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15/10/2023

MR Paul Davenport
48 Cooyong RD
Terrey Hills NSW 2084
[REDACTED]

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

Terrey Hills Progress Association would like to make a submission regarding the Development Application at 62 Myoora Road, Terrey Hills. Whilst we respect the right of the applicant to develop their site, we do not support the submission in its present format having regard to the potential impact on local residents, particularly the local road network. Having reviewed the supporting documentation, we find there are many claims and statements which we believe are inaccurate.

We do not support the permanent closing of the Mona Vale Road access point and the opening of a new exit on Cooyong Road. Mona Vale Road has the most appropriate infrastructure to allow vehicles to access the site without adversely impacting local residents and should be retained. Cooyong Road, as a residential street, has houses on one side and should not be significantly impacted by higher traffic use.

Omitted in all the documents is the fact that there is an official Bridle path used by horses running along Cooyong Road from Myoora Road and then crossing Cooyong Road just before Mona Vale Road. Therefore, we oppose new access points to/from Cooyong Road.

We are particularly concerned by the proposed entry/exit point from the site on to Myoora Road. This will be within metres of a bus stop, used by public and school buses daily, and immediately opposite a primary school attended by 5-12 year old children. With buses at this bus stop, there is no safe line of sight for exiting vehicles. We note the picture taken to show line of sight access at this bus stop, with the road clear of vehicles, but believe that it is misleading to not also include a picture with a bus positioned at that stop, in order to demonstrate the potential problem. The traffic and parking assessment implies that there are no school drop offs made along Myoora Road, South of the proposed new entry point. Some parents do use this area of Myoora Road when collecting children from school, an issue incorrectly represented in the traffic report. We consider the risk of an accident under these circumstances to be extremely high with potentially significant consequences and consider that the proposed access point is in an extremely dangerous position and must not proceed. Based on the proposed plans, which indicate trucks up to 19 metres long may access the Flowerpower site, we do not believe such vehicles can safely enter/exit without crossing to the other side of the road, posing a danger to other traffic.

Regarding the traffic assessment report, we would like to make the following comments.

- The traffic assessment report (Section 2.2) takes data from a November 2021 study as a

basis for the report and attempts to model for 2023 conditions. With NSW only ending COVID restrictions in October 2021, we do not believe that traffic conditions at that time are reflective of normal traffic conditions and ask that more relevant information be used as a basis for that report.

- The traffic assessment report (Section 2.10) mentions a 'number' of intersections were surveyed yet only provides data on two, being Cooyong/Myoora Road and Mona Vale/Cooyong Road. We believe the wording overstates the detail of the survey. In general, there is limited access to/from Terrey Hills, with most traffic using Booralie Road or Myoora Road to access Mona Vale Road, and the impact of increased traffic on other roads in Terrey Hills must also be considered and modelled.
- Despite being opposite a public school, part of the traffic study was completed between 16.00 - 20.00 on a Thursday evening which ignores the significant traffic movements during school drop off and pick up times. We consider school drop off times to be peak periods around the school as evidenced by the number of vehicles on Cooyong and Myoora Roads at that time, which is the same conclusion reached in the traffic assessment report (Section 2.13) yet these times are excluded from the traffic modelling.
- The study mentions there are no parking restrictions on Myoora Road. This statement is false. Council approved parking restrictions on Myoora Road in August 2023.
- Whilst the study makes frequent references to truck and car movements being separated within the site, there are no plans for separation once distributed on to local roads. The impact on local roads in Terrey Hills have been completely disregarded in all studies.
- The traffic report makes comparisons with a similar Flowerpower site in Milperra. We believe this has no relevance to the current application and has been strategically selected only to support the application.

We note the comment that during construction (Traffic Management Plan sec 3), trucks will exit the site on to Myoora Road and through an 'industrial area'. With schools, houses, horse paddocks, a church and many trees/bushes along this road, there are no circumstances under which Myoora Road could reasonably be classified as an industrial area. Similarly, we disagree with the comment (Traffic Management Plan sec 3.2) that during construction there will be no impact on local traffic. With increased truck movements and noise, there will surely be some adverse impacts similar to the disruption we have seen during construction of the new hospital.

Regarding Myoora Road in general, we note that another Development Application for the Hills market area is currently being assessed. This application also proposes all truck movements use Myoora Road and we ask that the traffic impact of these two applications be considered together. We also question whether larger trucks can safely move along Myoora Road without cutting corners, particularly through roundabouts, noting that recently a truck cut the corner of the roundabout at the intersection of Cooyong/Myoora Road resulting in internet access being cut for local residents due to the damage caused. We are concerned that should these applications be accepted in their current format, additional truck movements along Myoora become permanent which, with buses also using the road, increases the potential for accidents. Myoora Road is used by a mix of traffic including, cars, buses, bikes and horses and is simply not set up to handle these types of traffic movements. When surveying traffic on Myoora Road, emphasis needs to be placed on the type of vehicles, particularly buses and other large vehicles, using the road as opposed to a survey based only on numbers and we ask that appropriate surveys be carried out prior to any decision on the application.

Regards
Paul Davenport

President
Terrey Hills Progress Association