



30 November 2021
Ref 20672

The General Manager
The Northern Beaches Council
P.O. Box 82
MANLY NSW 1655

E: council@northernbeaches.nsw.gov.au

Dear Sir/Madam

**DA2021/0212 – S8.2 APPLICATION
PROPOSED SENIORS LIVING & COMMERCIAL DEVELOPMENT
LOT 1, 5 SKYLINE PLACE, FRENCHS FOREST
TRAFFIC & PARKING ASSESSMENT**

Introduction

This traffic and parking assessment has been prepared to accompany an application under section 8.2 of the *EP & A Act*. Application for a new seniors living and commercial development to be located at 5 Skyline Place, Frenchs Forest. On 18 August 2021, the Sydney North Planning Panel determined the DA by refusing development consent.

The original DA2021/0212 scheme (submitted in March 2021) proposed the demolition of the existing commercial/warehouse buildings on the site and the construction of 133 apartments (comprising a mix of independent seniors living, affordable and disability units), 941m² of commercial floor area and 232 off-street parking spaces on Lot 1.

It is pertinent to note that Council referred the original DA2021/0212 scheme to TfNSW in March 2021 for comment under Schedule 3 of *SEPP (Infrastructure) 2007*. TfNSW provided their formal written response on 14 April 2021 and raised no objection to the development application, commenting on just two items, as follows:

- a small parcel of TfNSW-acquired land located in the north-western corner of the site, and that no future buildings be constructed within that parcel, and
- the site's proximity to the Beaches Link and Gore Hill Freeway Connection project.

Furthermore, Council's internal traffic department also reviewed the original DA2021/0212 scheme and provided their formal written response, on 27 July 2021, advising that "*the proposal is therefore supported*", subject to recommended conditions.

Both the RMS written response and Council's written response on the original DA scheme are attached.

A recent aerial image of the site and its surroundings (taken in October 2021) is reproduced below, which illustrates the upgrade works along Frenchs Forest Road East and Wakehurst Parkway are complete, and construction of the new building on Lot 2 has commenced.



Proposed s8.2 Scheme

The s8.2 scheme involves slightly increasing the commercial floor area whilst reducing the proposed overall FSR, residential floor area, basement footprint and off-street parking, as follows:

	DA Scheme	s8.2 Scheme
FSR:	2.42:1	1.91:1
Commercial:	941m ²	973m ²
ILUs:	133 dwellings	108 dwellings
Parking:	232 spaces	182 spaces

The proposed vehicular access and loading arrangements in the s8.2 scheme remain generally *unchanged* from the original DA2021/0212scheme.

Traffic Assessment

Based on the traffic generation rates and methodology applied in the traffic and parking assessment report submitted with the DA scheme (which was accepted by Council *and* TfNSW on the Lot 2 development), the amended s8.2 scheme yields a traffic generation potential of approximately 30 vph during the morning peak period and 51 vph during the afternoon peak period, as set out below:

s8.2 Scheme Projected Future Traffic Generation – Lot 1

	AM	PM
Apartments (108 dwellings):	11 vph	32 vph
Commercial suites (973m ²):	19 vph	19 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	30 vph	51 vph

By way of comparison, the original DA2021/0212 scheme (which was accepted by Council's traffic engineer *and* TfNSW), yielded a traffic generation potential of approximately 32 vph during the morning peak period and 59 vph during the afternoon peak period, as set out below:

DA Scheme Projected Future Traffic Generation – Lot 1

	AM	PM
Seniors living apartments (133 dwellings):	13 vph	40 vph
Commercial suites (941m ²):	19 vph	19 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	32 vph	59 vph

Accordingly, it is likely that the s8.2 scheme will result in a *nett reduction* in the traffic generation potential of the site of approximately 2 vph and 8 vph during the morning and afternoon peak periods respectively (IN and OUT combined), when compared to the original DA scheme, as set out below:

Projected Nett Change in Peak Hour Traffic Generation Potential of the site as a consequence of the s8.2 Scheme

	AM	PM
Projected Future Traffic Generation Potential – s8.2 Scheme:	30 vph	51 vph
Less Traffic Generation Potential – DA Scheme:	-32 vph	-59 vph
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	-2 vph	-8 vph

By way of comparison, consideration has also been given to the traffic generation potential associated with the existing commercial/warehouse development on the site, which generates in the order of 81 vph and 68 vph during the morning and afternoon peak periods respectively (based on previous traffic surveys undertaken for the Lot 2 project).

Accordingly, it is likely that the proposed s8.2 scheme will result in a *nett reduction* in the traffic generation potential of the site of approximately 51 vph and 17 vph during the morning and afternoon peak periods respectively (IN and OUT combined), when compared to its *existing uses*, as set out below:

Projected Nett Reduction in Peak Hour Traffic Generation Potential of the site as a consequence of the Development Proposal

	AM	PM
Projected Future Traffic Generation Potential – s8.2 Scheme:	30 vph	51 vph
Less Existing Traffic Generation Potential:	-81 vph	-68 vph
NETT REDUCTION IN TRAFFIC GENERATION POTENTIAL:	-51 vph	-17 vph

In any event, the traffic generation potential of the proposed s8.2 scheme is *less than* both the original DA2021/0212 scheme *and* the *existing uses* on the site. In the circumstances, it is clear that the s8.2 scheme will not result in any unacceptable traffic implications in terms of road network capacity and no further road improvements or intersection upgrades will be required as a consequence of the proposed development.

Parking Assessment

The off-street parking requirements applicable to the non-residential component of the development proposal are specified in Council's *DCP 2011* whilst the off-street parking requirements applicable to the seniors living apartments are specified in the *SEPP (Housing for Seniors or People with a Disability) 2004*.

It is pertinent to note that the *SEPP* does *not* require parking to be provided for seniors living visitors. Notwithstanding, for the purposes of this assessment, the visitor parking rate of *1 space per 5 dwellings* nominated in Council's *DCP 2011* for residential flat buildings has been adopted.

Furthermore, in order to provide a more rigorous assessment, the two-bedroom-plus-study apartments have been assumed to be three bedroom dwellings.

Application of the above parking rates to the various components of the s8.2 scheme yields an off-street car parking requirement of 177 spaces, as set out below:

Lot 1 – s8.2 Scheme

Seniors living residents (108 dwellings):	130 spaces (SEPP)
Seniors living visitors:	22 spaces (DCP)*
Commercial suites (973m ²):	25 spaces (DCP)
TOTAL:	177 spaces

* not required under the SEPP

The amended development makes provision for a total of 182 off-street car parking spaces, thereby satisfying Council's requirements for commercial and visitors and also the *SEPP* requirements for seniors living.

The geometric design layout of the proposed Lot 1 car parking facilities have been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions, ramp gradients and aisle widths.

Furthermore, the proposed layout provides a range of oversized parking spaces, comprising 2.6m wide spaces, 3.2m wide spaces and 3.8m wide spaces.

Seniors independent living units are typically occupied by one or two people with a comparatively low car ownership rate as many residents do not have a driver's licence. Notwithstanding, each apartment will have at least one parking spaces that is a minimum 2.6m wide. Many of the larger apartments with a second parking space will be allocated a 3.2m wide space in addition to their 2.6m wide parking space.

The proposed arrangement is considered acceptable as many residents are capable drivers who do not require a larger parking space. Furthermore, the proposed seniors living development will be such that the management will have the ability to re-allocate parking spaces, as required, for those with specific needs.

Loading/servicing for the proposed Lot 1 development is expected to be undertaken by a variety of light commercial vehicles such as vans, utilities and the like, which are capable of fitting into the loading bay located within the upper-level basement car park.

Garbage collection is also expected to be undertaken by Council's waste contractor. A dedicated on-site bin collection area is proposed in the south-eastern corner of the ground floor level, adjacent to Lot 1's proposed exit-only driveway, whereby trucks will reverse off the cul-de-sac onto the site. Once loaded, the truck will exit the site in a forward direction.

Conclusion

Based on the analysis and discussions presented within this assessment, the following conclusions are made:

- when compared to the original DA2021/0212 scheme (which was accepted by Council's traffic engineer *and* TfNSW), the proposed s8.2 scheme is expected to result in a *nett reduction* of 2 vph during the morning peak period and 8 vph during the afternoon peak period (IN and OUT combined)
- when compared to the *existing uses* on the site, the proposed development is expected to result in a significant *nett reduction* of approximately 51 vph during the morning peak period and 17 vph during the afternoon peak period (IN and OUT combined)
- the proposed access, parking and loading facilities satisfy the relevant requirements specified in Council's *DCP 2011*, the *SEPP* as well as the Australian Standards

It is therefore reasonable to conclude that the proposed s8.2 scheme is *less intensive* than the original DA scheme from a traffic and parking perspective (which was accepted by Council's traffic engineer *and* TfNSW), and will not have any unacceptable implications in terms of road network capacity or off-street parking/loading/access requirements.

Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely

A handwritten signature in black ink, appearing to read 'CPalmer', with a long horizontal flourish extending to the right.

Chris Palmer
Executive Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd

Traffic Engineer Referral Response

Application Number:	DA2021/0212
Date:	21/07/2021
Responsible Officer	
Land to be developed (Address):	Lot 101 DP 1209504 , 5 Skyline Place FRENCHS FOREST NSW 2086

Officer comments

Proposed Development

The proposal is for the demolition of the existing commercial/warehouse development and constructing a seniors living development of up to 11 stories comprising 133 residential units, communal open space and recreational spaces and approximately 941m² of commercial space, to be used for ancillary purposes including medical, allied health, cafe, and retail.

Parking Provision

The proposed development makes provision for a total of 232 off-street car parking spaces, comprising 172 residential spaces, 34 visitor spaces and 26 commercial spaces, thereby satisfying Council's requirements for commercial and visitors and also SEPP requirements for seniors living.

Parking Design

The 2 levels of basement parking comply with the requirements of AS 2890.1 and AS 2890.6 where required for the adopted use for seniors living. The applicant will be required to demonstrate that all spaces within the development meet the requirements for vehicle access through the provision paths prior to the issue of a construction certificate.

Access to Public Transport Services

The proposed development is serviced by the 166, 193 and 280 bus services, with the 160X and 141 routes in the area as well, however these services are considerably outside the maximum walking distance of 400 metres as both services stop outside the Northern Beaches Hospital on Frenchs Forest Road west of Wakehurst Parkway.

Whilst the westbound bus stop is located immediately at the frontage of the overall site (lot 2), the eastbound services require the resident to either cross 4 lanes of traffic or walk from the mid-block bus stop to either the traffic signals and Romford Road or Wakehurst Parkway. The road corridor is currently not wide enough to provide a compliant mid-block pedestrian refuge to service this location. It may be possible to provide a signalised intersection at Skyline Place and Frenchs Forest Road inclusive of a suitable pedestrian leg to allow residents to safely cross back to the development. This will be the subject of a condition to provide a suitable safe pedestrian crossing facility to the satisfaction of the Northern Beaches Council Local Traffic Committee.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Fencing Height / Vegetation

All fencing and/or vegetation along the frontage road(s) shall not impede pedestrian or driver visibility. This requires that vegetation does not exceed one (1) metre in height. Appropriate plants shall be selected within the 2.0 x 2.5m splay to ensure this condition is met.

Reason: To ensure maximum vehicular and pedestrian visibility.

Staff and Contractor Parking

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

Service Vehicle Area

The area designated as manoeuvring areas must be kept clear of obstructions at all times. Vehicles must not be required to queue on public roads at any time.

Reason: To ensure compliance with Australian Standards and prevent obstructions to traffic flows.

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Car Parking Standards

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of car parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004.

Details demonstrating compliance with this condition are to be submitted to the Certifying Authority prior to the issue of a construction certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

Vehicular Swept Paths

Vehicular manoeuvring paths must be provided to demonstrate all vehicles can enter or depart the site in a forward direction without encroaching on required car parking spaces. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Details demonstrating compliance with this condition must be submitted to the Certifying Authority prior to the issue of the construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

Construction Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to

and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to heavy traffic congestion throughout the town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. Truck movements must be agreed with Council's Traffic and Development Engineer prior to submission of the CTMP.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken
- Make provision for all construction materials to be stored on site, at all times
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site
- Make provision for parking onsite. All Staff and Contractors are to use the basement parking once available
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian traffic
- The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent
- Proposed protection for Council and adjoining properties

- The location and operation of any on site crane

The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

Service Vehicle Access

Minimum dimensions for services areas are to comply with AS2890.2:2002 with regards to length, width and vertical clearance. Heavy vehicles are to be able to access driveways with only one reverse manoeuvre. Plans showing compliance with the distances and the swept path diagrams are to be submitted to the Certifying Authority prior to the issue of a construction certificate.

Reason: To ensure compliance with Australian Standards.

Vehicle Access & Parking

All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

With respect to this, the following revision(s) must be undertaken;

All internal driveways and vehicle access ramps must have ramp grades and transitions complying with AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for all internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the crest of the ramp to the base. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.

Plans prepared by a suitably qualified Engineer shall be submitted to the Certifying Authority prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

Pedestrian sight distance at property boundary

A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

Compliance with Standards

The development is required to be carried out in accordance with all relevant Australian Standards.

(Note: At the time of determination the following (but not limited to) Australian Standards applied:

- (a) AS2601.2001 - Demolition of Structures**
- (b) AS4361.2 - Guide to lead paint management - Residential and commercial buildings**
- (c) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting**
- (d) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) **
- (e) AS 4970 - 2009 'Protection of trees on development sites'**
- (f) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking**
- (g) AS 2890.2 - 2002 Parking facilities - Off-street commercial vehicle facilities**
- (h) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities**
- (i) AS 2890.5 - 1993 Parking facilities - On-street parking**
- (j) AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities**
- (k) AS 1742 Set - 2010 Manual of uniform traffic control devices Set**
- (l) AS 1428.1 – 2009* Design for access and mobility - General requirements for access – New building work**
- (m) AS 1428.2 – 1992*, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities**

*Note: The Australian Human Rights Commission provides useful information and a guide relating to building accessibility entitled "the good the bad and the ugly: Design and construction for access". This information is available on the Australian Human Rights Commission website [www.hreoc.gov.au/disability rights /buildings/good.htm](http://www.hreoc.gov.au/disability%20rights/buildings/good.htm). <www.hreoc.gov.au/disability%20rights%20/buildings/good.htm.>

**Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Certifying Authority to ensure compliance with this condition and that the relevant Australian Standards are adhered to.)

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards. (DACPLC02)

Pedestrian Access to Transport Services

The applicant is to provide a safe pedestrian crossing point between the east bound mid-block bus stop and the proposed development site to the satisfaction of the Northern Beaches Council Local Traffic Committee. The route between this bus stop and the development is to comply with the requirements of the SEPP distance to a route bus stop and the accessible grades under the DDA.

Reason: Safe Pedestrian Access to Transport Services (DACTRCPC1)

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Work Zones and Permits

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

Reason: To ensure Work zones are monitored and installed correctly.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Demolition Traffic Management Plan

All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP). All controls in the DTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Construction Traffic Management Plan where it is deemed unsuitable during the course of the project.

Implementation of Construction Traffic Management Plan

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

Signage and Linemarking – External

A plan demonstrating the proposed signage and line marking within Council's Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Local Traffic Committee prior to the issue of any Occupation Certificate.

Note: The applicant is advised that the plan will require approval by the local Traffic Committee if the proposal requires change in existing parking conditions and hence, adequate time should be allowed for this process

Reason: To ensure consistent parking amenity.

Signage and Linemarking – Implementation

The applicant is to install all signage and linemarking, as per any Roads Act approval. These works are to be completed prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with the Road Act.

Disabled Parking Spaces

Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

Shared Zone Bollard

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

Operational Management Plan

An Operational Management Plan (OMP) is required to be prepared and submitted to Council detailing the operation of the development. The OMP shall include, but not be limited to the following:

- Vehicle access and egress.
- Through-site circulation of vehicle movements.
- Management of car parking areas.
- The location and content of directional signage.
- Complaints management.
- Noise management.
- Truck delivery times and methods of control to manage the sequencing of the loading docks.
- Waste management.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure that the development operates with minimum disruption to the surrounding area.

Footpath Construction

The footpath, in accordance to Council's standard specifications, shall be constructed along the property frontage to Council's satisfaction. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To provide pedestrian access to and from the property.

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Vehicle Parking

The car parking area shown on the approved drawings must be used for vehicle parking only. Loading and unloading of vehicles and delivery of goods to the land must be carried out within the site. Any loading or unloading of materials of potential environmental damage must be appropriately bunded with adequate spill response equipment in place to ensure nil runoff from the site.

Reason: To ensure the safety and amenity of the general public using public streets, and to ensure the protection of the environment from spillage of materials.

Landscaping adjoining vehicular access

The applicant must ensure that the planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1,140mm

Reason: To maintain unobstructed sight distance for motorists.

Sight lines within carparks

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage.

Reason: To maintain unobstructed sight distance for motorists.



14 April 2021

TfNSW Reference: SYD21/00346/01

Council Reference: DA2021-0212 - CNR-19692

The General Manager
Northern Beaches Council
PO Box 1336
DEE WHY NSW 2099

Attention: **DA Planning Portal**

CONSTRUCTION OF MIXED USE DEVELOPMENT WITH SENIOR HOUSING AND COMMERCIAL BUILDINGS - 5 SKYLINE PLACE, FRENCHS FOREST

Dear Sir/Madam,

Reference is made to Council's correspondence dated 19 March 2021, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for comment under Schedule 3 of *State Environmental Planning Policy (Infrastructure) 2007*.

TfNSW has reviewed the development application and provides the following comments for Council's consideration in its determination of this development application:

1. TfNSW has previously acquired a strip of land (known as Lot 103 DP1209504) for road along the Frenchs Forest Road frontage of the subject property, as shown by the blue colour on the attached Aerial – "X".

In addition to the above, TfNSW (Transport) advises the subject property is within or close to the proposed project area for a future Beaches Link and Gore Hill Freeway Connection project.

The NSW Government has carried out extensive community engagement on the proposed design in 2017 and 2018. Following this feedback, the updated reference design was presented in the Environmental Impact Statement for the Beaches Link and Gore Hill Freeway Connection project, which was placed on public exhibition between 9 December 2020 to 1 March 2021.

After planning approvals are granted, and also after construction commences, there is always a possibility of alignment changes to roads as road and tunnel designs are refined.

Therefore, there is a chance for different properties to require acquisition than those shown in EIS documentation and on Transport websites. Where this occurs, Transport advises affected properties as soon as it can.

About the Beaches Link and Gore Hill Freeway Connection project

The NSW Government's vision for Sydney is one of an integrated road and public transport network that gives you the freedom to choose how and when you get around, no matter where you live and work.

Beaches Link is an integrated transport solution that will improve car and bus journey times to and from the Northern Beaches. It will also provide new connections to St Leonards and Macquarie Park linking people with jobs, education and services.

Beaches Link will connect to the Sydney road network at the Warringah Freeway near Cammeray and the Gore Hill Freeway at Artarmon, cross underneath Middle Harbour and connect with the Burnt Bridge Creek Deviation at Balgowlah and Wakehurst Parkway at Seaforth, via a three lane 7.2 kilometre twin tunnels. Wakehurst Parkway at Seaforth will also be widened from one lane to two in each direction between Seaforth and Frenchs Forest.

The Beaches Link and Gore Hill Freeway Connection project, along with Western Harbour Tunnel, is expected to support around 15,000 full-time equivalent jobs during construction.

If you have any further questions please direct attention to Malgy Coman on 8849 2413 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Malgy Coman
Senior Land Use Planner

