

	A	B	C	D	E	F	G
1	Proposed Pedestrian Refuge-David Road, Castle Hill						
2	F2005/00058						
3	Trim	Support	Object	Support with other suggestions	questions	COMMENTS	COUNCIL REPLY
4	D08675933				1	Could you send me a location of a similar refuge island in the area? What do the dotted lines mean? Are they painted on the road or raised? Can I still turn right out of Longworth Cres?	Residents will be able to turn right out of Longworth Crescent after the installation of the proposed pedestrian refuge. The plan has been updated to show a clear gap in linemarking at the intersectoin and broken lines near driveways.
5	D08677913				1	•Can residents still turn right into Longworth Crescent from David Road? •Are there any other restrictions on movements in and out of Longworth Crescent? •Was there any consideration construction to a normal pedestrian crossing further down towards the round about?	Residents will be able to turn right out of Longworth Crescent after the installation of the proposed pedestrian refuge. There is no restrictons on movemtns in and out of Longworth Crescent. There is no current plan to install a new pedestrian crossing near roundabout of David Road with Oakhill Drive.
6	D08680262				1	We are disappointed to see the approval of this DA in already a congested busy road, especially at school peak times – morning before school and at afternoon pick up times. We were seriously against this DA and had submitted our disapproval to Council for it to be disapproved. We already have a Child Care Centre – ‘Appletree Child Care’ opposite this site at the Oakhill Shopping village !! Our comment to the proposed refuge island works on David Road, is to absolutely make sure we lose the least number of parking spaces. I can see that both ‘No Stopping’ signs on Longworth Drive are totally not necessary on both sides of the road, removing two car parking spaces along Longworth Drive. These two no stopping signs are not needed and should be removed from the design, as they do nothing to the sight distances to the proposed pedestrian refuge on David Road. Many residential cars park on Longworth Drive and removing these two parking spots, will push back the available parking space making it more difficult for residents who live on Longworth Drive, to receive visitors and park their own cars on the road kerb side. If these works are to go ahead, please remove the two ‘No Stopping’ signs on Longworth Drive as they are not fulfilling any purpose but only adding to the parking frustrations of local residents and their visitors.	Resident is objecting to an approved development which falls outside of LTC considetaion. The No Stopping restrictions in Longworth Crescent have been reduced from 15m to 10m which is in lined with the road rules. Parking will not be lost in Longworth Drive.
7	D08681254		1			We do not support the placement of a pedestrian refuge as per the plan and features provided in the proposal. These are the reasons: •If you send a surveyor out you will quickly realise how busy David Rd becomes during school drop off / pick up hours around the vicinity of 94 David Rd due to 1. Oakhill Drive Public School, 2. Oakhill High School, 3. Cars driving between Tangara & Redfield sibling schools, 4. Oakhill Drive Shops (incl. the day-care within this centre). In addition to this there are bus stops either side of 94 David Rd on both directions which cause delays and traffic jams. Incorporating the concrete islands, even with no stopping permitted will only add to the existing traffic problem in this area during school terms and especially school drop off and pick up times which will also coincide with the proposed day care drop off / pick up times. •It is assumed from the plan and location of the concrete islands that cars will no longer be able to turn right both out of/into Longworth Cres from David Rd. This is a HUGE problem for residents of Longworth Cres – we are almost all families with young children driving in and out of Longworth cres numerous times daily for kids school/activity/sport – this will mean we have to drive around the block via Erlsoke Rd just to turn right and join the already problematic traffic down David Rd.	Residents will be able to turn right out of Longworth Crescent after the installation of the proposed pedestrian refuge. The parking restrctoin in David Road are mandatory to provide sufficient sight lines for safety of pedestains. The parking restriction in Longworth Crescent have been reduced to min 10m. Parking will not be lost in Longworth Crescent. Pedestrian refuges are a widely used traffic devices in NSW, they do not result in reduction of traffic capacity of a road.
8	D08681269				1	We have been living in the neighbourhood for more than 30 years without a pedestrian’s refuge. It is due to the introduction of the Child care centre that a pedestrian refuge is being proposed. We are already seeing cars are parked on David Road and Longworth crescent now, some obstructing the view of residents exiting their driveways. With the proposed no stopping signs on David Road along 94/96 house and Longworth crescent, car owners will then park on upper stretch of David Road from House 98 onwards, making it even worse than before for these residents coming out of their driveway. Their view of the traffic coming down the hill will be blocked by parked cars. During the peak hours of the morning on school days, traffic will slow down nearing the pedestrian refuge it will be quite impossible to be able to exit the driveway with cars already lining up on David Road. The wait time will be longer and since only one side of David road has a walk way, cars exiting from the driveway will need to be extra careful to watch out for lot more pedestrian more than it is now. If no stopping signs are to be implemented, it should be extended further up David Road up to House 106 at least as a minimum to prevent cars parking along this stretch and blocking the view of residents of on-coming cars downhill.	The NSW Road Rules permit cars to park up to the edge or a driveway. Futher removal of parking spaces on David Road is not warrented since it will not result in measureable safety improvement. The parking restrictions proposed are in line with Transpot for NSW technical directions for pedestrian refuges.
9	D08681588		1			1. Spending so much money to establish the proposed refuge island is unnecessary. As a local resident, I realized that pedestrians crossing the road at that section is minimal. Most of the pedestrians will walk along the path all the way to the down hill roundabout before trying to cross the road to go to Oakhill Public and Oakhill shopping centre especially when the passengers get off from the bus stop near the Oakhill shop roundabout. If you are thinking of establishing a refuge island, it should be set up before the big roundabout near Oakhill shopping village. 2. Setting up a refuge island at the junction of Longworth Crescent and David Road will considerably reduce the lane width and it will even increase the potential hazard to passing by vehicles especially buses and trucks and we have so many heavy vehicles passing this section of David Road in both directions. 3. Installing No stopping sign as indicated will force the child care centre users (parents) to park their vehicles in nearby areas which will potentially increase traffic congestion of this section of David Road during busy hours. Moreover, I am quite sure that some parents will not obey the sign and park their vehicles in proposed “no stopping” area when they are in a hurry. 4. The establishment of the NO STOPPING ZONE and the refuge island at the junction also creates inconvenience to the nearby residents as cars cannot do a right turn or left turn into David Road. It will also increase traffic jam at the downhill section near the round about which traffic jam already exists in busy hours. 5. It is also unfair to the nearby residents asking them to sacrifice their convenience for the sake of the child care centre.	There are currently no pedestrain crossing faciliteis along David Road between Westminister Drive and Woodgrove Road. The propsoed pedestrian refuge is a DA condition for the Child Care development at 94 David Road, Castle Hill and it will be constructed at no cost to Council. The proposed refuge will not limit access of essential heavy vehicles on David Road. 3 Tonne load limit applies to David Road. The propsoed Child Care Centre at 95 David Road will have sufficient on-site parking spaces for parents to drop-off and pick-up children. Resdients will be able to turn right out of Longworth Crescent after the installation of the proposed pedestrian refuge. There will be no restrictions on turns in or out of driveways, broken lines have beenprovided near driveways.
10	D08681591		1			Same letter as above	There are currently no pedestrain crossing faciliteis along David Road between Westminister Drive and Woodgrove Road. The propsoed pedestrian refuge is a DA condition for the Child Care development at 94 David Road, Castle Hill and it will be constructed at no cost to Council. The proposed refuge will not limit access of heavy vehicles on David Road. The propsoed Child Care Centre at 95 David Road will have sufficient on-site parking spaces for parents to drop-off and pick-up children. Resdients will be able to turn right out of Longworth Crescent after the installation of the proposed pedestrian refuge.
11	D08671617	1				Ausgrid has no objections to the proposal.	Comments noted.
12	D08673878	1				Initial response from TfNSW, advising that TfNSW has no objectoins to the proposal.	Comments noted.
13		2	3	1	3	9	