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MEMORANDUM

DATE: 29 July 2020
TO: Northern Beaches Local Planning Panel (NBLPP)
CC: Peter Robinson, Executive Manager
FROM: Geoff Goodyer, town planning consultant, Symons Goodyer Pty Ltd (assessment officer)
SUBJECT: 49 Forest Way, Frenchs Forest
REFERENCE: DA 2020/0347

Dear Panel Members,

This is a follow-up to my supplementary memo from earlier today and also to answer some of Bob Hussey's queries in an email that was forwarded to me this morning.

I received advice from Council's Landscape Officer this morning, to the effect that without a plan of the proposed footpath in Adams Street it was not possible to confirm that there would not be an impact on the existing trees. We agreed that it would not be appropriate to require the construction of the footpath in Adams Street if it would result in negative impacts on the health of the existing trees.

The irony is that if the widening of the carriageway occurs in the future (as foreshadowed by RMS) then the trees will then be removed. At this stage such an outcome is uncertain and is something that is beyond our control in the context of this development application.

In summary, my recommendation is that the draft conditions be amended to remove the requirement for the construction of a in Adams Street.

There has been a misunderstanding regarding the Traffic Engineer's comments relating to the road widening in Adams Street. The comments sought the widening of the carriageway in Adams Street by 1.6m, not a widening of the road reserve. Hopefully that clears it up for Mr Hussey.

With regards to the submission from Mr Tripet of 25 Adams Street, the driveway has changed from that which was originally proposed in the previous (withdrawn) development application as a result of concerns raised by Council's Traffic Engineer, as the previously proposed driveway did not satisfy the requirements of AS/NZS2890.1. The consequence is that two existing trees are to be removed to accommodate the driveway, whereas only one was to be removed with the initial proposal. The driveway location is essentially the same but it is wider (5.5m instead of 3.6m).

The siting of the driveway at the eastern end of the site is appropriate as it provides the maximum separation from the intersection with Forest Way and is considered to be the safest location.

The traffic generated by the proposal is considered to be low volume, with a peak of 1.6 vehicle trips per hour according to the submitted Traffic and Parking Report. The concern regarding glare from headlights is further mitigated because it would only apply to vehicles entering the site, not those leaving the site, and only to those vehicles approaching from the west and not from the east. It is considered that the low volume of traffic entering the site is such that headlight glare will not result in an unreasonable loss of amenity. There is already a fence on the boundary between the sites (as



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shown in Mr Tripet's submission) which further mitigates potential headlight glare impact, particularly with regards to vehicles leaving the site.

Geoff Goodyer
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