservation precinct.
					The built form parameters prop considered appropriate for this significance. Specific issues re are matters that need to be con Development Applications with
					Further explanation should be the inconsistencies are deeme provided.
138	19	Local	Objection	 Objection to link road between Mt Pleasant Ave and Osborn Rd, it should be removed from 	The Osborn Road link has bee
	June 2009	Commun ity Group		plans	The Draft North Subregional S
	2000			 Osborn Rd cannot and should not be subject to increased traffic volumes Objection as scale of proposal will after local area forever 	Asset and Key Industry" and is
				 Objection as scale of proposal will alter local area forever 	business activity associated w
				()blaction as proposal will strain already overstratehod local road and public transport	
				 Objection as proposal will strain already overstretched local road and public transport network 	above and the skill base of its i leveraged for ongoing success

d suggests ameliorative measures to

sign issue and will be addressed at Project / ge.

e exhibited Concept Plan, at the front of the eplaced with traffic signals to assist

ed pedestrian crossings to Fox Valley s at Fox Valley Road / Comenarra Parkway points.

stated. We contend that the Hospital's status t centre should be acknowledged in the gional Strategy. As a result it is proposed ves prepared for other town centres such as a should be applied to the site. It is noted that significant retail development that might cown centres and the overall retail hierarchy.

nent re ACA retained dwelling numbers.

expand is based on information provided by

deed taken place with DECC about the

ows the APZs in an environmental

amended to ensure the preservation of ticular preservation of BGHF and STIF. etion of a majority of the development and ey Road to retain an environmental

oposed as part of the SSS listing are is specialised employment centre of State relating to height, bulk and overshadowing considered and addressed as part of future ithin the estate.

e provided, including examples, on where ned to apply before further response can be

een deleted from the proposal.

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

				 Objection to Osborn Rd link as it is at capacity and narrow, Loreto and non-school traffic has not been considered, Osborn/Pennant Hills Rd has poor visibility and is dangerous, pedestrian safety is at risk, emergency and waste service vehicle access will be compromised, any attempt to widen Osborn Rd will potentially involve removal of BGHF 	
				 pedestrian safety is at risk, emergency and waste service vehicle access will be compromised, any attempt to widen Osborn Rd will potentially involve removal of BGHF Destruction of ecological corridors that join bush within Loreto to Lane Cove NP is of great concern If evacuation of NW precinct required Mt Pleasant Ave should be used, Osborn Rd is needed for 6 streets that feed into it Proposed 4 storey residential blocks on Mt Pleasant Ave are out of character with low density bush environment, impact on the aspect of adjoining properties and affect property values Mt Pleasant Ave development should be scaled back and scale of commercial, retail, school and residential expansion reduced to better fit site capabilities Site is some distance from public transport and not close to shops and will have little impact on reduction of need for cars New traffic lights at Mt Pleasant intersection synchronised with Osborn Rd lights would be much safer, extra delay on Pennant Hills Rd would be minimal No approval should be issued until traffic issues solved to satisfaction of residents Discounting for traffic generation based on employees living on-site is excessive 	 Strategy. As a result it is propose prepared for other town centres should be applied to the site. It is significant retail development the centres and the overall retail hier. As mentioned, the Preferred Plat flora and fauna. In particular present the considers what impact the of existing + background growther road upgrades have been proposed. At Pleasant precinct has been rewith medium density housing. An extensive range of environments of proposed. The proposed uses at proposed uses at the proposed uses at the proposed.
					RTA has confirmed that it will no signals at the Pennant Hills Roa RTA, in their letter to Departmen advise that they have no objection under the Concept Plan subject (including The Comenarra Park Road). Statement of Commitmen Preferred Project report commit mechanism with the RTA to add their letter to the Department of opinion, the RTA is therefore sa can be approved as proposed.
120	10		Objection	- Dreposed from onto critically and an acred DOUE and from onto CTLE	Further explanation should be p the traffic generation rates are c response can be provided.
139	19 June 2009	Local Resident	Objection	 Proposal fragments critically endangered BGHF and fragments STIF All bushland must be conserved with linkages to adjoining bushland Edge to area ratio of remaining bushland will be dramatically increased Documentation overestimates extent of BGHF and STIF in locality Bushland on SE side of Fox Valley Rd should not be cleared because of a number of intact Ephemeral watercourses and vegetation occurs on clay/shale transition soils, rare for locality – area should be Environment Protection zone 	As mentioned, the Preferred Pla proportions of native flora and fa and STIF. The Residential East precinct ha road link has therefore been rec onto Warwick Place may come dwellings that front Comenarra

s status as a specialised employment ed in the context of the North Sub-Regional posed that the urban design objectives es such as height, density and built form It is noted that the Estate will not have any that might compete with other existing town hierarchy.

Plan will ensure the preservation of native preservation of BGHF and STIF.

nducted that considers the existing traffic movements with background growth and he proposed development will have on top with movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

n modified to replace apartment buildings

Inmental studies and constraints / Inducted as part of this proposal, and as f Planning's Director General rastructure service authorities were ndix Q of the exhibition material. Services ded to cater for the development as s are deemed appropriate and are justified.

not support the provision of new traffic oad / Mt Pleasant Avenue intersection.

nent of Planning dated 18 June 2009, ctions to the development as proposed ect to a number of roadwork upgrades irkway, Pacific Highway and Pennant Hills nents have been provided within this nitting to negotiate a VPA or other iddress works as generally described in of Planning dated 18 June 2009. In our satisfied that the proposal (and rezoning) d.

e provided, including examples, on where e deemed excessive before further

Plan will ensure the preservation of greater I fauna. In particular preservation of BGHF

has been mostly deleted. The previous educed such that the only additional traffic le from the 4 existing and 2 proposed a Parkway.

		1			1
				 Proposed BGHF zone is too narrow to be viable and would degrade further 	
				 Appendix M states BGHF will be retained in Coups Creek corridor but Fig 18 of EA shows an oval and dam 	
				 All BGHF and STIF should be retained and protected 	
				 Discussion on conservation of local forest types in locality is incorrect given types of soils that forests are located on 	
				 Site contains habitat for threatened fauna species, further studies are needed 	
				 Site contains habitat for threatened flora species likely to be present in soil seed bank 	
				 Proposed new access in SE from Warwick PI is pointless as residential areas would have sufficient access without road 	
				 Should be contractual arrangement that conservation lands be transferred to National Parks 	
				 Proposal will increase impacts of hard surface stormwater runoff downstream Lane Cove River, on bushland and riparian corridors 	
				 APZs in and adjacent to riparian areas should be narrower as riparian areas have low bushfire risk, bushland suffers from lack of fire management 	
				 Why aren't APZs narrower in areas of low bushfire risk from high risk areas 	
140	19 June 2009	Local Resident	Objection	 Guarantee of proposed traffic changes should be a prerequisite for project Turning right from Strone St to Fox Valley Rd is already congested, amazing no changes have been proposed to intersection Destruction of vegetation is not in keeping with concerns about climate change Not enough detail to see how close school sits to adjoining houses and no details of screening, elevations or visual impact Proposed school will take away existing treed and lawn outlook and change the nature of where we live Value of our house will decrease far more than effects of current financial crisis Proponent has made a big deal about community consultation, we live directly next door and have had no contact 4-6 storeys along Fox Valley Rd is not in keeping with current local character of no more than 2 storeys Proposal will cause more people to park in local streets Given size of development 3D model should have been provided to allow greater understanding of impacts on surrounding area If local Council had more to say project would be more in keeping with current surroundings 	Statement of Commitments have Project report committing to nee the RTA to address works as of Department of Planning dated documented in the above VPA and prior to any construction of Concept Plan. A traffic analysis has been corr movements, increases those r then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex- roads. The comment about detail sur Project / Development Applica Concept Plan, approval is not shown on the Concept Plan) b each precinct.
					Extensive consultation has oc consultation requirements. Co period is outlined in the Prefer
					Parking provision has been m understand that there are no p local roads.
					Unsubstantiated comment reg process. Both State and Loca planning assessment guidelin
141	19	Local	Support	 Endorsement of redevelopment 	Noted

have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. The timing of works will be PA which will be exhibited for public viewing occurring on site as contemplated by this

conducted that considers the existing traffic e movements with background growth and the proposed development will have on top owth movements. A suite of recommended roposed (and generally supported by RTA) existing level of service on surrounding

urrounding the school will be dealt with at cation phase. As per Clause 8.2 of the ot sought for individual building designs (as but rather the framework for developing

gest the value of surrounding property will proposal.

occurred, over and above the statutory Consultation conducted during the exhibition erred Project Report.

made within the estate for onsite parking. We parking restrictions that currently exist on

egarding Councils involvement in the al Government are governed by the same nes in NSW.

					-
	June 2009	Resident		 Proposed low yield of residential density component compared to similar developments within Sydney should be commended 	
				 Proposed employment generation complies with the Metropolitan Strategy, hospitals need to be expanded for aging population and school provides an alternative to existing schools 	
				 Reported traffic issues have more to do with congestion on M2/M7 and F3 out of Sydney pushing traffic onto local roads especially during peak 	
142	19 June 2009	Local Resident	Objection	 Documentation appears to be drafted in misleading form so as to making it difficult for average person to understand totality of proposal Proposal is gross overdevelopment of site Existing roads are congested at peak hour and can't cope with large scale development, access to local amenities would be severely hampered Lack of bushfire threat stated in proposal is wrong and misleading proven by recent history, present hospital has been evacuated due to a bushfire Evacuation of hospital, schools and other uses would become necessary due to smoke, there is only one way in and out and Fox Valley Rd is narrow hindering emergency vehicle access Site contains last remaining local stand of BGHF, incorporating it in residential sites will place pressure to remove trees for safety reasons and result in its total destruction Local schools of similar enrolment to that proposed would take 1/3 of the main western site Unbelievable scale of proposal can fit on site Applicants have asserted proposal has full community support which it doesn't Proposal is one out of selfish greed by applicants out of proportion for needs of small community 	Further explanation is required EA is misleading before a resp Further explanation is required overdevelopment of the site be Draft North Subregional Strate <i>and Key Industry</i> " and is also r business activity associated wi above and the skill base of its is leveraged for ongoing success We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo- prepared for other town centre should be applied to the site. It significant retail development t centres and the overall retail h A traffic analysis has been con- movements, increases those n then considers what impact the of existing + background growt road upgrades have been prop that maintains, or improves, ex- roads. Further explanation is required bushfire report is misleading bu- note that An extensive range of environm opportunities mapping was cor- required by the Department of Requirements. In addition, infra consulted as outlined in Appen- can be augmented and upgrad proposed. The proposed uses We have not said that the prop Unsubstantiated claim that the The proposal makes good plar commended.
143	19 June	Local Resident	Objection	 Support for submissions #135 and Ku-ring-gai Council submission Application has nothing to do with hospital, should not be Part 3A and should fail on this 	The Ku-ring-gai Council submi Preferred Project Report. Also
	2009			 ground Proposal will produce gridlock congestion on Fox Valley Rd and surrounding intersections 	The hospital component is a ke precincts, framework is set to c

ed as to the basis of the comment that the sponse can be provided.

ed as to why the proposal is deemed an before a response can be provided. The tegy lists the San as a *"Knowledge Asset* o recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . It is noted that the Estate will not have any t that might compete with other existing town hierarchy.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ed as to the basis of the comment that the before a response can be provided. We

nmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General ifrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified.

oposal has full community support.

ne proposal is being carried out for greed. anning sense and is one that should be

mission is addressed separately in this so, refer to #135 PPR response.

key function of this proposal. Like all o dictate how the hospital precinct will

that will be insoluble	expand under this Concept Plan
 Access for ambulances and fire fighting will be jeopardised Hospital and nurses accommodation should be allowed to expand, but no other development should occur Proposed loss of bushland and construction of APZs is unacceptable Headwaters of Lane Cove River will be loaded with nutrients Should application be approved it should be staged so traffic, environmental and other impacts can be evaluated before next stage is approved Over last 30 years Adventists have shown no interest in proper management of bushland 	 precinct will be provided at the P The proposal is a Part 3A projec The capital value of the therefore of the kind de Group 7- Health and Pu outlined in the Major Proj The value of the reside \$100 million indicating t Major Project as defined Residential, Commercial
 All bushland not alienated by development should be transferred to Lane Cove NP 	A traffic analysis has been conder movements, increases those more then considers what impact the p of existing + background growth road upgrades have been propo that maintains, or improves, exist roads.
	Access for emergency services
	The comment about allowing so piecemeal approach to planning environmental studies and consi conducted as part of this proposi Planning's Director General Rec service authorities were consulte exhibition material. Services can for the development as propose appropriate and are justified.
	The amount of vegetation loss h deletion of the majority of the Re school, removal of proposed bui Fox Valley Road precinct) and re facilities.
	The amount of vegetation loss h involves 4.6 ha of BGHF and ST (compared to 0.17 ha originally p approximately 1.4 ha of EEC is t proposed to be cleared (compar- clearing).
	With regard to impacts on Lane the employment of best practice
	Traffic, environmental and other Consent Authority at each stage Development Application is issu Environmental, Planning and As
	Dispute in the strongest terms the In fact, over the last 5 years alon spent on managing weeds alone

lan. Further detail design of the hospital e Project / Development Application stage. ject as:

the proposal exceeds \$15 million and is described in Category 18 of Schedule 1, Public service facilities of Part 3A projects, Projects SEPP.

idential component of the project exceeds g that this portion of the project is also a ed in Category 13 of Schedule 1, Group 5 – ial or Retail projects.

nducted that considers the existing traffic movements with background growth and he proposed development will have on top with movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

es will still be available.

some expansion but not others is a ng this site. An extensive range of nstraints / opportunities mapping was oosal, and as required by the Department of Requirements. In addition, infrastructure ulted as outlined in Appendix Q of the can be augmented and upgraded to cater sed. The proposed uses are deemed

s has been significantly reduced with the Residential East precinct, redesign of the buildings near the rear of the SDA offices (in d relocation of stormwater detention

s has been significantly reduced and STIF EEC to be retained or re-established ly proposed). Of this 4.6 ha total, is to be regenerated. 0.78 ha of EEC is pared to 2.43 ha originally proposed for

ne Cove River, the proposal is committed to ice water sensitive urban design measures,

ner impacts will be evaluated by the ige of the proposal before a Project / sued as required by Section 79C of the Assessment Act, 1979.

Dispute in the strongest terms that bushland has been poorly managed. In fact, over the last 5 years alone, approximately \$100,000p.a has been spent on managing weeds alone. A Conservation Management Plan is in

144	19 June	Local Resident	Objection	 Support for submissions #135 and #138 Concerned about impacts on local traffic an 	place for conservation land sur during a recent site inspection on how impressive the Coups function of this Concept Plan v Plan to be put in place for the Conservation. Refer to #135 and #138 PPR r
	2009				A traffic analysis has been cor movements, increases those n then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
145	19 June 2009	Local Commun ity Group	Objection	 Objection to environmental impacts including loss of BGHF and STIF listed as critically endangered under EPBC and TSC Acts, loss of urban corridor protection for the CEECs, loss of powerful owl and large-eared pied bat habitat, loss of foraging habitat for grey- headed flying fox, loss of bushland connectivity for fauna movement and adverse impacts on riparian zones leaded to Lane Cove NP downstream of development site Vegetation survey methodology is inadequate, Ku-ring-gai mapping provides more accurate representation of vegetation Key Threatening Processes of CEECs have been disregarded Loss of majority of BGHF cant be sanctioned Clearing BGHF for APZs will leave small areas not capable of functioning as a sustainable ecological community Every remnants of BGHF are crucial to survival of community and must be protected, BGHF on site has good connectivity to other bush increasing viability Weeds cant be used as a justification for reduction in value/clearing of remnant BGHF/STIF and stating remnants are not recoverable – refer St lves example Remnant BGHF/STIF trees are recognised under TSC Act, but have not been identified/considered in the documentation Assertions that nearby BGHF remnants exist are questionable as soil is not shale and BGHF only occurs on shale Location needs to be reassessed and high school deleted Mapping of STIF differs to Ku-ring-gai Council mapping, proposal should not proceed until DEWHA assess controlled action relating to STIF Proposal will have significant detrimental impact on BGHF and STIF and as such is a Key Threatening Process and contrary to s5A92) of EP&A Act Roosting boxes for powerful owls is not a long term solution due to financial and management/maintenance issues, maintaining hollow bearing trees is best Retention of STIF is vital for grey-headed flying fox, removal will have significant i	The Preferred Plan has been a native flora and fauna. In partia amount of vegetation loss has 4.6 ha of BGHF and STIF EEC (compared to 0.17 ha originally approximately 1.4 ha of EEC is proposed to be cleared (compa- clearing) and will protect the po- ln addition, vegetation and ripa- with Biodiversity Management Mapping inconsistencies have With regard to impacts on Land the employment of best practic

surrounding the retirement village. Also, on with DECC staff, we were congratulated os Creek corridor looked. It is expected that a n will require a Conservation Management e entire land proposed to be zoned for

R response.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended roposed (and generally supported by RTA) existing level of service on surrounding

n amended to ensure the preservation of rticular preservation of BGHF and STIF. The as been significantly reduced and involves EC to be retained or re-established ally proposed). Of this 4.6 ha total, C is to be regenerated. 0.78 ha of EEC is npared to 2.43 ha originally proposed for powerful owl and large eared pied bat.

parian zones will be managed in accordance nt Plan.

ve been noted and addressed.

ane Cove River, the proposal is committed to titice water sensitive urban design measures,

146	19 June	Local Commun	Objection	 Objection to considerable loss of foraging habitat for grey headed flying fox listed as vulnerable on TSC and EPBC Acts 	The amount of vegetation loss deletion of the majority of the F				
	2009	ity Group		 Incremental loss of foraging habitat was recognised by NSW and Commonwealth Scientific Committees as the primary threat causing population decline 	school, removal of proposed b Fox Valley Road precinct) and				
				 Statements that a 'reasonable amount of foraging habitat will be lost' but that 'no direct impact will occur' for the species is inconsistent and objection to assertion that large amounts of foraging habitats – sizable STIF areas with capacity to remain viable are not common 	facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for				
				 The population currently uses all available foraging habitat in the locality, any loss will impact the species 	Mapping inconsistencies have				
				 University of Sydney research has identified further decline of population since listing in 2001, any loss of foraging habitat will impact the species 	Potential impacts on microbats				
				 Nectar and pollen from Turpentine is vital for the survival of the single young born to females each year 	flora and fauna report.				
				 STIF on site is only 5.5km from Ku-ring-gai Flying-fox Reserve making it important for females in first weeks after birth 					
				 STIF mapping is not consistent with Ku-ring-gai mapping 					
				 Proposed road and buildings east of Fox Valley Rd would fragment STIF given steep slope requiring cut and fill and need for APZs, they should be deleted 					
				 Other areas of BGHF/STIF need to be given maximum protection 					
							 Impacts of microbats have not been properly assessed, the 2004 study was inacc duration and some species difficult to monitor with call detection 	 Impacts of microbats have not been properly assessed, the 2004 study was inaccurate in duration and some species difficult to monitor with call detection 	
147	19 June 2009	Local Resident	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos it will cause 	The Osborn Road link has bee				
148	19 June 2009	Commun ity Group	Objection	 Strong objection to proposal Concerned 60% of bush will be cleared or modified and only 13% will remain undisturbed bushland BGHF is probably largest remnant outside of the Dalrymple Hay Reserve, outrageous only proposed to retain 3% Undisturbed bush should be protected in perpetuity and would make important addition to Lane Cove NP or be protected under a voluntary conservation agreement under the National Parks and Wildlife Act Traffic infrastructure needs to be significantly upgraded to support the proposed mini township, but likely to be difficult due to private land ownership at relevant intersections Development purports to be a hospital upgrade but there is little information provided on the hospital expansion 	The amount of vegetation loss deletion of the majority of the F school, removal of proposed by Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for There will be significant corrido Discussions are ongoing with I management of these lands. A traffic analysis has been con movements, increases those in then considers what impact the of existing + background growt road upgrades have been prop that maintains, or improves, ex roads. The Concept Plan sets the fran precinct, along with other preci precincts (as opposed to the here				
149	19 June	Local Resident	Objection	 Oppose connection of Osborn Rd and Mt Pleasant Ave due to potential traffic chaos and danger it will cause 	do not seek approval under the The Osborn Road link has bee				

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to for clearing).

ve been noted and addressed

ats and grey headed flying fox are covered in

een deleted from the proposal.

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to for clearing).

dors of bushland zoned for conservation. h DECC with regard to ownership and

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

amework for expansion of the hospital ecincts. Building designs shown in other hospital precinct) are indicative only as we the Concept Plan for such building designs. een deleted from the proposal.

ľ	2009				
150	2009 19 June 2009	Local Resident	Objection	 Questionable whether commercial/retail development opposite existing Fox Valley Neighbourhood Centre will enhance viability of existing Centre, additional traffic generated will exacerbate congestion at intersection School site is not large enough for 3 levels of education, high school should be deleted and school site reduced to prevent clearing of BGHF Extent of fill required for school oval will alter hydrology and impact bushland Adequate, safe drop off zones and parking haven't been provided for the school Increase in traffic due to school enrolment can't be justified Increase in dwellings will exacerbate existing congestion problems, particularly during peak hours Mapping of BGHF/STIF differs to the more accurate Ku-ring-gai Council mapping Council's mapped area of STIF is greater than 2ha satisfying EPBC Act criteria Remaining areas of BGHF/STIF are so small viability will be threatened and role for fauna movement/habitat will be impacted Remnant BGHF/STIF trees are recognised under TSC Act, but have not been identified/considered in the documentation Potential for erosion and depleted water quality will create downstream impacts Proposal will result in increased weed invasion Further road congestion will inhibit emergency vehicles accessing the hospital Proposed access road to Warwick Place should be deleted, it involves destruction/fragmentation of STIF and the entry point is outside of the development site and privately owned 	It is considered necessary to in support the proposal and the p centre is the best location in the A traffic analysis has been com movements, increases those in then considers what impact the of existing + background grown road upgrades have been prop that maintains, or improves, ex- roads. The proposed location of the s needs of the school (including allocation reflects the size Dep government run schools. Allow information provided by the Sc The amount of vegetation loss deletion of the majority of the F school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Projec EEC to be retained or re-estab proposed). Of this 4.6 ha total, regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
					The issue of mapping inconsi- There is a commitment to em design measures to protect ex Erosion control and water qua practice. Details will be provid stage.
					Management of weeds will be Plan to be formulated for the o Disagree that emergency vehi Proposed access road to War the 4 existing and 2 proposed
151	19 June 2009	Local Resident	Objection	 Concerned about potentially massive increase of traffic on Fox Valley Rd to development site from Pacific Hwy and adjoining roads Concerned about impact of access to Ada Ave South during construction and when extent of proposal realised Scale of proposal is inappropriate given distance from railway stations, relative lack of other public transport and above traffic concerns Traffic problems must be addressed before approval is given 	A traffic analysis has been con movements, increases those n then considers what impact the of existing + background growt road upgrades have been prop that maintains, or improves, ex roads.
				 Smaller scale development would be more appropriate 	In regard to the comment on in expected that the consent aut

pinclude a small proportion of retail to proposed location adjacent to the existing the circumstances.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

e school, and its size, reflects the future or gits possible expansion). Its land size epartment of Education expects for bwance for the school to expand is based on School.

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

sistency has been addressed.

nploy best practice water sensitive urban existing hydrology on the site.

ality control will be designed to best ded at Project / Development Application

e addressed in a Conservation Management onsite conservation land.

nicles will be impacted.

arwick Place will now only provide access to d dwellings off Comenarra Parkway. onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

impacts during construction phases, it is uthority will require a construction / noise /

					traffic management plan produ Construction Certificate to allo The Draft North Subregional S <i>Asset and Key Industry</i> " and is business activity associated w above and the skill base of its leveraged for ongoing success We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo prepared for other town centre should be applied to the site. I significant retail development to centres and the overall retail h Statement of Commitments ha Project report committing to ne the RTA to address works as g Department of Planning dated documented in the above VPA and prior to any construction of Concept Plan. An extensive range of environ opportunities mapping was co required by the Department of Requirements. In addition, infr consulted as outlined in Apper can be augmented and upgrad proposed. The proposed uses
152	19 June 2009	Local Resident	Objection	 Proposal will unduly pressure already stressed local road network Proposal will put more pressure on traffic flow, on-street parking, pedestrian crossings and noise on Fox Valley Rd No provision for greater access points to development, these potentially need to be through Normanhurst or from Pacific Hwy or Monavale Rd Fox Valley Rd and Comenarra Pkwy are at capacity during peak hours Preservation of open space is important in Ku-ring-gai, proposal will decrease amenity Remnants of local forest habitat should be preserved and open spaces kept for recreation and public purposes 	A traffic analysis has been co movements, increases those then considers what impact th of existing + background grow road upgrades have been pro that maintains, or improves, e roads. As mentioned, the Preferred F vegetation loss through the de increase levels of amenity. In
153	19 June 2009	Local Resident	Objection	 Oppose any road connection between Osborn Rd and Mt Pleasant Ave/WER No analysis shows proposed Osborn link is feasible or safe, cost of link would be greater than a set of lights at Mt Pleasant Ave/Pennant Hills Rd which are required anyway Traffic report omits basic information regarding existing conditions of Osborn Rd and its intersection with Pennant Hills Rd Oppose any loss of BGHF due to WER or any link with Osborn Rd 	The Osborn Road link has been
154	19 June 2009	LGA Resident	Objection	 Proposal will destroy 2 CEECs Further loss of rare bushland will affect ability of native fauna to move, breed and feed Destruction of bush exposes urban-bush interfaces which result in deterioration of good bush by nutrient, weeds, light and stormwater runoff 	The amount of vegetation loss deletion of the majority of the school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project

duced and submitted prior to the issue of a low onsite construction to commence.

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . It is noted that the Estate will not have any t that might compete with other existing town hierarchy.

have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009. The timing of works will be PA which will be exhibited for public viewing occurring on site as contemplated by this

Inmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General afrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified. Inducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

Plan involves a significant reduction in deletion of the Residential East precinct and addition, proposed density levels are ed centre.

een deleted from the proposal.

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF

				 Reduction of CEECs will further reduce habitat of endangered fauna, increasing chances of 	EEC to be retained or re-estab
				extinction	proposed). Of this 4.6 ha total,
				 Incremental loss of bush is not in the interests of a healthy sustainable country for future generations 	regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for
					The proposal involves a comm sensitive urban design measur
155	22 June 2009	Commun ity Member	Objection	 Proposal for bulk housing is not positioned in a transport corridor or close to rail station to promote public transport, it therefore fails to meet State government urban consolidation policies Development of the scale proposed should be held in abeyance until plans for the F3/Sydney Orbital link are confirmed 	The proposed density is appro- considered an employment hu density increases. A traffic analysis has been cor
					movements, increases those r then considers what impact the of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
		-			There is no need to delay important proposal on the basis of the Factorial considered the benefits on the may not be in place for some to upgrades were required to exist + this development proposal.
156	22 June 2009	Commun ity Group	Objection	 Proposal is a substantial overdevelopment of the site given current role as specialised medical centre Proposal supposed to be for hospital expansion should not include development of mini township Concerned about impact on CEECs and fauna corridors of Coups Ck and Fox Valley 	The Draft North Subregional S Asset and Key Industry" and is business activity associated w above and the skill base of its leveraged for ongoing success
				 Proposal requires extensive clearing/modification of vegetation, overall connectivity between bushland will be greatly reduced and generally remaining bush is impacted by edged effects and weeds 	We contend that the Hospital's centre should be acknowledge Strategy. As a result it is propo prepared for other town centre
				 Opposition to destruction of valuable habitat particularly as so few metropolitan corridors remain Major discrepancies between mapping provided and Ku-ring-gai mapping and result is substantially more BGHF/STIF will be cleared than is estimated 	should be applied to the site. I significant retail development to centres and the overall retail h
				 Vulnerable or endangered fauna are likely to be affected by substantial habitat loss Existing and proposed traffic infrastructure not extensive enough to address needs of development Some of land required for road upgrades is in private ownership, unclear how upgrades can be made 	An extensive range of environit opportunities mapping was con- required by the Department of Requirements. In addition, infr consulted as outlined in Apper can be augmented and upgrad proposed. The proposed uses
					The amount of vegetation loss deletion of the majority of the l school, removal of proposed b Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estat proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC is 2.43 ha originally proposed for

ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be is proposed to be cleared (compared to or clearing).

mitment to employ best practice water ures.

ropriate for any specialised centre which is nub. Public transport will improve overtime as

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

portant planning decisions such as this F3/M2 link. The traffic analysis in Appendix J ne F3/M2 link however accepted that this e time and therefore reported on what xisting roads to cater for background growth

Strategy lists the San as a "*Knowledge* is also recognised as an existing cluster of with knowledge infrastructure identified s resident workforce, which can be ss.

I's status as a specialised employment ged in the context of the North Sub-Regional posed that the urban design objectives res such as height, density and built form . It is noted that the Estate will not have any t that might compete with other existing town hierarchy.

Inmental studies and constraints / conducted as part of this proposal, and as of Planning's Director General ifrastructure service authorities were endix Q of the exhibition material. Services aded to cater for the development as es are deemed appropriate and are justified.

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to or clearing).

					The issue of mapping inconsis
					A traffic analysis has been cor movements, increases those r then considers what impact th of existing + background grow road upgrades have been prop that maintains, or improves, ex roads.
157	23 June 2009	Local Resident	Objection	 Major concern is doubling of traffic on Fox Valley Rd and Comenarra Pkwy, which are already overstressed at times Doubling the size of the school, apartments and shopping centre would result in even more cars Important to consider loss of remnant BGHF and associated wildlife, a remaining remnant of a beautiful forest which covered much of the North Shore 	A traffic analysis has been con movements, increases those in then considers what impact the of existing + background grow road upgrades have been pro- that maintains, or improves, ex- roads. The amount of vegetation loss deletion of the majority of the school, removal of proposed to Fox Valley Road precinct) and facilities. The Preferred Project EEC to be retained or re-estat proposed). Of this 4.6 ha total regenerated. 0.78 ha of EEC in 2.43 ha originally proposed for
158	23 June 2009	Local Resident	Objection	 Strongly object to hundreds of new houses and apartments, which will increase cars and traffic chaos Road system will not cope with increased traffic, even if proposed road changes are done roads will still be congested at times Unclear and concerned as to what will happen in time of emergency evacuation with traffic gridlock, possibility people will be burnt in cars Proposal tries to cram too many buildings in area without upgrading road infrastructure Saddened by loss of local flora and fauna Flora and Fauna study is a 2 day environmental impact study and is inadequate Time given to local residents to understand proposal is too short Was site declared State significant by previous Minister because developer is State significant donor? 	A traffic analysis has been cor movements, increases those r then considers what impact th of existing + background grow road upgrades have been proj that maintains, or improves, ex roads. In times of bushfire threat, a si Appendix L of the exhibited ma the Concept Plan, an Emergen the landowner. The purpose o preparation of the various Esta evacuation drills and reviews of Chair Person of the Committee Management Committee meet Emergency Service Combat A emergency planning protocols uses within the Estate. As mentioned, the amount of w reduced with the deletion of th redesign of the school, remova SDA offices (in Fox Valley Roa detention facilities. The Prefer and STIF EEC to be retained o originally proposed). Of this 4. to be regenerated. 0.78 ha of to 2.43 ha originally proposed

sistency has been addressed.

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended oposed (and generally supported by RTA) existing level of service on surrounding

ss has been significantly reduced with the e Residential East precinct, redesign of the buildings near the rear of the SDA offices (in nd relocation of stormwater detention ect Plan involves 4.6 ha of BGHF and STIF ablished (compared to 0.17 ha originally al, approximately 1.4 ha of EEC is to be c is proposed to be cleared (compared to for clearing).

onducted that considers the existing traffic e movements with background growth and the proposed development will have on top wth movements. A suite of recommended roposed (and generally supported by RTA) existing level of service on surrounding

suite of recommendations were proposed in material, in particular that, upon approval of ency Liaison Committee be established by of the committee shall be to co-ordinate the state Evacuation Plans, implement s of the individual Evacuation Plans. The tee shall also attend the Local Emergency tetings and bring to those meetings and the Agencies/support Welfare Agencies the also and issues related to the various land

f vegetation loss has been significantly the majority of the Residential East precinct, oval of proposed buildings near the rear of the oad precinct) and relocation of stormwater erred Project Plan involves 4.6 ha of BGHF d or re-established (compared to 0.17 ha 4.6 ha total, approximately 1.4 ha of EEC is of EEC is proposed to be cleared (compared ed for clearing).

					The project was placed on ext During the exhibition period, th exhibition period to be extended community the opportunity to a inform submissions. Application was made under a significance is outlined in the S
159	24 June 2009	MP	Objection	 Concerns relate to environmental, bushfire, density and residential impact, but biggest concern is traffic Comenarra Pkwy and Fox Valley Rd exceed capacity during peak periods, , proposed development will impose significant additional traffic onto already stretched roads – makes no sense to worsen traffic difficulties Proposed Mt Pleasant Ave/Osborn Rd link will have considerable impact on existing residents and would add traffic to a road (Mt Pleasant Ave) that serves a major school (Loreto) Unless traffic issues have been resolved to satisfaction of local residents development should not be approved 	A traffic analysis has been cor movements, increases those r then considers what impact th of existing + background grow road upgrades have been proj that maintains, or improves, ex roads. In addition to RTA appr part of this proposal (Appendix the RFS Planning for Bushfire accompanies the Preferred Pr The Osborn link has been dele RTA, in their letter to Departm advise that they have no object under the Concept Plan subjec (including The Comenarra Par of Commitments have been pr committing to negotiate a VPA address works as generally de Planning dated 18 June 2009.
160	24 June 2009	Local Resident	Objection	 As member of SAH staff do not object to expansion of hospital itself which will be of great community benefit Roads in area are already overcrowded, if there was a bushfire people living in area would not be able to get out in a hurry Unclear why need to build more shops when there is adequate shopping 5 minutes away Wahroonga and surrounding areas have always has a unique village atmosphere and if proposed development goes ahead this will be lost The SDA school in Castle Hill could take the students from the existing school on the hospital site Idea that housing would be built for staff members (does this mean SDA staff members would be able to purchase affordable housing?) is this not discrimination 	 satisfied that the proposal (and A traffic analysis has been cor movements, increases those r then considers what impact th existing + background growth upgrades have been proposed maintains, or improves, existin The premise of this proposal is where most of the needs of th onsite (thereby reducing car tr component to the proposal is in As mentioned, the developme centre. The proposed dwelling location within a specialised e The proposed school has bee There is a significant amount of remain the case.

exhibition for the statutory period of time. , the Minister for Planning authorised the nded for a further 2 weeks to give the o read and understand the documentation to

available legislation. The reason for its State SSS report.

conducted that considers the existing traffic e movements with background growth and the proposed development will have on top owth movements. A suite of recommended roposed (and generally supported by RTA) existing level of service on surrounding oproval, a bushfire report was produced as dix L) in accordance with the provisions of ire Protection. An addendum to this report Project Report.

eleted from the proposal.

tment of Planning dated 18 June 2009, jections to the development as proposed oject to a number of roadwork upgrades Parkway and Pennant Hills Road). Statement provided within this Preferred Project report PA or other mechanism with the RTA to described in their letter to the Department of 09. In our opinion, the RTA is therefore and rezoning) can be approved as proposed. conducted that considers the existing traffic e movements with background growth and the proposed development will have on top of th movements. A suite of recommended road sed (and generally supported by RTA) that sting level of service on surrounding roads.

I is to create a working / living community – the onsite workers / residents are provided r travel). A small retail / convenience is important.

nent should be treated as a specialised ng density is considered appropriate for its employment hub.

en modelled on anticipated demand.

t of housing owned by the SDA, this will

Part B – Pro-forma – submissions

No.	Date recd	Submitter	Nature	Comment	Preferred Project Report Re
A1 – A10	Various	Local Residents	Objection	 Opposed to the application and unacceptable impacts on Mt Pleasant Ave Mt Pleasant Ave already carries an unacceptable level of traffic at all times of the day and night from the existing SDA development and Girls High School Mt Pleasant Ave is narrow, has blind spots and was never intended to cope with large developments In November 1999 the Hornsby Council Traffic Engineer stated there was to be no new development permitted to obtain access from Mt Pleasant Ave onto Pennant Hills Rd without resolving the existing traffic deficiency The plans show a potential link to Osborn Rd, this should be done before the redevelopment begins and Mt Pleasant Ave closed at the boundary of Hornsby/Ku-ring- gai LGAs 	Following extensive feedback period, and ongoing discussio was conducted regarding the a Precinct. Due to the nature of partly associated with the retir movements or movements our that the Mt Pleasant precinct v during peak hours. Based on RTA guidelines, con Avenue would not elevate the environmental goals for this ro This modelling therefore indica development could still satisfa Pleasant Avenue (with no traff modelling was provided to RT, Plan proposal (and not the rec The Osborn Road link has the
B1 – B 41	Various	Local Residents	Objection	 Intersection of Osborn Rd and Pennant Hills Rd is dangerous and Osborn Rd is already at capacity for vehicles, any increase in volume on Osborn Rd is unsustainable Suggestions that this intersection is under utilised fail to capture the existing situation and have not be calculated with reference to peak times Loreto Normanhurst traffic has not been considered, at times it takes more than one set of lights to turn right or traverse the Osborn Rd and Pennant Hills Rd intersection Loreto facilities are used by the public outside of school hours, the approval for these facilities can not have accounted for traffic increases under the current proposal Access for ambulance, police and fire vehicles is an issue and also evacuation during fire events, Osborn Rd in narrower than Mt Pleasant Rd Widening of Osborn Rd will involve removal of Blue Gums, the BGHF is a loved feature of the area and the destruction of ecological corridors is of great concern. There should be no loss of BGHF The area is part of a large low density bushland environment and it should stay that way, 3 storey residential blocks on Mt Pleasant Ave is totally out of character with the area Proposed development will adversely affect property values If proposal cant be accommodated via the existing traffic flow, 2 options are to scale back development in Mt Pleasant Ave or traffic signals at Mt Pleasant Ave and Pennant Hills Rd No approval should be granted until traffic issues are resolved to satisfaction of residents Scale of commercial, retail, school and residential expansion should be reduced to better fit site capabilities Proposed link from Mt Pleasant to Osborn Rd should be removed from the plans 	The Osborn Road link has been Vehicle movements from the p Hills Road via Mt Pleasant Ave RTA has confirmed that it will a signals at the Pennant Hills Ro Subsequent traffic modelling, p the proposed Mt Pleasant Pre- proceed with access only via M signals). It is also noted that th DoP based on the exhibited C Preferred Project Report propo
<u>C1</u>	1 1	Dotition 45	Objection	Concerned about impacts on local traffic values and each of maxament is the area	In report to the interpretion of
C1	4 June	Petition 45	Objection	 Concerned about impacts on local traffic volume and ease of movement in the area 	In regard to the intersection of

Response

ck from local residents during the exhibition sions with the RTA, additional traffic modelling e access options for the Mt Pleasant of development proposed in this precinct (ie stirement village with typically lower vehicle butside of peak periods), analysis estimated ct would generate about 46 additional trips

confinement of additional traffic to Mt Pleasant ne traffic level on this road above the RTA road.

licates that the proposed Mt Pleasant Precinct sfactorily proceed with access only via Mt affic control signals). It is also noted that this RTA and DoP based on the exhibited Concept reduced Preferred Project Report proposal).

nerefore been deleted from the proposal.

een deleted from the proposal.

e proposed development will access Pennant venue.

ill not support the provision of new traffic Road / Mt Pleasant Avenue intersection.

g, provided to RTA and DoP, indicates that recinct development could still satisfactorily a Mt Pleasant Avenue (with no traffic control this modelling was provided to RTA and Concept Plan proposal (and not the reduced posal).

of The Comenarra Parkway and Browns

	2009	Local Resident Signatures		 Particular concern about impact on access to and from Browns Road onto Comenarra Pkwy, which at peak times is currently difficult as there is no control of traffic at the intersection Additional traffic plant around the area and on Fox Valley Rd during development phase is of concern 	 Road, the RTA, in their letter to 2009, advise that they have no proposed under the Concept P To address future traffic as a result of the develored developer to widen The lanes in each direction Road; To facilitate vehicles turn a result of future upgrad Valley Road intersection given to the provision on The Comenarra Parkwa Statement of Commitments has Project report committing to ne the RTA to address works as g Department of Planning dated In regard to the comment on ad phased, it is expected that the construction / noise / traffic ma prior to the issue of a Construct to commence.
D1 – D39	10, 16, 17, 18, 19, 22 & 25 June 2009	Various	Support	 Proposal has benefits for entire community and in particular teachers, parents and students of the School Proposal would allow children to complete entire education at one campus and the new location is in a safer area better suited to educational purposes Expanded hospital and provision of affordable housing also of benefit to community 	Noted
E1- E58	15, 17 & 19 June 2009	Various	Support	 Proposal will assist the Hospital meet increased demand for medical and nursing services in the area Critical the Hospital plans now to enable it to serve community needs over next 20 years 	Noted
F1 – F163	11, 17 &19 June 2009	Various	Support	 Many colleagues at San hospital can't afford a property in Wahroonga, proposal would enable them to live and work on-site Features such as car pooling and focus on pedestrian/cycle friendly environment appealing Expanded hospital and school and new retail can only benefit entire Wahroonga area 	Noted
G1 – G59	17 & 19 June 2009	Various	Support	 Proposal has substantial benefits for local area Proposal will deliver bigger and better hospital, new school catering for high school students, additional retail and housing Plans include large portion of open space and protection/maintenance of native bushland Creation of 5000 jobs is beneficial 	Noted
H1 – H95	17 & 19 June	Various	Support	 Welcome proposal enabling hospital to grow and meet increasing demand for medical and nursing services in area Appreciate planning for residential accommodation and affordable housing to enable staff to live and work on-site 	Noted

r to Department of Planning dated 18 June no objections to the development as t Plan subject to:

ffic concerns along The Comenarra Parkway elopment proposal, the RTA requires the he Comenarra Parkway to provide two traffic in between Fox Valley Road and Browns

turning right into and out of Browns Road as rades to The Comenarra Parkway / Fox tion it is recommended that consideration be of a seagull treatment at the intersection of way / Browns Road.

have been provided within this Preferred negotiate a VPA or other mechanism with s generally described in their letter to the ed 18 June 2009.

additional traffic plant during development ne consent authority will require a nanagement plan produced and submitted ruction Certificate to allow onsite construction

 Features such as car pooling and focus on pedestrian/cycle friendly environment appealing 	
 New retail, relocation of school and other facilities will benefit Wahroonga area 	