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MR Nicholas Howard
28 Laitoki RD
Terrey Hills NSW 2084

RE: DA2022/0456 - 62 Myoora Road TERREY HILLS NSW 2084

The existing garden centre located at the above address has little to no visual impact to the Myoora road frontage with only hedges and planting being visible from the street. The proposed development severely impacts the quiet nature of this corner with high warehousing/buildings (3m plus) and fences being installed on the site boundary. This will impact negatively the aesthetic of the area turning it heavily towards that of an industrial site especially with the proposed introduction of a large driveway entry for trucks. The scale of the buildings built on the boundary will also impede the vision of motorists entering the roundabout on Cooyong Rd from the Mona Vale road. The area will soon become an accident black spot and modifications to the planning must be made.

The traffic report references the car parking and expected visitation and that the majority of the sites visitors will approach from Mona Vale road as they currently do. This is entirely appropriate as it will limit the quantum of traffic on the quiet streets of Terrey Hills. What is wholly unacceptable is the large truck entry to the site from Myoora Rd. The report makes no mention of the number of trucks per day or week expected but does show the site with three separate truck bays and all trucks entering must do so from Myoora. The vehicles are listed as being 19m and this is of significant size and Myoora Rd is unable to handle vehicles of this size without significant danger to other vehicles and road users including cyclists, pedestrians and equestrians. Cooyong is actually weight limited to 3 tonnes. The planning for facility should be adjusted so all heavy vehicle access is effected from Mona vale road as this highway is far better able to accommodate heavy vehicles.

The swept path diagrams show that the trucks are able to enter from Myoora road and also exit however there has been no consideration on how these large trucks arrive onto Myoora Rd. The turning radius of the roundabout on Myoora is tight for far smaller vehicles and it is doubtful that a truck of the size proposed will be able to make the turn without sweeping dangerously across the roundabout itself and the road median to enter the site. Even if the swept paths show it is possible truck drivers will look to narrow the sweep into the drive and do so by swinging onto the opposite side of the road against the flow of traffic. Such a process is unacceptable on a new development and it's proposal outside a school and playground is at best irresponsible of the traffic planners and at worst negligent as is not considering the broader driven path to the entry point. Only assessing based on what would be favourable to the developer for traffic entering the drive is not acceptable and broader studies are required.

The increased retail square meterage and store rooms will undoubtedly result in an increased

fire load on the site especially that forming the plastic card and polystyrene packing used on products for protection. Increased fire load has not been addressed adequately in the planning documents to date and the impact this will have on the local community. Even if local construction codes do not mandate automatic sprinkler systems then their use with stored water supply should be considered to limit fire growth and knock down fires far in advance of them becoming fully developed emitting toxic gasses into the community and endangering local residents and emergency services.

The increased hard surface area and rainwater catchment will increase runoff and the documents have not adequately addressed how this will be managed on site so as to not impact the local storm water infrastructure and cause flooding.

The whole submission appears rushed and I considered it will have an irreparable negative impact on those that live adjacent, the wider community and especially the school who will suffer both during construction due to noise and dust and imperpetuity through truck deliveries causing dangerous road conditions.

The planning must be changed to afford both car and truck access from the front off of Mona Vale Road. This would appear relatively easy through the reversal of the flow in the truck lane from Myoora to Mona Vale road and tweaks to the rear loading dock to allow trucks to return to Mona Vale Road.

The provision of the entry from Myoora will have impacts to any considerations being given other DA applications made within the local area specifically that associated with 58 Laitoki Rd. This care facility has proposed the bus stop on Myoora Rd opposite the school be considered as a public stop for use by the care facility residents. In previous submissions it has been noted that this is not appropriate due to the slope and distance to this stop from the facility and the provision of an access to 62 Myoora Rd for Flower Power will require this to be moved even further distant from the care facility increasing the inappropriateness for 58 Laitoki to be developed.

This DA submission for 62 Myoora Rd whilst demonstrating increased amenity for the broader Northern beaches should be considered an impost to the small community of Terrey Hills and one which must be altered in order to minimise this through the removal of the loading with truck entries from Myoora Rd.