
Sent: 9/10/2020 2:46:28 PM

Subject: FW: DA2020/1039 - 15 Jubille

Attachments: Max Duncan NBC 2 Of 4 6.10.20.docx; Max Duncan NBC 3 Of 4 6.10.20.docx;
Max Duncan NBC 4 Of 4 6.10.20.docx; Max Duncan NBC 6.10.20.docx;

-----Original Message-----

From: Bronwyn

Sent: Thursday, 8 October 2020 11:31 AM

To: Maxwell Duncan

Subject: Submissions re Bus Depot in Warriewood

Dear Mr Duncan

Please find attached four (4) submissions from Phil Walker on the above subject.

Kind regards

Bronwyn Davie

Wednesday, 24 May 2023

General Manager
Northern Beaches Council

Attention: Maxwell Duncan, Planner
Email: maxwell.duncan@northernbeaches.nsw.gov.au

Dear Sir

**DA2020/1039 Bus Depot
15 Jubilee Avenue, Warriewood
Submission 2 of 4**

2. Jubilee Avenue Road Closure

- a. In the late 1980's, following due process, including extensive public consultation, Warringah Council included in DCP 12 for the Warriewood Industrial Area Land Release, the road closure of Jubilee Avenue and Harris Street at Warriewood Road, to preserve the amenity of the existing Residential Area.
- b. This was continued in Pittwater DCP 12 and Pittwater DCP 9.
- c. Vineyard Street (west) was renamed Jubilee Avenue to facilitate the separation of the Residential and Industrial Areas.
- d. Harris Street was closed, but Jubilee Avenue has not been closed, despite a 15-year negotiation with adjoining landowners, and indecision by Pittwater Council.
- e. Road closures can be achieved without acquisition by adjoining neighbours.
- f. Ponderosa Parade, Jubilee Avenue and Warriewood Road have become a major 'rat run', with continuous traffic in this 50Kmph area, and no Council or Police enforcement, with vehicles, including buses travelling at up to 70Kmph, along these narrow suburban streets.
- h. Numerous overweight trucks attempt 3-point turns in the Jubilee Avenue, Warriewood Road, Foley Lane and Vineyard Street intersections, with blind reversing and many near fatal incidents.
- i. Police have been called on two occasions, that I know of, with Police stating "this is a Council issue" and, on both occasions, stating in their view, nothing will improve "until there is a fatality".
- j. Is this how low our Planning System as descended to?

- k. Secca Solutions in this Application are proposing the use of this intersection to access the proposed Bus Depot.
- l. The Northern Beaches Council cannot approve Bus Depot access through this intersection.
- m. The Northern Beaches Council is requested to Review Pittwater Council's failure to close Jubilee Avenue as required by Warringah Council's DCP 12.

Yours faithfully,

Phil Walker

Wednesday, 24 May 2023

General Manager
Northern Beaches Council

Attention: Maxwell Duncan, Planner
Email: maxwell.duncan@northernbeaches.nsw.gov.au

Dear Sir

**DA2020/1039 Bus Depot
15 Jubilee Avenue, Warriewood
Submission 3 of 4**

3. Foley Lane

- a. Foley Lane is not Foley 'Street'.
- b. Foley Lane is a remnant narrow tow-way lane, with no parking or pull-over lanes and no room for a footpath on both sides. By definition a street has width, allowing for two traffic lanes, parking, footpaths and nature strips.
- c. Foley Lane used to serve the rural produce store.
- d. The extension of Warriewood Road to Mona Vale Road (below and west of the present RSL Club building), was sold by Warringah Council to the Pittwater RSL Club, without due process.
- e. Hence, instead of Orderly Planning, we are left with Foley Lane servicing Warriewood Road.
- f. There are regular stoppages on Foley Lane, caused by buses stopping at the bus stops, by delivery trucks to the RSL and the Units, and garbage trucks picking up the garbage.
- g. There are no continuous footpaths on both sides of the lane, and pedestrians, young and old, are regularly seen walking amongst the traffic.
- h. With the increase in traffic, cars are banked up while waiting for the traffic lights at Mona Vale Road, the full length of the Lane.
- i. In this Application, Secca Solutions proposes using Foley Lane as access for this Bus Depot Proposal.
- j. Foley Lane joins Warriewood Road at a difficult angle, with Sydney Buses unable to negotiate that bend without crossing the marked centre line, causing opposing traffic to stop to allow the bus to pass.

- k. The Northern Beaches Council cannot approve Bus Depot access through this Lane.
- l. The Northern Beaches Council is requested to Review Warringah Council's sale of the Warriewood Road extension to the RSL Club.
- m. The Northern Beaches Council is requested to resolve the pedestrian safety issues in Foley Lane.
- n. The Northern Beaches Council is requested to reduce the traffic load in Foley Lane by the closure of Jubilee Avenue, as originally planned.

Yours faithfully,

Phil Walker

Wednesday, 24 May 2023

General Manager
Northern Beaches Council

Attention: Maxwell Duncan, Planner
Email: maxwell.duncan@northernbeaches.nsw.gov.au

Dear Sir

**DA2020/1039 Bus Depot
15 Jubilee Avenue, Warriewood
Submission 4 of 4**

4.1 Change of Zoning

This site's owners, Blackmores, recently won an Approval to change the zoning of 15 Jubilee Avenue from Light Industrial to Business Park to allow the building of offices.

A Bus Depot would seem incompatible with the present Business Park Zoning.

4.2 Lack of Notification

It would seem that Northern Beaches Council has failed to notify neighbours who will be affected by this proposed Bus Depot.

4.3 Conflict between Applicants' Reports

- a. There is a conflict between the Secca Solutions Review of Traffic Impacts and the Recommendations of Acoustic Dynamics included in the Boston Blythe Flemming Statement of Environmental Effects.
- b. The Statement in paragraph 2, page 12, says that regarding the Acoustic Dynamics Report that "no objections raised to these recommendations forming appropriately worded conditions of consent".
- c. Acoustic Dynamics' Recommendations, Item 2, states "All buses must leave the site via the western driveway and travel towards Ponderosa Parade", and Item 3 states "All buses arrive to the depot from Ponderosa Parade to the West of the site, and must not travel further than the eastern boundary of the subject site".
- d. In conflict with these proposed Consent Conditions, the Secca Solutions Review states, unnumbered page, "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 Lane to then access the site via Jubilee Avenue".

- e. For the Planners Boston Blythe Flemming not to have resolved these issues prior to this Application, shows the difficulties with the Application.

4.4 Reversing Beepers

- a. The Acoustic Dynamics Recommendations also include the totally unenforceable recommendation “Where possible, prevent the use of reversing alarms (if fitted to any vehicles) before 7am and after 6pm”.
- b. Reversing Beepers are mandatory for any large vehicle, cannot be turned off and beeping is a major source of aggravation for any ‘receiving’ Resident.
- c. It was on Blackmores’ other property (18 Jubilee Avenue) where reversing beepers caused so much aggravation to Residents, when trucks were loaded and unloaded on the truck parking area. This has been solved by Blackmores now operating according to their consent and using the internal loading docks and the establishment of its Eastern Creek Distribution Centre.

4.5 Type of Buses and Proposed Routes

Neither of these important descriptors are provided in this Application. Could these be the big yellow B-Line buses leaving every 6 minutes?

4.6 Parking Management Plan

- a. Secca Solutions’ Report on Parking states, unnumbered page, paragraph 2, “As part of the management of the site, the protocol for bus parking will be prepared so that buses are parked in a certain order”.
- b. Boston Blythe Flemming, page 4a, paragraph 1, states “The report does recommend the preparation of a parking management plan, and no objection is raised to such a requirement forming an appropriately worded condition of development consent.”
- c. As the site would seem incapable of parking 55 employee cars, let alone 55 buses requiring servicing, it is important that the Parking Management Plan be made available to the Public as well as Council prior to any Assessment.

4.7 Employee Parking

- a. Secca Solutions’ Report on Parking, unnumbered page, paragraph 3 states “Parking for staff is provided in 10 dedicated parking spaces, with the balance of the parking requirements accommodated within the parking area for buses. This allow for more efficient use of the hardstand spaces”.
- b. This proposal would seem unworkable.
- c. The lack of on-site employee parking at the Mona Vale Bus Depot has a major deleterious effect on businesses in the Mona Vale Industrial Area, with Council failing to restrict parking in the Industrial Area.

- d. On-street bus employee parking will also have a major deleterious effect on businesses here in the Warriewood Industrial area, where all other Developments are required to provide on-site employee and visitor parking.
- e. There will be a higher demand for employee parking in Warriewood than in Mona Vale, as Mona Vale Depot is well serviced on the main road by buses for drivers to get to and from work (whereas Warriewood is not).

4.8 Conclusion

When compared with Mona Vale Depot and Terrey Hills Depot, this site would appear too small for the Bus Parking Proposed, especially when the required on-site employee parking is included.

This Assessment must provide similar Conditions of Consent as the restream, and for Council to not do so is contrary to Orderly Planning.

This Application should be rejected.

Yours faithfully,

Phil Walker

Wednesday, 24 May 2023

General Manager
Northern Beaches Council

Attention: Maxwell Duncan, Planner
Email: maxwell.duncan@northernbeaches.nsw.gov.au

Dear Sir

**DA2020/1039 Bus Depot
15 Jubilee Avenue, Warriewood
Submission 1 of 4**

1. Orderly Planning

- a. For the continuing Public support of the Planning System, it is essential that Orderly Planning be maintained.
- b. Orderly Planning is not achieved by the Planning Philosophy that Planning is simply a Control of Change.
- c. For Orderly Planning, neighbouring properties in the same zoning, must have the same Consent Conditions, in this case the Warriewood Valley Industrial Area.
- d. This Assessment of 15 Jubilee Avenue must be part of the Orderly Planning of Warriewood Valley Industrial Area and not contribute to the breakdown of Orderly Planning.
- e. In 2014, Pittwater Council (under General Manager Mark Ferguson and Local Member and Planning Minister Rob Stokes), changes the Control Plan for Warriewood Valley Industrial Area, without Public Involvement, with no Notification to Affected Residents and Property Owners, introducing 'more contemporary' Controls in the Pittwater 2014 DCP.
- f. As the majority (some 97%) of Warriewood Valley was by that stage developed, the only beneficiaries of these 'more contemporary', less stringent Conditions, was Blackmores (18 Jubilee Avenue) in its 2015 Modification Application and the 2019 Pittwater RSL Sunday Markets.
- g. This is not Orderly Planning.
- h. The original Control Plan for the Warriewood Valley Industrial Area, Warringah DCP 12, included stringent and sophisticated Acoustic, Water Quality and Landscape Controls, which were carried forward, word for word, into Pittwater DCP 12, then Pittwater DCP 9 and later into Pittwater 21 DCP Appendix 4.

- i. In the Pittwater 2014 DCP, Appendix 4 and its Acoustic, Water Quality and Landscape Controls were deleted entirely and replaced with 'more contemporary' Controls and in the Acoustic Controls, with the less stringent EPA 2000 Industrial Noise Policy, which later became the EPA 2017 Industrial Noise Policy.
- j. Meanwhile the rest of Warriewood Valley continue to operate under the more stringent (and sophisticated) Acoustic Controls of Appendix 4 Consent Conditions.
- k. Blackmores (18 Jubilee Avenue) is the only property owner in Warriewood Valley to benefit from the less stringent EPA Industrial Noise Policy (following its Modification Application in 2015) and the Property owner in the Application (15 Jubilee Avenue) is again Blackmores.
- l. Presently there is a distinct 'Lack of Well Being' in Warriewood Valley with this two tier system of Controls.
- m. It would seem there is one rule for the 'rich' and another for the 'poor'.
- n. In the interests of Orderly Planning, the Northern Beaches Council is requested to Review the changes made in the Pittwater 2014 DCP, and reinstate the Controls in Appendix 4 of Pittwater 21 DCP, so all property owners are treated the same.
- o. It is requested that this Assessment (15 Jubilee Avenue) be put on hold until this Planning Review is completed.

Yours faithfully,

Phil Walker