
Sent: 28/09/2020 9:13:53 PM
Subject: Online Submission

28/09/2020

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RE: DA2020/1039 - 15 Jubilee Avenue WARRIEWOOD NSW 2102

Mrs Donna Giles
80 Vineyard Street
Mona Vale 2103

25 September 2020

RE: DA2020/1039 - 15 Jubilee Avenue Warriewood NSW 2102

Please lodge my objection to the proposed development of a Passenger Transport Facility at this location.

Despite being a residential dwelling with direct line of sight and sound over the development site, we have not been included in the development notifications nor given any consideration in the accompanying traffic, lighting and environmental reports.

I can find no information within the submission documents as to which buses will be using this depot; where they are currently parked/refuelled and why existing locations are no longer suitable; which other sites have been considered within the entirety of local area planning; or why a relatively small paddock on a minor road surrounded by residential areas and small businesses would be considered suitable for this type of development.

The data on which the Traffic Impacts Report is based was collected on 24 June 2020. At this time busy child-related services in the Daydream Street area that are accessed through the Jubilee/Ponderosa roundabout had not reopened to full capacity following COVID-19 lockdowns, and many businesses including Blackmores and those located in the Ponderosa Business Park had staff still working from home. Any report based on this data and the conclusions drawn cannot be considered valid.

The traffic report conveniently only mentions the two major businesses on the northern side of Jubilee Street that have large carparks and a staff who are presumably on site for most of the day; not the myriad of small businesses on the western end of the roundabout including child and medical services that have many cars entering and exiting throughout the day and are more dependent on client street parking and timely access.

The Statement of Environmental Effects and the Traffic Impacts Report contradict each other. Section 3.2 of the former states 'All buses must arrive to the depot from Ponderosa Parade to the west of the subject site, and must not travel further than the eastern boundary of the subject site on Jubilee Avenue'. The 'Bus Access' section in the traffic report states that buses turning right from Ponderosa into Jubilee cannot be accommodated through the

Ponderosa/Jubilee roundabout, and that 'For a bus wishing to access the depot from the south via Ponderosa Parade, the bus would need to continue north to Mona Vale Road, turn right at the traffic signals and then turn right at Foley Street to then access the site via Jubilee Avenue.' However, Foley Street has weight limits that apply and therefore buses should not be able to travel along it. The traffic report essentially implies that as 185 buses currently do so, weight limits that apply for good reason can be ignored to suit the bus operators.

Furthermore, no real assessment has been made or consideration given to the virtually uncontrolled intersection at Foley Street and Jubilee Avenue as under the proposal buses shouldn't be travelling through here (even though it is implied that they will be). Numerous concerns have previously been raised about the safety of this intersection in response to the Pittwater RSL market application, none of which has been adequately addressed.

The traffic report includes no assessment in relation to the markets held each Sunday at the Pittwater RSL site on the north side of Jubilee Street (opposite the proposed development site) and the impact this already has on traffic and pedestrians in the area; nor access for fuel tankers to the site; nor the actual pedestrian traffic (including school children) along Ponderosa Parade where it is proposed large vehicles will be travelling and turning.

Restrictions apply to residential properties with regard to noise from motor vehicles before 7am and after 8pm on weekdays, and before 8am and after 8pm on the weekend, yet the proposal allows for this business to operate noisy vehicles from 5am to 11pm that will undoubtedly be heard from habitable rooms in our property, against which no assessment has been done (the property sits at an elevated position to 185 Warriewood Rd and it cannot be assumed that it would be protected by the same provisions). The markets on the Pittwater RSL site have had operating times placed on them due to noise concerns, and there is zero reason why a bus depot should be given different consideration.

The environmental effects report states that vehicles should 'where possible, prevent the use of reversing alarms before 7am and after 6pm' and 'be well maintained to prevent increase in noise emission', but that does not mean that noise levels will be acceptable to neighbouring properties when these conditions cannot be adhered to.

Furthermore, the acoustic report is only valid if you accept that buses accessing the site will not be travelling along Foley Street, which remains unclear. If they do, our property would have to be appropriately assessed as a residential receiver given these buses would pass directly by a habitable room.

Section 4.2.2.6 of the Statement of Environmental Effects states that the development will not give rise to any public or private view affectation; and the Urban Design Referral Response states '(The proposed building structures) will not be visually prominent'. I can categorically state that our property which has direct line of sight over the development has not been inspected or consulted in any way, and it will absolutely affect our view over the Warriewood valley. Without an artist's impression, it is unclear from the Master Set of plans as to whether the proposed landscaping would aesthetically compensate for what it essentially an ugly concrete carpark.

I am also unable to conclude from reading the External Lighting report that strong lights illuminating the site from 5am and until 11 pm will not be visible from our habitable rooms including my son's bedroom.

Regards,

Donna