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**From:** DYPXCPWEB@northernbeaches.nsw.gov.au  
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**To:** DA Submission Mailbox  
**Subject:** TRIMMED Online Submission

12/10/2023

MR Nicholas Howard  
28 Laitoki RD  
terrey Hills NSW 2084

**RE: DA2023/1224 62 Myoora Road TERREY HILLS NSW 2084**

My submission relays the same as last time as I can see nothing that has altered. 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 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 and Cooyong Rd are 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 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 an truck of the size proposed will be able to make the turn without sweeping dangerously across the roundabout itself and the road median. 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.

The increased shop front square meter age and store rooms will undoubtedly result in an increased fire load on the site especially that forming the plastic card and polystyrene packing 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

The increased hard surface 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'll 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 im perpetuity though truck deliveries causing dangerous road conditions.

The planning must be changed to afford both car and truck access from the front. 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 loading dock to allow trucks to turn as they need to to exit onto Myoora in the existing swept path plans in the traffic report