

UPA development SSD-7360959 EXH-80357715

The residents of 1-3 Munderah Street, Wahroonga SP 80729 would like to make the following submission to SSD-7360959 EXH-80357715.

While the development as described in the development plan will have negative long-term effects on many aspects of the current quality of life for existing residents, we recognize the need for additional housing in this area. However, the residents of 1-3 Munderah Street, Wahroonga, SP 80729 oppose the current development plans that have been submitted as a State Significant Development for reasons detailed below:

The residents of 1-3 Munderah Street, Wahroonga, SP 80729 have significant concerns with the management of construction traffic required for this development. At this point the documents covering this development posted for scrutiny during the exhibition period ending 31st March include the “Preliminary Construction Traffic and Pedestrian Management Plan” reference 23.239r04v02 dated October 2024 by Traffix Pty Ltd, Suite 208, 50 Holt Street Surry Hills, NSW 2010 and the Preliminary Construction Traffic and Pedestrian Management Plan attachment RR from the same company. These documents are virtually identical to the ones previously included in the original development application of the initial development application for the UPA Seniors Housing development lodged with Ku-ring-ai Council in 2023/2024. The scope of works in the new revised SSD -37360959 has increased by more than 50% over that outlined in the original UPA development plan in 2023/2024 with no apparent corresponding adjustments to the above-mentioned preliminary traffic management documents from Traffix Pty Ltd. The Preliminary Construction Traffic and Pedestrian Management Plan is unacceptable to residents of Munderah Street in its current form.

The Transport & Accessibility Assessment attachment DD to the development documentation deals with the following road intersections located around the development site:

- Intersection Pacific Highway and Redleaf. This intersection should sustain very little or no impact on construction traffic in conjunction with this development because it is on the northern side of the highway and provides no direct access to the development site. However, if construction trucks were to join Pacific Highway from Ada Avenue by

turning right into Pacific Highway there would be the corresponding addition to the East bound traffic on the Highway at this intersection.

- Intersection Pacific Highway and Ada Avenue/ Coonanbarra Road. As is well known to local residents and others who frequent this area, Ada Avenue is the main access for students and anyone else needing to enter the grounds of Abbotsleigh School. All well know there is significant congestion on Ada Avenue due to cars, buses and other vehicles entering and departing from the Abbotsleigh grounds, especially when school zone periods are activated. This already causes severe congestion with cars, trucks and busses wanting to cross the Pacific Highway at this intersection in both northerly and southerly directions with wait times of more than 10 minutes before being able to cross the intersection. It should be noted that traffic in Coonanbarra Road cannot turn right onto the Pacific Highway during the morning and afternoon busiest traffic periods and this results in much of the traffic exiting Coonanbarra Road forced to enter Ada Avenue thus increasing traffic issues in Ada Avenue. The proposed construction traffic will considerably add to this congestion. It will not be surprising if prolonged gridlock does occur with cars needing to cross the intersection in a southerly direction and unable to get past construction traffic blocking the narrow area of Ada Avenue containing speed humps and a traffic chicane. Furthermore the road grade leading out of Ada Avenue at the highway is steep and loaded trucks will be slow in accelerating to their normal travel speed. Add to this the risk of injury to children and adults needing to travel to Abbotsleigh. It is perfectly clear to even lay persons with no formal training in traffic management that this intersection is totally unsuitable for use by construction traffic in the magnitude indicated in the Transport and Accessibility Impact Statement and this will be proven in future by any attempt to do so.
- Intersection Ada Avenue and Fox Valley Road. The Traffic Impact Assessment fails to mention that Fox Valley Road is a weight restricted regional road and unsuitable for use by heavy construction trucks. Local residents are well aware of the high traffic density in this part of Fox Valley Road and any additional traffic volume will have multiplying effects on traffic flow with possibly serious ramifications on the movement of emergency vehicles. It is noted here because the Traffix

Report has failed to mention that Fox Valley Road is the only access road to the San Hospital and to the school located on the San grounds.

- Intersection Ada Avenue and Munderah Street. Both Munderah Street and Ada Avenue are local roads and designed for local light traffic. There already have been recent occasional traffic incidents, one resulting in serious injury to a resident of 1-3 Munderah Street due to the often very busy traffic volume through this intersection.
- Munderah Street and Pacific Highway. This intersection is not dealt with at all in attachment DD, the Transport Accessibility Impact assessment. However, the Preliminary Construction Traffic and Pedestrian Management Plan attachment RR addresses Munderah Street specifically and states that the proposed access to the construction site will be by turning left from Pacific Highway into Munderah Street and turning right into 5 Munderah Street. The same document describes the departure route for construction trucks turning right into Munderah Street, then right into Ada Avenue, then past Abbottsleigh School and finally left or right onto Pacific Highway at the traffic lights. Heavy construction truck vehicle traffic will also have a serious detrimental impact on residents in Munderah Street and the many students who choose to be dropped in Munderah Street before crossing Pacific Highway to get to Knox Grammar School via the pedestrian traffic lights.

We understand that the preliminary construction traffic and pedestrian management documents mentioned above are preliminary however, in the absence of any other mention in the development plan we can only assume that these plans will be implemented unless challenged for review. The purpose of this submission is to question the wisdom of the contents of these documents and to suggest a better access to the proposed site during construction.

We also understand that under Transport for NSW rules it is illegal for construction sites to be accessed by construction vehicles from state roads such as the Pacific Highway when there is alternate access from local roads such as Ada Avenue and Munderah Street. We would like to point out that in this case this makes absolutely no sense simply because under the current plan construction vehicles also need to turn from the Pacific Highway into Munderah Street when they can do exactly the same in a much safer location less than 100

meters up the road directly into the proposed construction site via the existing entrance to the UPA property at 1614 Pacific Highway.

The benefits are:

1. Turning into 1614 Pacific Highway is safer than turning into Munderah Street because there is a bend in Pacific Highway just before Munderah Street that obstructs visibility of what is happening at the turn off to Munderah Street to approaching vehicles until they come around the turn. Construction vehicles are likely to encounter oncoming traffic trying to leave Munderah Street to join Pacific Highway. The residents of Munderah Street see this every day with multiple vehicles often lining up and waiting until there is a break in the traffic because the traffic lights at the pedestrian crossing to Knox or at the Pacific Highway and Fox Valley Road intersection have stopped traffic on Pacific Highway.
2. The 1614 Pacific Highway turn off is located at a greater distance from the visual obstruction of the Pacific Highway bend.
3. Potential oncoming traffic out of 1614 Pacific Highway can be managed easily by construction traffic control personnel while much more complicated and potentially dangerous at the Munderah Street exit of the Highway.
4. Residents of Munderah Street would have comparatively little inconvenience and risk from heavy construction vehicles.
5. Construction management personnel would have a much easier task of regulating traffic.

Other concerns for residents of Munderah Street:

- A. The applicants planning proposal clearly states that Munderah Street will be used for every aspect of construction from demolition to final fit out.
- B. There has been no consideration of the noise impacts to the residents on the northern side of Munderah Street which will be subject to noise on three sides. From Munderah Street construction traffic, from construction traffic working their way through the former No. 5 Munderah Street property and the normal construction noise from the main part of the site.
- C. It is not necessary to be a construction expert to know that there will be thousands of delivery trucks to and from the site during the construction of the buildings. A simple rough calculation of the number of concrete trucks required shows that more than 1600 two way trips will occur. Add

bricks, sand, gravel, timber, windows, roof materials, plumbing materials, air conditioning units, landscaping materials and an appreciation of the magnitude of construction traffic emerges.

- D. Residents have concerns about hindrances to emergency vehicles being blocked or at least slowed down on their path to 1-3 Munderah Street.
- E. Traffic movement challenges are certain to be caused when large delivery vehicles or removalist trucks will need to loaded or unloaded while heavy construction vehicles are passing.
- F. All this over the proposed extremely long 4 years due to the phased construction process with no allowance to the more than likely delays for all sorts of reason including the likely issues with not allowed for asbestos discoveries, a dangerous and prohibited substance.
- G. Four years of construction and construction traffic noise including the risk of silica pollution due to the open cut excavation for foundations and underground car park.
- H. Unacceptable blocking of sunshine to residents of 1-3 Munderah Street from buildings 4, 5 & 6 from 9:00 am to 3:00 pm.
- I. Minimal set back of new buildings with only 6 meters nominal distance from 1-3 Munderah Street.
- J. Significant loss of privacy to be experienced by those residents of 1-3 Munderah Street whose apartments will be facing the new over-towering buildings located in very close proximity as currently proposed under this development

There are many more valid concerns by residents of 1-3 Munderah Street about this development. We would sincerely ask those deciding on this development proposal to ask the developer to have some consideration to effect that the current form of this development proposal has on the neighboring residents. As was said in the beginning, we clearly recognize the need for additional living space and we value the NSW Governments initiatives in this regard. We are not against this development in principle but we are against the current form and presentation of the proposal for this development.

Sincerely

Strata Committee, SP 80729

1-3 Munderah Street, Wahroonga NSW 2076