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Subject: Online Submission

16/10/2019

MR Don Dowling
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Frenchs Forest NSW 2086
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RE: DA2019/0988 - 49 Frenchs Forest Road East FRENCHS FOREST NSW 2086

Body Corporate Services
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Northern Beaches Council
PO Box 82
Manly
NSW 1655 Attention: Development Assessment

Proposed Development DA2019/0988 for Building 9 at 49 Frenchs Forest Rd, Frenchs Forest NSW 2086.

Dear Assessing Officer

I am writing on behalf of the Owners' Corporation of Building 7 in Forest Central Business Park (FCBP) at 49 Frenchs Forest Rd to express concerns in relation to the above development. I note that Northern Beaches Council is assessing the application but that the Department of Planning is the consent authority that will determine the application.

The Owners' Corporation would like to ensure that Erilyan Pty Ltd's proposal better addresses issues concerning pedestrian access & safety, traffic, parking, noise/vibration and site damage to FCBP property. These issues are detailed below.

Pedestrian access & safety

Section 6.1 of the "Assessment of traffic & parking implications" report states that: "The existing service road on Frenchs Forest Road East will be utilised and it is noted that this access has operated satisfactorily for more than 10 years without any operational difficulties..."

There have in fact been numerous difficulties with this road. Difficulties have included first and foremost pedestrian safety in addition to the amount of heavy vehicle traffic, noise, dust & partial loss of load with vehicles transiting the access road. This in turn has resulted in a loss of amenity for established businesses in FCBP & the staff who work in those businesses.

In the proposed development, this will be worsened by the large number of vehicles accessing the Building 9 construction site over a considerable period of time. Currently the use of the service road is the only way for all pedestrian access to the other nine buildings in FCBP. There are no footpaths except for Buildings 1 & 2 at the very front of the park.

There is currently considerable pedestrian traffic to & from all these buildings in FCBP, both to & from Frenchs Rd East & also to & from Warringah Rd. There is also regular & frequent Monday to Friday customer traffic to & from the onsite Café in Building 5 (between the hours of 7.30 & 15.30). Individual buildings are separated by gardens and hedges so effectively there are no walkways between buildings or Frenchs Forest Road East/Warringah Rd other than by the use of the service road.

I note that the Movement Summary in the appendices of this report, although indicating statistics of pedestrian crossings of Frenchs Forest Rd East at Romford Rd, does not include any details of pedestrian access to buildings within FCBP via the service road.

With vehicles passing in opposite directions there is currently little safe space for pedestrians. With larger vehicles, this is less so. There is currently no separation between road & pedestrian traffic along the service road. Although the installation of bollards has been planned for some time by Frenchs Forest Road Management Pty. Ltd. to provide dedicated paths to separate pedestrian & vehicular traffic, this has yet to be implemented. The dysfunctional state and uncertainty of the FCBP Umbrella Deed finances under the management of Frenchs Forest Road Management Pty. Ltd. will account for this.

With the existing amount of vehicular traffic, concern has already been expressed in relation to pedestrian safety. With construction activity & the use of heavy vehicles & machinery, this danger will be increased significantly. This will be exacerbated by the considerably increased noise levels that are concomitant with construction activity. In other words, there may be difficulty in hearing verbal instructions regarding safe walking areas or danger alerts.

Consequently, in terms of pedestrian safety and also for speedy access for construction staff & equipment, it is strongly recommended that all site construction access for the proposed Building 9 be from the southern (or Warringah Road) end of the Building 9 site. There has been an existing access point for some years used by RMS/FYJV roadworks. Ideally this would continue to be used for all site access in preference to the service road. I submit that access for construction of the proposed building from Warringah Rd and not the service road, be recommended as a condition of consent for the following specific reasons;

- It will eliminate any danger to pedestrians within FCBP from the construction activities of the proposed building.
- It will eliminate the potential for damage to the access road and underground services from heavy construction vehicles.
- It will eliminate any congestion and disruption to the existing businesses within FCBP.
- It will be much easier for the building contractor to manage vehicle movements in and out of the site.
- It will reduce the inevitable delays in construction that will result if the service road is utilised.
- It will prevent any additional congestion on Frenchs Forest Rd.
- There will be considerably less traffic on the section of Warringah Rd adjacent to FCBP as the 4 lane underpass will shortly be carrying the vast majority of through traffic.

Warringah Rd has been utilised for several years by RMS for stockpiling of materials during the construction of the extensive road works to Warringah Rd for the hospital and therefore a continuation of access from Warringah Rd during construction of the proposed building would not cause any additional disruption to traffic that hasn't already been experienced by motorists.

Traffic

In the Assessment of Traffic & Parking Implications report it also states that "current vehicular access to the site is facilitated via the internal road off Frenchs Forest Road East" and that "vehicular access to the site would be provided via the existing internal access road in the Forest Central Business Park."

The intention for the construction of the proposed Health Care Facility is that any disruption of pedestrians & traffic by delivery vehicles is to be managed safely by a traffic controller where required. It assumes that footpaths can be closed during construction where there are, in fact, no footpaths available. Moreover it assumes that there is an alternative access point for vehicles & pedestrians to FCBP when there is only one access road.

Once the proposed Health Care Facility has been completed there will be between 212 & 258 additional vehicle & pedestrian movements along the access road. This would consist of:

- daily patient visitations of 81 - 93 (ie between 162 - 186 arrivals and departures);
- staff arrivals and departures at the Facility of 40 - 52 ("To provide a conservative assessment, it is assumed that all 52 staff will arrive and depart during the peak periods" and this number would exclude meal breaks taken outside Building 9); and
- other servicing of the centre related to deliveries, courier activity, maintenance, waste collection, ambulances and the like (10 - 20).

The report says there will be a maximum of 9 patients at any one time. We believe 10 parking spaces is inadequate as there will always be delays. Doctors waiting rooms are never empty.

The magnitude of this additional traffic on the sole access road is not minor and will act to create a much higher risk for both pedestrian & vehicular users of this road. Additional vehicles will also create unacceptable traffic congestion or conflict either at the vehicle access point or at adjacent intersection with Frenchs Forest Rd East.

Consequently this area of concern should be addressed in the DA. Ideally provision should be made by Erilyan for the construction of safe pedestrian access along the service road.

Parking

Building 7 has allocated parking for 60 vehicles. Of those 44 are accessed via the southern carpark which is adjacent to the proposed Building 9. These carparking spaces are in constant use & will need to be accessible at all times while the proposed Health Care facility is being constructed. No mention is made regarding parking for the construction workers during construction.

In addition, pedestrian access is provided via the Building 7 title to the Parkway Hotel and Warringah Road. This is a heavily trafficked route for pedestrians, many of whom park in the Hotel's southern parking lot. This convenient means of access & egress to FCBP will need to be maintained at all times despite its proximity to the proposed Building 9 construction site.

Noise & Vibration

The proposed Building 9 basement carpark is to have three basement levels. This will require an excavation to depths ranging from about 9m to 11m below existing surface levels. In addition, the basement is to extend to the northern boundary of the site. As this is the southern boundary of Building 7 site, occupants of Building 7 will be the closest to the noise & vibration caused by drilling of a large area to a depth of around 11 metres.

I note that the DA states that commercial areas on Warringah Road with standard glazing will

achieve acceptable internal noise levels consistent with Australian Standards. However Building 7 would be around 60 - 70 metres closer and has standard glazing. There are medical practices on all three levels of Building 7 that have exposure to the southern face of the building.

The DA2019/0988 Noise Assessment document states that the contractor is responsible for the acoustic comfort for surrounding buildings, users and workers during construction. It also states that the contractor will liaise with neighbours and clients to ensure noise does not exceed a certain decibel limit, or coordinate loud works to occur at certain times. However it does not specify how the contractor will ascertain & monitor the noise. Consequently it is proposed that during construction a noise logger be positioned between Buildings 7 & 9. Similarly there does not appear that much consideration has been given to possible damage caused to Building 7 or its facilities by the vibrations from drilling to 11 metres. The Geotechnical report states that excavation will encounter sandstone bedrock from a depth of about 5m. The vibrations caused by the drilling of this bedrock may impact on the 40 metre high (approx) Telstra tower in the open space of Lot 30 of Building 7 and also the Optus equipment within the same compound. Note that this telecommunication equipment is on the south east corner of the Building 7 boundary line and directly adjacent to the proposed vehicular access ramps to the Building 9 carparking levels.

Although further away than the telecommunication compound, consideration also needs to be given to properly assessing any impact of the proposed Building 9's relatively deep basement excavations on the Building 7 basement. These excavations & vibrations may require temporary supports be provided for the Building 7 basement. Dilapidation reports of Building 7 and the access road are essential and should be available to all lot owners within FCBP.

Access Road Damage

The FCBP access road has already received some damage by vehicles accessing the FYJV works depot which is currently located on the proposed Building 9 site.

Please note that the Building 7 western boundary line for SP73123 & SP76739 is located at the middle of the access road. Consequently that part of the road that is on these two titles is the property of the Owners' Corporation of Building 7. The Owners' Corporation of Building 7 reserve the right to take any actions necessary to defend their property in relation to any impact on the access road through the construction of the proposed Building 9 Health Care facility.

The main sewer line for FCBP runs in a north/south direction down the middle of the access road. Damage to this road by heavy construction vehicles loaded with excavated rock has the potential to impact on this sewer line which would have considerable negative consequences, both from a health & a convenience perspective, on the entire FCBP community.

Consideration does not appear to have been given to any provisions concerning the rectification of damage to property caused by construction equipment using the FCBP access road.

Given all of the above concerns in relation to the proposed development, it is clear that all access to the Building 9 site for construction activity should be via the existing RMS/FYJV access point on Warringah Road. This would ensure the physical safety of the occupants of FCBP and also considerably reduce the risk of damage to property.

Bearing in mind all of the above, I await further details of the amended design.

The Owners' Corporation of Building 7 looks forward to working with you to facilitate the proposed construction of the Health Care Facility.

Yours faithfully

Charles Guthrie
Body Corporate Services