
From: [REDACTED]
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Concerns about the Traffic Engineer Referral Response

I refer to the Officer Comments from the Traffic Engineer Referral Response dated 24/5/21. "Whilst the traffic generation numbers are in the expected range for a development of this scale and location with peak trip generation between 37 and 51 per hour, **no modeling has been provided to support the network impact.**" The proposal is therefore supported.

How can the proposal be supported without such modelling?

This does not address my concerns about the planned access being only via Forest Rd once construction is completed. Forest Rd is a cul de sac flanked by townhouse and units, and with a school (seeking to increase its enrolments) at the end. Currently the street is full with overflow and visitor parking from the residences and a complete bottleneck before and after school with pick up and drop off traffic. School traffic double parks, parks where there is no parking permitted, and parks for extended periods (30 minutes) in 2 minute parking zones. The roundabout at the Forest Rd / Macpherson Street intersection is often blocked with traffic queuing and on several occasions that I have experienced, extended down to the Macpherson Street / Garden Street intersection and even to the Garden Street / Shearwater Drive intersection. When a journey of 900 metres takes 20 minutes, it is clear that traffic management is an issue.

I suggest pedestrian and bike access from the development be permitted into Forest Rd, but limit vehicular traffic to the Jubilee Ave / Ponderosa intersection. If this is being used for construction traffic, why can it not continue for residential traffic? Jubilee Ave is wider and does not have the parking issues of Forest Rd.

Susan Jenkins

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