



28 March 2019
Ref 18173

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

E: council@northernbeaches.nsw.gov.au

Dear Sir/Madam

**DA2018/0995 - s8.2 APPLICATION
PROPOSED SENIORS LIVING & COMMERCIAL DEVELOPMENT
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 December 2018, the Sydney North Planning Panel determined the DA by refusing development consent.

The original DA scheme (submitted in June 2018) proposed the subdivision of the site into two lots and the construction of 78 independent living units (ILUs), 1,348m² of commercial floor area and 149 off-street parking spaces on the new Lot 2. The existing buildings located on the new Lot 1 were to *remain*.

It is pertinent to note that Council referred the original DA scheme to RMS for their review as part of standard policy. RMS provided their formal written response on 11 July 2018 and raised “*no objection*” to the development application, subject to a condition being included in any determination by Council, that no future buildings be constructed within a small parcel of RMS-acquired land located in the north-western corner of the site.

Furthermore, Council’s internal traffic department also reviewed the original DA scheme and provided their formal written response, indicating that they “*raise no objection*” with the DA and provided “*nil*” recommended conditions.

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

The RMS is currently upgrading the road network in the vicinity of the new Northern Beaches Hospital, including widening Frenchs Forest Road from two to four lanes between Forest Way and Allambie Road, with new traffic lights and signalised pedestrian crossings to be installed at key intersections.

The Frenchs Forest Road upgrade is complete, as indicated in the aerial image below from 4 March 2019, however the Warringah Road upgrade remains ongoing.



Proposed s8.2 Scheme

The s8.2 scheme involves the slight adjustment to the proposed new lot areas, as follows:

	DA Scheme	s8.2 Scheme
Lot 1:	7,842m ²	7,682m ²
Lot 2:	4,726m ²	4,886m ²
TOTAL AREA:	12,568m²	12,568m²

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

	DA Scheme	s8.2 Scheme
FSR:	2.2:1	1.84:1
Commercial:	1,355m ²	2,219m ²
ILUs:	78 dwellings	49 dwellings
Parking:	149 spaces	130 spaces

The at-grade site access driveway and basement access driveway remain proposed off Skyline Place however have been switched in the s8.2 scheme.

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* RMS), the amended s8.2 scheme yields a traffic generation potential of approximately 49 vph during the morning peak period and 59 vph during the afternoon peak period as set out on the following page:

s8.2 Scheme Projected Future Traffic Generation – Lot 2

	AM	PM
Seniors living apartments (49 dwellings):	5 vph	15 vph
Commercial suites (2,219m ²):	44 vph	44 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	49 vph	59 vph

By way of comparison, the original DA scheme (which was accepted by Council *and* RMS), yields a traffic generation potential of approximately 35 vph during the morning peak period and 50 vph during the afternoon peak period as set out below:

DA Scheme Projected Future Traffic Generation – Lot 2

	AM	PM
Seniors living apartments (78 dwellings):	8 vph	23 vph
Commercial suites (1,348m ²):	27 vph	27 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	35 vph	50 vph

Accordingly, it is likely that the s8.2 scheme will result in a *nett increase* in the traffic generation potential of the site of approximately 14 vph and 9 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:	49 vph	59 vph
Less Traffic Generation Potential – DA Scheme:	-35 vph	-50 vph
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	14 vph	9 vph

Those projected *nett increases* in traffic volumes are *minimal* and represent just 1 additional vehicle trip every 4.3 minutes during the morning peak period and 1 additional vehicle trip every 6.7 minutes during the afternoon peak period.

By way of comparison, consideration has also been given to the traffic generation potential associated with a *hypothetical* development scheme for commercial floor space within the envelope of the existing Building E on Lot 2 under the current planning controls (being a total of 3,460m² over four levels).

As detailed in the traffic and parking assessment report submitted with the DA scheme, surveys of peak hour traffic activity at the site's existing access driveway have found that the existing uses of the site (Lots 1 & 2) generate in the order of *1.67 peak hour vehicle trips per 100m²* during the morning peak period, and *1.39 peak hour vehicle trips per 100m²* during the afternoon peak period.

Application of the *actual* traffic generation rates detailed above to a hypothetical development scheme within the envelope of the existing Building E on Lot 2 (being a total of 3,460m² of commercial floor space over four levels) yields a traffic generation potential of approximately 58 vph during the morning peak period and 48 vph during the afternoon peak period.

Accordingly, it is likely that the proposed (amended) development will result in a *nett reduction* in the traffic generation potential of the site of approximately 9 vph during the morning peak period and a *nett increase* of 11 vph during the afternoon peak period (IN and OUT combined) when compared to a hypothetical commercial development, as set out on the following page:

**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:	49 vph	59 vph
Less Traffic Generation Potential – Permissible Building E Scheme:	-58 vph	-48 vph
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	-9 vph	11 vph

In any event, the traffic generation potential of the proposed s8.2 scheme results in only *nominal* increases in traffic volumes when compared to the original DA scheme whilst also being generally consistent when compared to a hypothetical commercial scheme for Building E. 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 amended development proposal yields an off-street car parking requirement of 127 spaces as set out below:

Lot 2 – s8.2 Scheme	
Seniors living residents (49 dwellings):	62 spaces (SEPP)
Seniors living visitors:	10 spaces (DCP)
Commercial suites (2,219m ²):	55 spaces (DCP)
TOTAL:	127 spaces

The amended development makes provision for a total of 130 off-street car parking spaces, comprising 62 residential spaces, 10 visitor spaces, 55 commercial spaces and 3 at-grade drop-off spaces, thereby satisfying Council's requirements for commercial and visitors and also *SEPP 65* requirements for seniors living.

The geometric design layout of the proposed Lot 2 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 *SEPP* requires all seniors living residential parking spaces to be a minimum 3.2m wide, whilst 5% of the total requirement should be capable of being widened to 3.8m. The proposed residential/visitor parking area provides 45 x 3.2m wide spaces, 15 x 3.8m wide spaces and 55 x 2.4m 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 3.2m wide. Many of the larger apartments with a second parking space will be allocated a 2.4m wide space in addition to their 3.2m 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 not be strata titled but under a *Loan Lease arrangement* such that the management will have the ability to re-allocate parking spaces, as required.

Loading/servicing for the proposed development is expected to be undertaken by a variety of light commercial vehicles such as white vans, utilities and the like, which are capable of fitting into a conventional parking space and/or the proposed at-grade drop-off spaces. Garbage collection is expected to be undertaken by Council's waste contractor. The private road turning head is sufficiently large enough to allow all vehicles up to and including an 8.8m long MRV trucks the ability to turn around and exit the site in a forward direction.

As detailed in the traffic and parking assessment report submitted with the original DA scheme (which was accepted by Council *and* RMS), the existing buildings located on Lot 1, which are to remain, require 82 off-street parking spaces based on the relevant rates specified in Council's *DCP 2011*.

The proposed residual Lot 1 makes provision for a total of 82 off-street car parking spaces, including 2 disabled spaces, thereby satisfying Council's *DCP 2011* parking requirements whilst also complying with the relevant requirements specified in *AS2890.1 & AS2890.6*.

Conclusion

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

- when compared to the original DA scheme (which was accepted by Council *and* RMS), the proposed s8.2 scheme is expected to result in a moderate *nett increase* of 14 vph during the morning peak period and 9 vph during the afternoon peak period (IN and OUT combined), which equates to 1 additional trip every 4.3 minutes and 6.7 minutes during the morning and afternoon peak periods, respectively
- when compared to a hypothetical commercial development scheme within the envelope of the existing Building E (being a total of 3,460m² over four levels), the proposed development is expected to result in a *nett reduction* of approximately 9 vph during the morning peak period and a *nett increase* of 11 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 generally consistent with the original DA scheme from a traffic and parking perspective (which was accepted by Council *and* RMS), 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

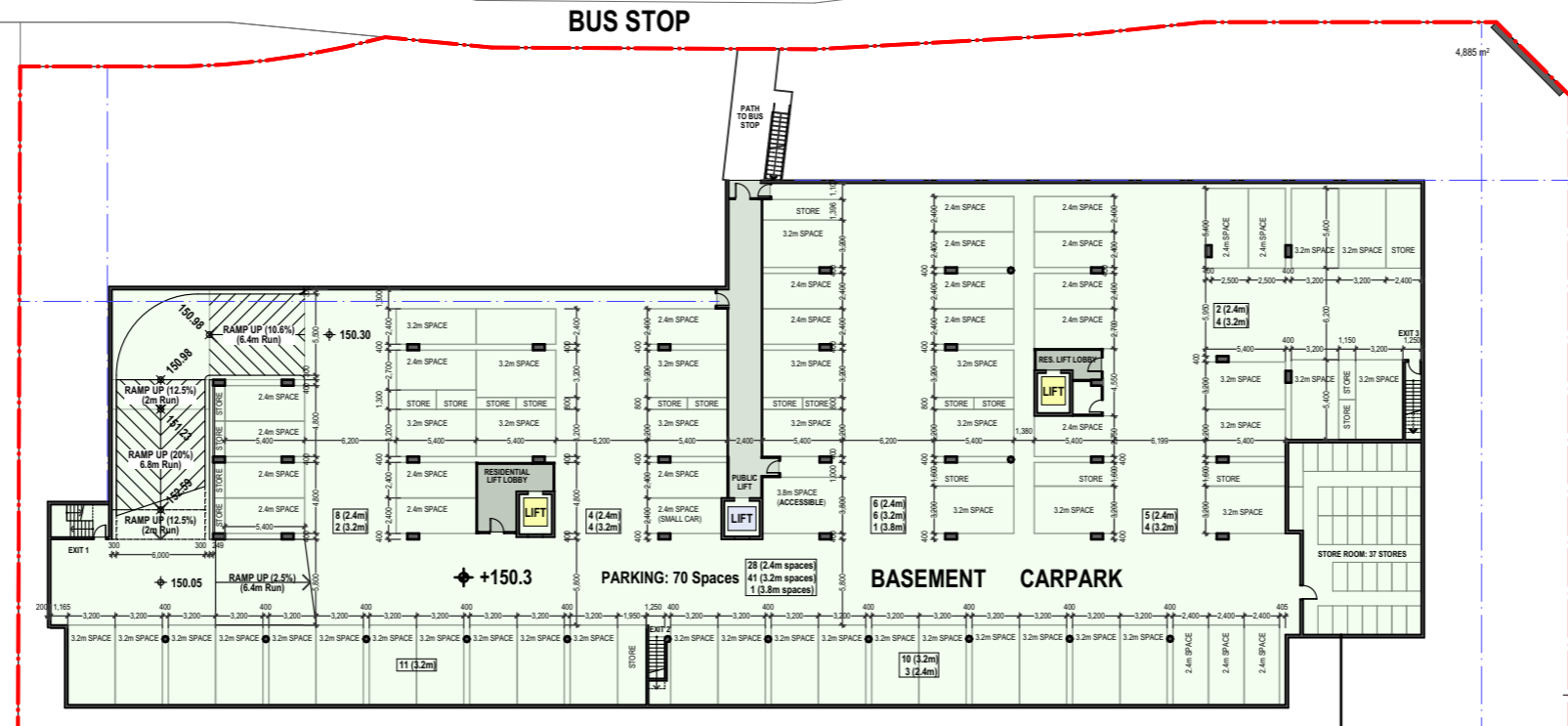
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Chris Palmer
Traffic Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd

FRENCHS FOREST ROAD EAST



Printed 27/03/2019

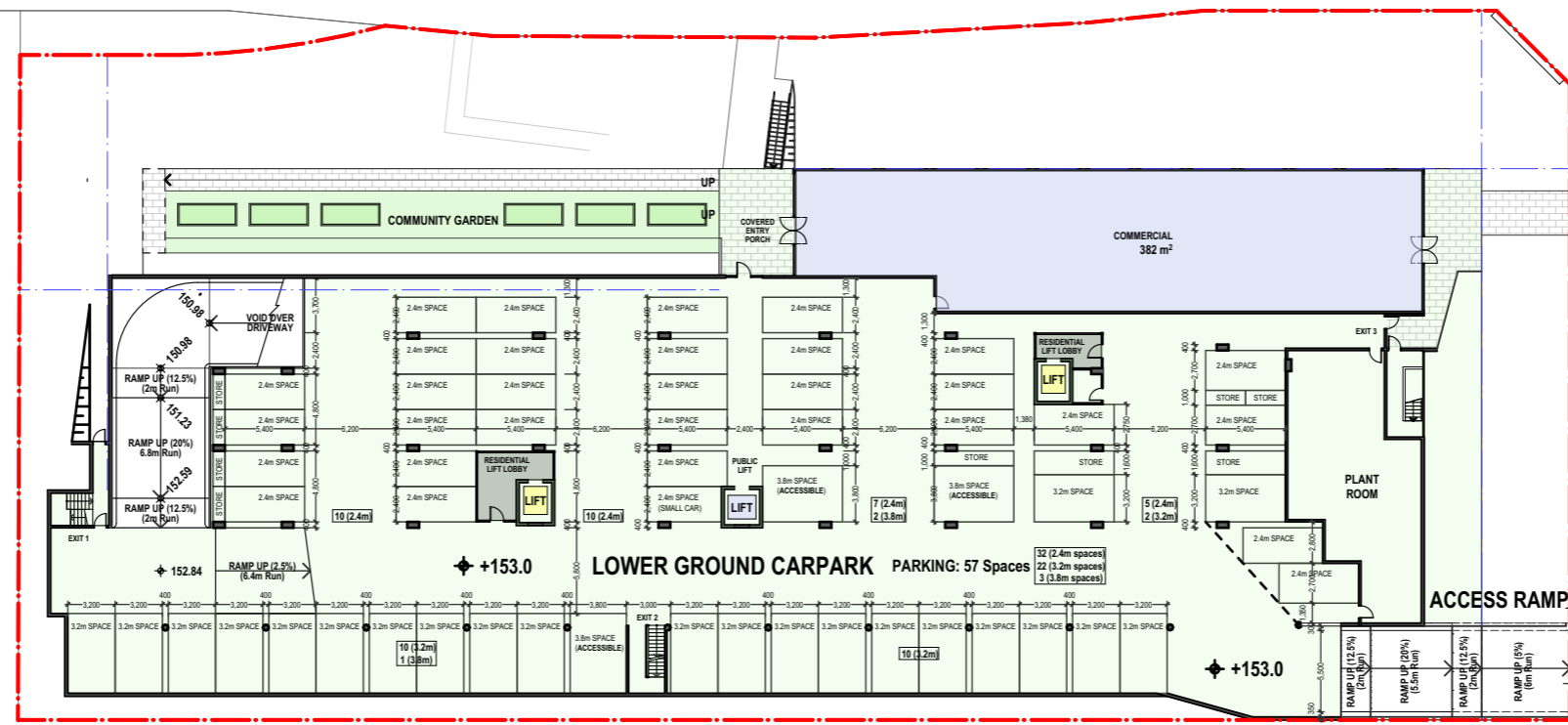


BASEMENT

1:500

ILU's	PARKING REQUIREMENTS			PARKING PROVISION			
	Number of Units	Cars per bedroom	Car Spaces Required	Width 2.4m	3.2m wide (95%)	3.8 wide (5%)	TOTAL
2 bed	23	0.5 spaces	23 spaces				
2 bed + Study	26	0.5 spaces	39 spaces				
Total	49		62 spaces		59 spaces	3 spaces	
Visitors Spaces		1 per 5	Units = 10 spaces	10 spaces			
Total Seniors			72 spaces				
Commercial	2,219 sq m	1 per 40 sq m	55 spaces	54 spaces		1 spaces	
TOTAL			127 spaces	64 spaces	59 spaces	4 spaces	127 spaces

Note: In addition there are 3 drop off spaces on the Ground Floor



LOWER GROUND

1:500

B	SECTION 8.2 REVIEW	25.03.18
A	ORIGINAL ISSUE	28.03.18
ISSUE REVISIONS		DATE

PROJECT:
Seniors Living
 5 Skyline Place Frenchs Forest NSW 2086

SP 49558

BASEMENT & LOWER GROUND

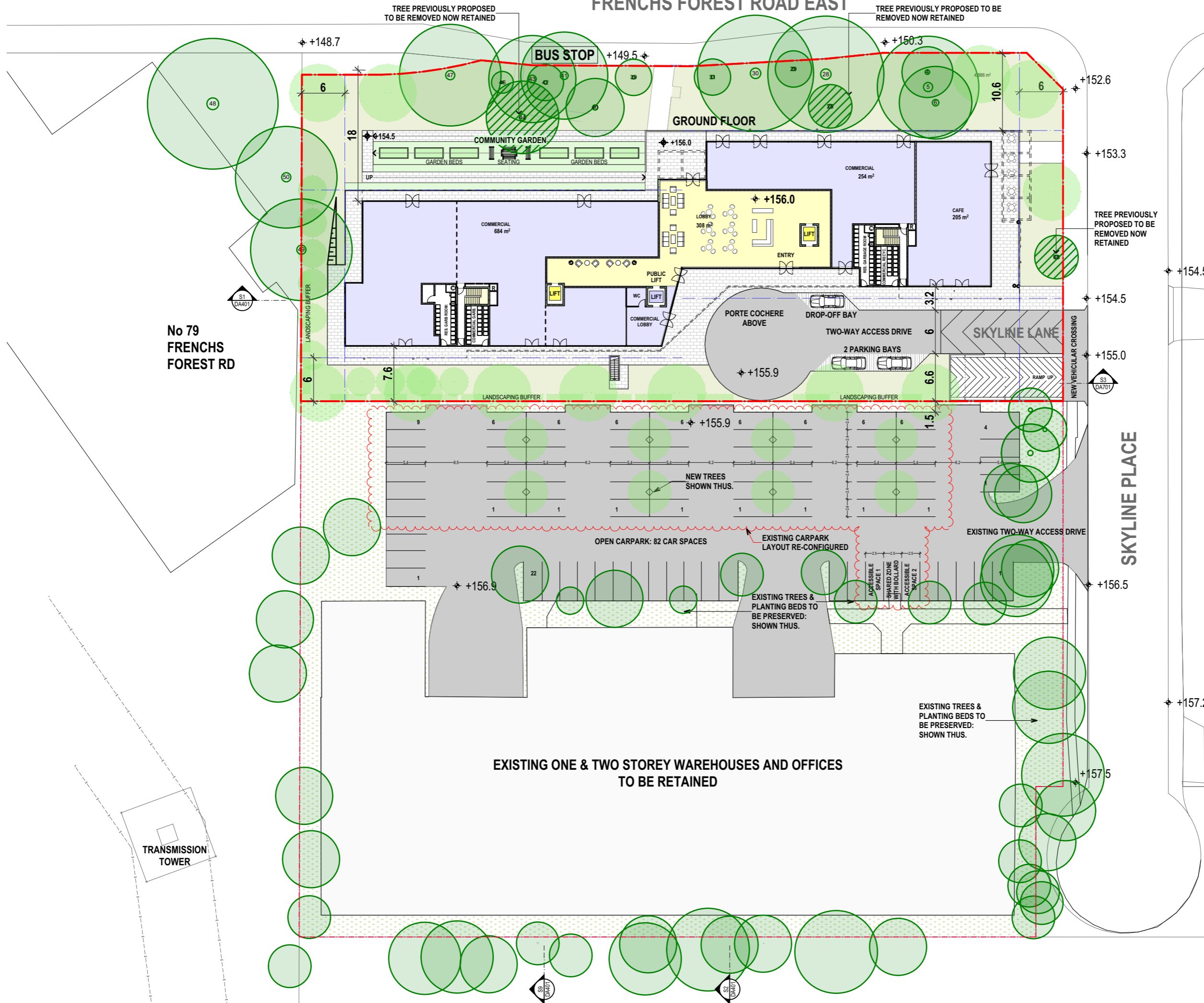
PA STUDIO
 LEVEL 2 20 YOUNG STREET NEUTRAL BAY NSW 2089
 TEL: 8968 1900 properties@platinio.com.au ACN: 603 389 288

SCALE:	AS SHOWN	DRAWING DA301
SUBSET:	PLANS	
DRAWN BY:	FK/SU/WH	ISSUE A

FRENCHS FOREST ROAD EAST



Printed 27/03/2019



EXISTING 3-STOREY BRICK BUILDING AT No.1 SKYLINE PLACE

ISSUE	REVISIONS	DATE
B	SECTION 8.2 REVIEW	25.03.18
A	ORIGINAL ISSUE	28.03.18

PROJECT:
Seniors Living
 5 Skyline Place Frenchs Forest NSW 2086

SP 49558

GROUND FLOOR PLAN

PA STUDIO
 LEVEL 2 20 YOUNG STREET NEUTRAL BAY NSW 2089
 TEL: 8968 1900 properties@platinio.com.au ACN: 603 389 288

SCALE: AS SHOWN	DRAWING DA302
SUBSET: PLANS	
DRAWN BY: FK/SU/WH	ISSUE A

FILE: BIM Server: BIM21 - BIMcloud Basic for ARCHICAD 21/SKY5 (DA) 8.2 Scheme B

Sent: 11/07/2018 10:55:04 AM
Subject: 20180711 - Roads and Maritime Response - DA2018/0995 - 5 Skyline Place FRENCHS FOREST NSW 2086
Attachments: 20180711 - SYD18_00985 - Proposed Mixed use development at 5 Skyline Place, Frenchs Forest.pdf;

Hi there,

Please find attached Roads and Maritime response.

Kind regards,

Hans Pilly Mootanah
Land Use Planner
Network Sydney | Land Use
T 02 8849 2076
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
Level 11 27 Argyle Street Parramatta NSW 2150

From: no_reply@northernbeaches.nsw.gov.au [mailto:no_reply@northernbeaches.nsw.gov.au]
Sent: Tuesday, 19 June 2018 3:09 PM
To: Development Sydney
Subject: MAUREEN Request for Comments - DA2018/0995 - 5 Skyline Place FRENCHS FOREST NSW 2086

19 June 2018

Dear Sir/Madam

Request for Concurrence on Development Application to Maritime Service (Traffic Generating Development under SEPP Infrastructure)

Development Application No. DA2018/0995

Description: Subdivision of land into 2 allotments, demolition of existing structures, and construction of a mixed use development containing 78 Seniors Housing units, and commercial space

Address: 5 Skyline Place FRENCHS FOREST

The above application is deemed to require Concurrence.

To access the documentation please go to:

<https://eservices1.warringah.nsw.gov.au/ePlanning/live/Public/XC.Track/SearchApplication.aspx?id=processid>

Your referral response comments would be greatly appreciated within 21 days of the date of this letter.

Enquiries regarding this Development Application may be made to Lashta Haidari on 1300 434 434 Monday to Friday between 8.30am to 5.00pm or via email council@northernbeaches.nsw.gov.au.

Yours faithfully,

Lashta Haidari
Planner



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11 July 2018

Our Reference: SYD17/00985 (A23106008)
Council Ref: DA2018/0995

The General Manager
Northern Beaches Council
725 Pittwater Road
Dee Why NSW 2099

Attention: Lashta Haidari

Dear Sir/Madam,

**PROPOSED MIXED USE DEVELOPMENT INCLUDING SENIORS LIVING
5 SKYLINE PLACE, FRENCHS FOREST**

Reference is made to Council's email dated 19 June 2018, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) for comment accordance with Clause 104 the *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime has reviewed the submitted application and raises no objection to the proposed development subject to the following condition be included in any determination issued by Council:

1. Roads and Maritime has previously acquired an area of land along the Frenchs Forest frontage of the subject property for upgrade of roads associated with the development of the Northern Beaches Hospital as shown by blue colour on the attached Aerial – "X"

Therefore 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 the Frenchs Forest Road boundary.

Furthermore, the proponent should be advised that the subject property is within a broad area currently under investigation for the proposed Western Harbour Tunnel and Beaches Link motorway.

The actual alignment for the proposal has not yet been determined and at present Roads and Maritime advises that the subject property remains within an area of investigation. The design will be finalised following feedback and development of an environmental impact statement. Once Roads and Maritime has more certainty on the properties impacted by the final road design, it will directly advise the owners of those properties.

Further information about this project is available by contacting 1800 789 297 or motorwaydevelopment@rms.nsw.gov.au or by visiting the project website at <http://www.rms.nsw.gov.au/projects/sydney-north/western-harbour-tunnel-beaches-link/index.html>.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Hans Pilly Mootanah on telephone 8849 2076 or by email at development.sydney@rms.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Pahee'.

Pahee Rathan
A/Senior Land Use Assessment Coordinator
North West Precinct

PLAN
SHOWING LAND TO BE ACQUIRED FOR ROAD
PURPOSES AT FRENCHS FOREST

Reduction Ratio 1:600
Lengths are in metres

ROADS & MARITIME SERVICES
INFRASTRUCTURE DEVELOPMENT
LGA: WARRINGAH Locality: FRENCHS FOREST
Parish: MANLY COVE County: CUMBERLAND

SKETCH
SR 923

DRAWN 16/05/2014

Dimensions and positions of improvements in relation
to the boundaries are subject to final survey
Offsets are 90° to property boundaries



| Transport

0 10 20 40 Metres

LAND TO BE ACQUIRED FOR ROAD PURPOSES

Traffic Engineer Referral Response

Application Number:	DA2018/0995
Responsible Officer	
Land to be developed (Address):	Lot 1 SP 49558 , 1 / 5 Skyline Place FRENCHS FOREST NSW 2086 Lot 2 SP 49558 , 2 / 5 Skyline Place FRENCHS FOREST NSW 2086 Lot 3 SP 49558 , 3 / 5 Skyline Place FRENCHS FOREST NSW 2086 Lot 4 SP 49558 , 4 / 5 Skyline Place FRENCHS FOREST NSW 2086 Lot 5 SP 49558 , 5 / 5 Skyline Place FRENCHS FOREST NSW 2086 Lot CP SP 49558 , 5 Skyline Place FRENCHS FOREST NSW 2086

Reasons for referral

This application seeks consent for the following:

- New Dwellings or
- Applications that require OSD where additional impervious area exceeds 50m² or
- Alterations to existing or new driveways or
- Where proposals affect or are adjacent to Council drainage infrastructure incl. watercourses and drainage channels or
- Torrens, Stratum and Community Title Subdivisions or
- All new Commercial and Industrial and RFB Development with the exception of signage or
- Works/uses in flood affected areas

And as such, Councils development engineers are required to consider the likely impacts on drainage regimes.

Officer comments

Referral Body Recommendation

Refusal comments

Traffic:

The assumptions in the consultants report are acceptable. The site is anticipated to produce a minor net increase in traffic generation. As per the comments issued at the Pre-lodgement Meeting, 'Previous advice from RMS as part of the development of the HSP concluded that any additional growth east of Wakehurst Parkway would not be supported (by RMS)'. Based on the net increase, some form of growth is anticipated and hence the application may not be supported by RMS or Council.

Waste Collection:

As requested by the waste team at the Pre-lodgement Meeting, the applicant s required to accommodate Council's HRV waste Truck. Therefore the applicant shall redesign the turning head to enable Council's 11.0m Waste Truck to turn around.

Appropriate signage should also be installed to identify where the collection zone will be. Please confirm with Council's Waste Services Team.

Car park Layout:

There is no indication of Disabled Parking Spaces. This can be resolved prior to OC.

The applicant is to ensure that there is adequate clearance for people with disabilities. They should provide a vertical swept path of the critical headroom measurement at a grade change.

Parking:

The proposal has a shortfall of 1 visitor space in accordance with the RMS Guidelines and State Environmental Planning Policy.

Traffic Team does not see a major concern with this being that it equates to less than a 1% shortfall. This is subject to comments to be issued by the Development Engineer.

The consultant has identified the remaining lot 1 car parking facilities will service Warehouses and Offices. It appears they have not adopted the correct rates, however the value they have produced is deemed sufficient.

Traffic Team raise no objection.

Pedestrians:

All desire lines appear to be addressed.

Traffic Team raise no objection.

Recommended Traffic Engineer Conditions:

Nil.

