
Sent: 28/09/2020 10:51:48 PM
Subject: Online Submission

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

As many others have commented, completing a traffic management report in the midst of Covid is quite bizarre. In fact the whole report seems to be an exercise in fudging statements and numbers to show what is needed for the application.

There's an inaccuracy on the traffic impact report. It states that "There are no weight restrictions on Mona Vale Road nor Samuel Street to the north of the intersection of Mona Vale Road and Ponderosa Parade."

This is incorrect. Samuel Street is a 3T limit zone. The sign is slightly obstructed at the moment because of the work being done at the roundabout. But I can assure you it is a 3T limit zone as we've had to get the police to enforce that in the past.

The same report also states that buses coming from the south along Ponderosa Parade won't be able to turn right into Jubilee Avenue. Instead they will have to continue to Mona Vale Road, turn right, right again past the RSL and then turn right into Jubilee. In creating this bus traffic plan, no assessment was done of this right turn into Jubilee. This will be an even worse right turn than the one from Ponderosa into Jubilee. How will that work?

This is a back road in an already over-congested industrial zone. An industrial zone that butts onto a large residential zone, with more houses and units going in each day. Adding more traffic to this area seems like a really bad idea.

The plan for huge numbers of staff cars to be accommodated on site and just moved around as the buses come and go, also seems unrealistic. As the RSL has commented, with their carpark sitting neatly across the road, why would the staff not leave their cars there for the day.

Surely if another bus depot is needed, there are better spots. And if the operator is taking over some of the State routes, they can also make use of the state depot already in Mona Vale.