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**RE: DA2020/0263 - 59 Myoora Road TERREY HILLS NSW 2084**

Dear Maxwell Duncan,

I write to express my concerns with the proposed developments on 57 and 59 Myoora Road, Terrey Hills, by Hardware and General (hereinafter H&G). These DAs, though filed separately, should be considered jointly, as together they will have a significant effect on the surrounding area.

The major concerns are twofold; the resulting traffic conditions, and the issue of noise.

The first concern of traffic stems from a number of issues with the area in which these H&G developments would adversely affect. An important note here is that this Traffic Report would have been conducted while the Covid-19 lockdown was in effect, which would have significantly reduced traffic and parked cars. At the very least, a new Traffic Report should be conducted at a time that will give an accurate picture of the prevailing traffic conditions.

First, an analysis of what they would contribute to traffic. The Report states on page 6 that most of their business comes from deliveries made by H&G. Moving to Page 11 and 12, it details projected daily customer and staff visitation rates. Again, this is almost entirely during peak hours, which they freely admit as tradespeople are unlikely to enter during work hours. Customers are projected to be 12 vehicles per day, with a trip in and out making up 24 trips. Assuming that the delivery side of the business constitutes more than half of their customer base, counting inbound and outbound trips, we are now at well more than 48 vehicle trips. Add in two for the supply truck and eight for the staff to get in and out, and we are at, at the absolute minimum, 58 vehicle trips, but likely to be far more given that their business is primarily delivery. Their peak period, given work hours and the arrival of staff and supply trucks, will be 6am-9am - a vast majority of these trips will occur in three hours. Double all of this for the two work sites, and it is not unfathomable to have over one hundred cars coming in and out at a time where the road is already busy - more on that later. A quick extrapolation of their own calculations shows that their peak traffic projections are quite a fair way off, and on the basis of that alone a return to the drawing board is necessary.

As a side note, I would question the solvency of any business that only had ~12 customers and roughly the same number of deliveries in a day. Again, these projections seem quite off.

Then we need to consider the prevailing traffic conditions. As stated in the Traffic Report, this area is close to two bus stops on either side of the road near Booralie Road. What the Report does not mention is that these bus stops are the most widely used in Terrey Hills. Any resident north of Booralie Road, in Bindook Crescent, and along Booralie Road uses this bus stop -

including any resident of Duffy's Forest that requires a bus to the city. This is a significant number of residents - and many of them drive to the bus stops, park closeby, and catch the bus. This leads to Myoora Road being clogged by parked cars from Tepko Road to Booralie Road. The many buses coming through here regularly need the middle of the road to turn out of their bus stops, grinding local traffic to a halt. If buses have trouble getting through this road, how will big supply trucks be able to reverse into driveways? Myoora Road is only 11m across, while Tepko Road - the area meant for more light-industrial businesses - is 14m across to allow for trucks turning in and out. Take out space for parked cars and trucks will have significant trouble cleanly entering and exiting these businesses.

Speaking of local traffic, the Report also states that Myoora and Booralie Roads are Collector Roads. They are extremely busy during peak times - almost any resident of Terrey Hills and Duffys Forest that requires to get onto Mona Vale Road or get to any of the Schools in the area will pass through the intersection of Myoora and Booralie Road. Lines approaching the intersection can stretch several dozen cars.

It should be noted that the number of car spaces available on each property will hardly be enough for staff and customers, leading to more cars being parked on Myoora Road. So as bad as this picture is, it will be far worse when H&G have their two stores open.

Vehicle traffic is not the only consideration here - foot traffic also needs to be looked at. There are multiple schools in the area, and Myoora Road is a major thoroughfare for any child at Terrey Hills or Kinma Primary Schools. Dozens of children walk, cycle, or scooter on the single footpath on Myoora Road - the same side as 57 and 59 Myoora Road. This means trucks, vans, and utes coming in and out of widened footpaths while dozens of schoolchildren try to commute to school. Of course, as the only footpath on Myoora Road, there is plenty of foot traffic generally, not just schoolchildren. It is a very popular path for dogwalkers as well. This significant foot traffic is not only endangered by reversing trucks, but also will slow down all vehicles trying to get in and out.

So between the parked cars that require buses to stop traffic as they turn back onto the road, the dozens of cars there every morning, and the dozens more residents that walk through, 57/59 Myoora Road is right next to the busiest section of Terrey Hills. Even taking the most conservative projection from the Report, this would certainly detriment almost every single resident of Terrey Hills and Duffy's Forest. Ironically, it is precisely because of their business model of having most of their customers coming in in peak hour that makes this even worse - an already busy peak hour will be worsened by dozens more vehicles, parked cars, and big reversing trucks.

Besides traffic, the noise that these stores will make is an obvious concern. This is already something conceded by H&G - offering to build an acoustic wall on the border of 59 and 61 Myoora Road. This wall is coupled with other measures to reportedly reduce noise, such as barring any vehicle movement between 6 and 7am and ensuring that all trucks use a specific reversing alarm.

The barring of vehicle movement early in the morning inside the structures is welcome, but fails to see the point - what would cause the most amount of sound would be the vehicles coming in and out at that time. Staff and supply trucks will all be coming through at this time, creating a lot more noise than the area is accustomed to. So these measures, whilst welcome, would not do enough to

Additionally, if H&G are conceding that there is enough noise to warrant an acoustic wall between 59 and 61 Myoora Road, then where is the noise protection for residents opposite the developments on Myoora Road? Without an acoustic wall there they will bear the brunt of any noise emanating from the stores, all through the day - especially in the morning.

It should be noted at this point that the acoustic study undertaken admits that this was measured during a Covid-19 lockdown, which means that those results are not representative of the actual ambient noise levels. So we have H&G conceding noise will be an issue, failing to make amends for all neighbouring properties, and opening at a time that will ensure a lot of noise far too early in the morning - backed up by an acoustic report done at a time that does not give an accurate representation of noise.

Beyond the major traffic and noise concerns are additional things that have not yet been considered by H&G.

If H&G have been set on going ahead with these developments despite community opposition, then it would follow that they would do everything within their means to keep the community onside. However, during their entire tenure there, the nature strip in front of 59 Myoora Road has not been maintained at all - it is local residents that ensure the grass does not grow too long. If this is indicative of how much they care for local residents and ensuring the environment is kept tidy and looking presentable, then many of their overtures to ensure residents are not put off by their developments ring hollow.

Additionally, neither the traffic report or the acoustic report factored in waste disposal - adding another loud vehicle or two that would arrive either late at night or early in the morning causing no small amount of noise. Again, an updated traffic and acoustic report would be required to properly factor this in, or H&G would have to update their development applications to illustrate a commitment to having such waste disposal services happening during their hours of operation.

Through these many issues, it should be clear that these developments should not go ahead. The Reports used to justify the development were made at a time that do not fully represent the prevailing or resulting conditions, and do not factor in many key issues that need addressing. The local area is already near capacity regarding traffic and has high foot traffic, set to increase dramatically with these developments. The effects this will have not just on immediate local residents, but on every resident across Terrey Hills and Duffy's Forest, cannot be understated. It would be a catastrophe.

For these reasons, I cannot state strongly enough my opposition to the developments on both 57 and 59 Myoora Road.