

We believe better scrutiny of the information in the SSD 6160 Application is required and would result in a superior outcome for the whole community if addressed. Please find below a 'dot point summary' of specific concerns that warrant closer scrutiny.

Key Points - Objections:

- Lack of parking for the Northern Community Health Centre. The provision of 45 parking spaces provides 26 car spaces for fleet parking¹ and only 24 spaces for staff/visitor/patient parking. The 24 car spaces do not supply sufficient replacement for the 25 spaces lost (5 spaces in Coronation St for access improvement, 10 parking spaces adjacent to Palliative Care Facility plus 10 spaces along Palliative Care access road)² as a result of the development, let alone an appropriate increase for increase in staff and visitors.
- Inaccuracy in the content of the transport statement, specifically relating to Pittwater Rd/Coronation St intersection performance data. Tabling of the information for intersection performance shows failure to take into account Melbourne Ave and the western access (main access) of the Hospital site. The traffic survey does not acknowledge the most recent developments on the eastern end of the MVH site. These being the \$12 million expansion of the Rehabilitation Unit and the Emergency Department expansion of a new Short Stay Unit, both of which once operational will further increase traffic congestion.
- Denied access to Draft Master Plan for the MVH site³. Due Process is not evident when critical information to understanding the application in context is withheld. Transparency is critical to providing the BEST outcomes for community projects.
- Excessive roofline elevation of the building. Roofline elevation appears to be dictated by an allowance of 10.2 meters for just 2 floors.

Key Points – Recommendations:

- Add more parking on the Northern Community Health Centre site, without exceeding anticipated building elevations.
- If additional parking cannot be accommodated on the Northern Community Health Centre site, then Coronation St should be closed at the eastern end and a 'turn back circle' created. This would help to ensure

¹ State Significant Development Application SSD 13_1660 Environmental Impact Statement p. 15

² Transport Statement p.11 - 5.1 and 5.2.1

³Transport Statement p.4 – 3.1

that Community Health Centre staff, patients and visitors do not monopolize both Headland Reserve and residential street parking. The provision of a 'turn back circle' would ensure full utilization of MVH site parking before compromising Headland Reserve and residential street parking.

- The 'turn back circle' would necessitate the buses (155) solely utilizing Melbourne Ave; a higher-grade road than Narrabeen Park Parade. Consideration should be given to re-routing the bus to come off Pittwater Road then along Coronation Street and turn into 'Central Access' and drop at an internal bus stop directly at the Hospital Main Entrance (like exists within Royal North Shore Hospital), then use the existing 'turn back circle' (slight modifications may be required) at the Hospital Main Entrance to exit back on to Coronation Street in a westerly direction and then up Melbourne Ave. Northerly bound 155 would come down Melbourne Ave and follow the same entry and exit into the hospital.
- Given the apparent inaccuracy of the Transport Statement, traffic flow data should be reviewed. An extension to public comment to the SSD 6160 Application should occur, allowing for new data to be considered.
- Draft Master Plan is made available to the public with an appropriate extension of time to make updated comments to SSD 6160 Application.
- Review roof elevation height. The pitch of the roof be made level (at indicated lower elevation) and not angled, thereby minimizing roof elevation.
- Soften visual impact of development by the inclusion of living roof (Green roof).

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