

14 February 2025

TfNSW Reference: SYD24-00053/08

Council Reference: DA2023/1757 (CNR-77801 and CNR-78745)

Mr. Scott Phillips
Chief Executive Officer
Northern Beaches Council
PO Box 82
MANLY NSW 1655

Attention: Adam Croft

**REDEVELOPMENT OF FORESTWAY SHOPPING CENTRE
22 FOREST WAY, FRENCHS FOREST**

Dear Mr Phillips,

Reference is made to the abovementioned development application (**DA**) and the previous Transport for NSW (**TfNSW**) submission dated 20 December 2024 (**TAB A**) advising Northern Beaches Council (**Council**) that the Agency did not support the proposed right turn movement out of the subject site onto Forest Way on the following grounds:

- The southbound vehicle queue on Forest Way extends past the proposed signalised intersection in the morning and afternoon weekday peak periods and as such, concern is raised that there would be minimal storage space in the southbound lanes on Forest Way to accommodate vehicles turning right out of the subject site.
- The above constraint is likely to cause delays for right turn movements out of the site and associated driver frustration resulting in some motorists queuing across the northbound through lanes on Forest Way to force their way into the southbound carriageway of Forest Way, which would block northbound through lanes on Forest Way. This would likely result in the northbound queue on Forest Way extending back to the Warringah Road intersection, negating some of the travel time benefits from the recent upgrade of Warringah Road.
- Upon review of the Applicant's proposed signal phase timings dated 6 December 2024 and investigation of settings within TfNSW Sydney Coordinated Adaptive Traffic System (SCATS), it is not possible to have phasing arrangements such that sufficient vehicle storage would be created in the southbound lanes of Forest Way to adequately accommodate right turn movements out of the subject site.

Following receipt of the above TfNSW submission dated 20 December, the Applicant submitted additional traffic analysis and updated SIDRA modelling dated 16 January 2025 (**TAB B**) to Council and TfNSW seeking reconsideration for the provision of the right turn movement out of the site onto Forest Way.

TfNSW has reviewed the above traffic analysis and SIDRA modelling provided by the applicant and advises that the updated traffic analysis and SIDRA modelling confirms that there is insufficient storage in the southbound lanes on Forest Way (between Warringah Road and the proposed signalised site access) to adequately accommodate vehicles turning right out of the subject site. As such, TfNSW reiterates the comments and recommended conditions of consent provided in the Agency's previous submission of 20 December 2024 (**TAB A**).

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Should you have any questions, please contact Matthew Houlden via email at development.sydney@transport.nsw.gov.au

Yours sincerely,



James Hall
Senior Land Use Planner
Land Use Assessment Eastern
Land Use, Network & Place Planning

Encl: TAB A – TfNSW letter dated 20 December 2024
TAB B – Additional traffic information dated 16 January 2025

Transport for NSW

20 December 2024

TfNSW Reference: SYD24-00053/06
Council Reference: DA2023/1757 (CNR-64457)



Mr. Scott Phillips
Chief Executive Officer
Northern Beaches Council
PO Box 82
MANLY NSW 1655

Attention: Adam Croft

REDEVELOPMENT OF FORESTWAY SHOPPING CENTRE 22 FOREST WAY, FRENCHS FOREST

Dear Mr Phillips,

Reference is made to the abovementioned development application (**DA**) and the previous Transport for NSW (**TfNSW**) submissions dated 27 February 2024 and 23 August 2024 (**TAB 1**) advising Northern Beaches Council (**Council**) that the Agency did not support the development in its current form due to the following:

- Lane widths (3.0 metres) proposed on Forest Way where the road deflects to accommodate the proposed right turn bay on Forest Way are too narrow and as such pose a road safety hazard.
- Modelling results indicated that the applicant's proposed access strategy (i.e. all turning movements permitted) on Forest Way combined with the traffic generated by the proposed development would have a detrimental operational impact on the adjacent signalised intersection of Warringah Road and Forest Way.
- As such, a revised access strategy (i.e. no right turn movements out of the site onto Forest Way) be considered by the applicant.

Following receipt of the above TfNSW submission, the Applicant has been liaising directly with TfNSW to seek reconsideration of the Agency's position that a revised access strategy (i.e. no right turn movements out of the site onto Forest Way) be considered by the Applicant, which has culminated in the Applicant providing the following additional documents for review and comment by TfNSW:

- Supplementary traffic advice and updated SIDRA modelling dated 3 October 2024 (**TAB 2**).
- Additional clarification on proposed traffic control signal operation on 6 December 2024 (**TAB 3**).
- A revised concept design illustrating wider lane widths on Forest Way (**TAB 4**) to accommodate the proposed right turn storage bay on the north approach to the proposed signalised intersection on Forest Way.

Following review of the above additional documentation, TfNSW advises that the proposed right turn movement out of the subject site onto Forest Way via the proposed new signalised intersection is not supported on the following grounds:

- The southbound vehicle queue on Forest Way extends past the proposed signalised intersection in the morning and afternoon weekday peak periods and as such, concern is raised that there would be minimal storage space in the southbound lanes on Forest Way to accommodate vehicles turning right out of the subject site.
- The above constraint is likely to cause delays for right turn movements out of the site and associated driver frustration resulting in some motorists queuing across the northbound through lanes on Forest Way to force their way into the southbound carriageway of Forest Way, which would block northbound through lanes on Forest Way. This would likely result in the northbound queue on Forest Way extending back to the Warringah Road intersection, negating some of the travel time benefits from the recent upgrade of Warringah Road.
- Upon review of the Applicant's proposed signal phase timings dated 6 December 2024 and investigation of settings within TfNSW Sydney Coordinated Adaptive Traffic System (SCATS), it is not possible to have phasing arrangements such that sufficient vehicle storage would be created in the southbound lanes of Forest Way to adequately accommodate right turn movements out of the subject site.

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As such, subject to the full-time prohibition of the right turn movement from the development onto Forest Way and associated turning lane(s) being removed, TfNSW would provide approval under Section 87 of the Roads Act, 1993, to the proposed signalised intersection on Forest Way, subject to TfNSW's requirements provided in **TAB 5**, which should be included in any development consent.

Should you have any questions, please contact Matthew Houlden via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Aleks Tancevski
Senior Manager Land Use Assessment Eastern
Transport Planning
Planning, Integration and Passenger

Encl: **TAB 1** – TfNSW letter dated 23 August 2024 and 27 February 2024
TAB 2 – Additional traffic information dated 3 October 2024
TAB 3 – Additional clarification on signal operation dated 6 October 2024
TAB 4 – Revised concept design for Forest Way
TAB 5 – Recommended Conditions of Consent

TAB 5 – TfNSW Conditions of Consent

1. The proposed Traffic Control Signals on Forest Way shall operate with two signal phases only as follows:
 - Through movements only on Forest Way.
 - Through and Right turn movements only on Forest Way north approach and left turn exit movements out of the subject site.
2. The proposed right turn bay on Forest Way north approach to the signalised intersection shall consist of a minimum of 60 metres in vehicle storage length excluding taper.
3. An easement shall be provided within the subject site to enable TfNSW unfettered 24/7 access to maintain the signal hardware and assets. The full extent of this easement will be determined post consent as part of the Works Authorisation Deed (WAD) for the proposed Traffic Control Signals.
4. Traffic analysis and a plan is to be provided to clearly show the inbound and outbound queuing distance between Forest Way and the interaction between entering and exiting vehicle queues and conflict with vehicles manoeuvring/circulating within the car park.
5. A grade separated pedestrian bridge shall be constructed across Forest Way from the subject site to the north-east corner of the Forest Way and Rabbett Street intersection with the alignment generally in accordance with Plan No SKC101 P4 dated 11 August 2024.

The pedestrian bridge shall be designed and constructed in accordance with Australian Standards and TfNSW requirements, including but not limited to:

 - The minimum vertical height clearance from the road must be 5.5m (concrete superstructure bridge) or minimum 6.1m (steel superstructure).
 - The proposed pedestrian bridge shall be designed and constructed such that this infrastructure will have a minimum design life of 100 years.
 - Provision of suitably designed protective mesh to prevent any objects falling onto the vehicles on the road.
 - Provision for the use of the bridge by disabled or less mobile people in accordance with relevant Australian Standards.
 - The project works and any associated temporary work shall meet the standard of TfNSW and AUSTROADS publications and any relevant Australian standard. Some of these documents are included below:
 1. AS 5100 Bridge Design Code.
 2. Bridge Policy Manual – RMS.
 3. Structural Drafting Manual (Bridge Section)
 4. Technical Direction TD 2002/RS02 (Policy for the Screening of Bridges)
 - The proposed walkway into the development must be designed so that it is self-supporting and physically separable (with clear delineation) between the bridge deck and the walkway leading from the building to this bridge. This is to ensure in the future, this bridge can be physically supported as a standalone structure, should there be any need for demolishing an adjacent building.
 - The pedestrian bridge shall be designed and constructed such that it always provides a publicly accessible crossing of Forest Way (i.e. 24 hours every day of the year).
 - The pedestrian bridge shall be constructed at no cost to TfNSW and the developer shall fund the maintenance of this bridge for the first 10 years post construction via an upfront payment.
6. The at-grade pedestrian signalised crossing on the southern approach to the proposed signalised T intersection shall be only operational if the lifts on the pedestrian bridge are not functioning (i.e. breakdown). As such, this at-grade pedestrian crossing shall be fenced with closed gates that will only be opened (remotely) if the lifts on the pedestrian bridge are not functioning (i.e. breakdown). This traffic management facility shall be designed and constructed to the satisfaction of TfNSW.
7. No signalised pedestrian phase shall be provided on the north approach to the signalised T intersection. However, cabling and ducting shall be installed to enable this pedestrian phase to be provided across Forest Way in the future (if required).

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8. The post consent documentation package to TfNSW for construction approval of the proposed traffic control signals shall demonstrate to the satisfaction of the Agency that there is a safe and efficient turn around facilities provided on-site when a motorist inadvertently enters the site off Forest Way when the retail premises and associated parking is closed (i.e. late at night).
9. The proposed signalised T intersection and pedestrian bridge on Forest Way shall be designed to meet TfNSW requirements and be endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with Austroads and other relevant Australian Codes of Practice. The certified copies of the civil and signal design plans shall be submitted to TfNSW for consideration and approval prior to the release of any construction certificate by the Principal Certifying Authority and commencement of road works. Please send all documentation to development.sydney@transport.nsw.gov.au

The developer is required to enter a Major Works Authorisation Deed (WAD) for the abovementioned road works. TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.
10. The signalised T intersection and pedestrian bridge on Forest Way shall be completed and operational prior to any occupation certificate being provided for the proposed development.
11. If construction works will impact pedestrian or vehicular access to the bus stop adjacent to the site on Forest Way (Bus Stop ID 208671), the bus stop shall be temporarily relocated to a suitable location (inclusive of identical length of bus storage and draw in/draw out lengths as the existing stop stop) to be determined in consultation with the bus stop operator, Local Traffic Committee and TfNSW. These works shall be at no cost to TfNSW.
12. The proposed relocated Bus Stop ID 208671 shall be a suitable design (inclusive of identical length of bus storage and draw in/draw out lengths as the existing stop) to be determined in consultation with the bus stop operator, Local Traffic Committee and TfNSW. These works shall be at no cost to TfNSW.
13. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system on Forest Way are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to development.sydney@transport.nsw.gov.au.

A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.
14. Any public utility adjustment/relocation works on Forest Way (between kerbs) will require detailed civil design plans for road opening / underboring to be submitted to TfNSW for review and acceptance prior to the commencement of any works.

The developer must also obtain necessary approvals from the various public utility authorities and/or their agents. Please send all documentation to development.sydney@transport.nsw.gov.au. A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.
15. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Forest Way during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.
16. All buildings and structures, together with any improvements integral to the future use of the site, are to be wholly within the freehold property unlimited in height or depth along Forest Way.
17. All vehicles are to be wholly contained on site before being required to stop.
18. All vehicles are to enter and exit the site in a forward direction.
19. All civil and signal works on Forest Way shall be at no cost to TfNSW or Council.



16 January 2025

Reference: 240047.04FB

Revelop
PO Box 313
Baulkham Hills NSW 1755
Attention: Anthony El-Hazouri

**SUPPLEMENTARY TRAFFIC ADVICE
MODIFICATIONS TO FORESTWAY SHOPPING CENTRE
AT FOREST WAY, FRENCHS FOREST**

Dear Anthony,

Reference is made to your request to provide supplementary traffic advice for the proposed Modifications to Forestway Shopping Centre at Forest Way, Frenchs Forest. This letter is in response to the matters raised with regard to the right turn movement out of the site raised in the letter dated 20 December 2024 from Transport for NSW:

- *The southbound vehicle queue on Forest Way extends past the proposed signalised intersection in the morning and afternoon weekday peak periods and as such, concern is raised that there would be minimal storage space in the southbound lanes on Forest Way to accommodate vehicles turning right out of the subject site.*
- *The above constraint is likely to cause delays for right turn movements out of the site and associated driver frustration resulting in some motorists queuing across the northbound through lanes on Forest Way to force their way into the southbound carriageway of Forest Way, which would block northbound through lanes on Forest Way. This would likely result in the northbound queue on Forest Way extending back to the Warringah Road intersection, negating some of the travel time benefits from the recent upgrade of Warringah Road.*
- *Upon review of the Applicant's proposed signal phase timings dated 6 December 2024 and investigation of settings within TfNSW Sydney Coordinated Adaptive Traffic System (SCATS), it is not possible to have phasing arrangements such that sufficient vehicle storage would be created in the southbound lanes of Forest Way to adequately accommodate right turn movements out of the subject site.*

To address these matters, further traffic counts were undertaken on Saturday 14 December and Tuesday 10 December at the intersections previously modelled. The detailed results of these surveys are provided in **Annexure A**.

Modifications to Forestway Shopping Centre
Forest Way, Frenchs Forest
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The 2024 volumes were input into the model and the model was re-run. In addition, traffic volumes for the Saturday peak were developed using the same assumptions as per the MTE Report, using the traffic generation rates provided in the RTA Guide to Traffic Generating Developments 2002. The results of the base model are summarised in **Table 1**, with the result of the base plus development summarised in **Table 2**. Detailed output reports are provided in **Annexure B**.

TABLE 1: 2024 BASE RESULTS

Intersection	Peak Hour	Degree of Saturation ⁽¹⁾	Average Delay ⁽²⁾ (sec/vehicle)	Level of Service ⁽³⁾	Control Type	Worst Movement	95th Percentile Queue
2024 PERFORMANCE							
Forest Way / Naree Road	AM	0.79	18.1	B	Signals	RT from Naree Road (E)	27.2 veh (205.3m) Forest Way (N)
	PM	0.81	24.7	B		RT from Naree Road (E)	35.4 veh (244.4m) Forest Way (N)
	WE	0.81	19	B		RT from Naree Road (E)	32.2 veh (231m) Forest Way (N)
Warringah Road / Forest Way	AM	0.90	51.7	D	Signals	RT from Warringah Road (E)	33.8 veh (245.4m) Warringah Road (W)
	PM	0.84	46.7	D		RT from Forest Way (N)	36.6 veh (258.7m) Warringah Road (S)
	WE	0.78	44.9	D		RT from Forest Way (N)	30 veh (211.5m) Warringah Road (S)
Forest Way / Russell Avenue	AM	1.05	N/A (Worst: >70)	N/A (Worst: F)	Give Way	RT from Russell Avenue (W)	2.3 veh (15.8m) Russell Avenue (W)
	PM	0.78	N/A (Worst: 58.4)	N/A (Worst: E)		RT from Russell Avenue (W)	4.8 veh (34.1m) Russell Avenue (W)
	WE	0.97	5.7 (Worst: >70)	N/A (Worst: F)		RT from Russell Avenue (W)	4.7 veh (33.3m) Forest Way (N)
Forest Way Pedestrian Crossing	AM	0.53	3.7	A	Signals	T from Forest Way (S)	14.9 veh (110.9m) Forest Way (N)
	PM	0.52	4.5	A		T from Forest Way (S)	11.4 veh (81.6m) Forest Way (N)
	WE	0.43	3.8	A		T from Forest Way (S)	11.3 veh (81.6m) Forest Way (S)

TABLE 2: 2024 BASE + DEVELOPMENT RESULTS

Intersection	Peak Hour	Degree of Saturation ⁽¹⁾	Average Delay ⁽²⁾ (sec/vehicle)	Level of Service ⁽³⁾	Control Type	Worst Movement	95th Percentile Queue
2024 + DEVELOPMENT PERFORMANCE							
Forest Way / Naree Road	AM	0.79	22.0	B	Signals	RT from Naree Road (E)	27.7 veh (205.2m) Forest Way (N)
	PM	0.88	19.0	B		RT from Naree Road (E)	35.8 veh (257.2m) Forest Way (N)
	WE	0.90	21.3	B		RT from Naree Road (E)	41.5 veh (297.3m) Forest Way (N)
Warringah Road / Forest Way	AM	0.92	40.4	C	Signals	RT from Warringah Road (E)	33.8 veh (245.4m) Warringah Road (W)
	PM	0.87	48.2	D		RT from Forest Way (N)	37.8 veh (267.1m) Warringah Road (W)
	WE	0.78	45.4	D		RT from Forest Way (N)	30.9 veh (217.6m) Warringah Road (S)
Forest Way / Russell Avenue	AM	1.00	N/A (Worst: >70)	N/A (Worst: F)	Give Way	RT from Russell Avenue (W)	2.1 veh (15.0m) Russell Avenue (W)
	PM	0.80	N/A (Worst: >59.1)	N/A (Worst: E)		RT from Russell Avenue (W)	7.7 veh (54.2m) Russell Avenue (W)
	WE	0.93	N/A (Worst: >59.4)	N/A (Worst: E)		RT from Russell Avenue (W)	7.0 veh (21.5m) Forest Way (N)
Forest Way Centre Entry	AM	0.42	6.6	A	Signals	RT from Centre Entry (W)	15.1 veh (115.7) Forest Way (S)
	PM	0.79	7.2	A		RT from Centre Entry (W)	18.7 veh (134.6m) Forest Way (S)
	WE	0.95	8.0	A		RT from Centre Entry (W)	13.3 veh (95.6m) Forest Way (S)

As shown in the results, there is very little change in the expected delay at any of the intersections modelled, with no changes in Level of Service predicted.

The expected lengths of queue through the model are indicated in the output reports provided in **Annexure C**. The timing of the intersections in the PM and Weekend peaks can be set such that the queues between the new centre entry/exit and Warringah Road will clear before vehicles exit the site. This is reflected in the intersection timing reports provided in **Annexure D**. In the AM peak hour, the southbound approach queue is shorter and the number of vehicles exiting the site are reduced, such that no blockage will occur. As such, the model predicts that there will not be traffic queued blocking vehicles exiting the site at any time.

To provide further detail to aid the assessment by Transport and Council, the following details are noted:

- The number of vehicles turning right out of the site at the new intersection per cycle in the AM, PM and Weekend peak hours is summarised in **Table 3**. As shown, an average maximum of five vehicles per cycle are expected to turn right out of the site. Five vehicles require 1 – 2 vehicles per lane of queueing space to be accommodated, which is very insignificant considering the 140m distance between the intersections (length for roughly 20 vehicles per lane).
- The queue lengths at the start of the red period (overflow queue) on the southbound approach to the Warringah Road / Forest Way intersection are summarised in **Table 4**. As shown, the southbound approach is expected to clear every cycle.
- The average and 95th percentile queues at the start of the green period on the southbound approach to the Warringah Road / Forest Way intersection are summarised in **Table 5**.

TABLE 3: VEHICLES EXITING SITE SOUTHBOUND PER CYCLE DURING PEAKS

Peak	Total Right Turning Vehicles	Average Right Turning Vehicles per Cycle (130-second cycle time)
AM	52	2
PM	105	4
Weekend	125	5

TABLE 4: OVERFLOW QUEUES ON SOUTHBOUND APPROACH TO WARRINGAH ROAD

Peak	Overflow Queue (vehicles)	Overflow Queue (m)
AM	0	0
PM	0	0.3
Weekend	0.1	0.4

TABLE 5: AVERAGE AND 95TH PERCENTILE QUEUE LENGTHS ON SOUTHBOUND APPROACH TO WARRINGAH ROAD AT START OF GREEN

Peak	Average Queue (m)	95 th Percentile Queue (m)
AM	46.5	75.9
PM	85.7	139.8
Weekend	85.6	139.8

In view of the foregoing, the modelling undertaken using the 2024 volumes reinforces the previous modelling results and demonstrates that the right turn out of the site can be accommodated without any impact on the performance of the Forest Way corridor. The small number of vehicles turning out of the site during peak times require very insignificant distance in the three exit lanes and will be accommodated in peak times, particularly considering the pattern of queue dispersal on that approach.

Whilst not considered in detail in any of the analysis, which is vehicle based, the implementation of a pedestrian over-bridge will significantly improve the connectivity for pedestrians who are presently required to wait 54 seconds on average to cross Forest Way.

Please contact the undersigned on 9521 7199 should you require further information or assistance.

Yours faithfully,
McLaren Traffic Engineering



Tom Steal
Associate
 BE Civil MIEAust
 TfNSW Accredited Level 3 Road Safety Auditor