

MEMO



28 May 2020

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RE: 49 Forest Way, Frenchs Forest — Independent Peer Review of Development Application (DA2019/0811)

I refer to the proposed Seniors Living development at 49 Forest Way, Frenchs Forest (the Site) further to DA 2019/0811 (the DA). On 10 September 2019, Ason Group undertook a Peer Review of the application at the request of Northern Beaches Council (Council). Subsequently, the Applicant has provided revised documentation:

- Architectural plans prepared by Walsh Architects:
 - DA101, Basement Plan, Revision B, dated 18/05/2020;
 - DA102, Ground Plan, Revision B, dated 18/05/2020
- Taylor Consulting, driveway plan and long-sections, dated 26 March 2020
- Transport and Traffic Planning Associated (TTPA), traffic impact statement, dated 30 March 2020

The purpose of this review is to provide an updated commentary on the DA, based on the revised architectural plans and supporting documents. As such, we provide the following comments.

Executive Summary

The proposal is generally acceptable from a traffic and parking perspective. Amended plans and other supporting information provided have satisfactorily addressed earlier concerns.

An exception is the insufficient number of bicycle parking space for visitors; however it is expected that this can be resolved by way of suitable conditions of consent.

Traffic Assessment

1. Per the original proposal, the forecast Site traffic generation is only a minor increase above that of the existing use (as a dwelling house) and thus is not anticipated to have any material impacts on the operation or safety of the surrounding road network.

Parking

Car Parking

2. The DA provides 4 x two-bedroom units each with a “study/flex space” included, i.e. potential for a total of up to 12 bedrooms. As such, a minimum of 6 car parking spaces must be provided. Contrary to the schedule on the architectural plans, a total of 6 car spaces are provided; thus satisfying SEPP Seniors.
3. 2 of the resident parking spaces are afforded with additional width; thus satisfying the requirement for SEPP Seniors for at least 5% of car parking be capable of provide a width of 3.8m

Bicycle Parking

4. Clause C3(A) of DCP 2011 requires the following bicycle parking provisions for *Seniors Housing*:

Rate	Bicycle Spaces Required	Bicycle Spaces Provided	Complies?
1 (high-medium security level) bicycle space / 2 independent living units, PLUS	2	2	<input checked="" type="checkbox"/>
1 (high-low security level) bicycle space / 12 independent living units for visitors	1	nil	<input type="checkbox"/>

5. Note: the above rates have been **rounded up** to the nearest whole number in accordance with DCP 2011. This is contrary to the assessment provided by the TTPA assessment which has incorrectly rounded (down) to the nearest whole number.
6. It would be preferable if the high-security bicycle spaces were separated from individual garages so that they could be allocated by strata management on a needs basis. Notwithstanding, the proposed design of resident bicycle spaces does accord with the Standards and is thus acceptable.
7. The shortfall of a single visitor space is a relatively minor matter and can reasonably be addressed by way of a Condition of Consent.

Other Comments

8. Given the (albeit moderate) intensification of the Site and observed demand for pedestrian movements along the Site frontage, it is recommended that Council impose a condition requiring provision of a footpath along the length of the Site frontage; particularly if the proposed driveway levels (once a longitudinal section has been reviewed) necessitate changes to the road verge / boundary levels to achieve a compliant access.

Conclusions

The proposal is generally acceptable from a traffic and parking perspective. The amended plans and supporting information have satisfactorily addressed earlier concerns. An exception is the insufficient number of bicycle parking space for visitors; however it is expected that this can be resolved by way of suitable conditions of consent.

Relevant conditions consent for Council consideration as follows:

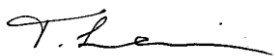
- 1) *Prior to construction, a Construction Traffic Management Plan (CTMP) prepared by an accredited practitioner, detailing construction traffic impacts is to be submitted to Council for review and endorsement. Construction activities are not to commence prior to Council endorsing the CTMP. The endorsed CTMP and any associated Traffic Control Plans is to be implemented at all times during construction*
- 2) *Unless otherwise specifically approved in writing by Council, all works, processes, storage of material, loading and unloading associated with construction of the development are to occur entirely on the property.*

NOTE: No Work Zone shall be permitted on either Forest Way or Adams Street frontages.

- 3) *The developer/applicant shall obtain a "Road Opening Permit" from Council and pay all appropriate charges prior to commencement of any work on Council property. The application is to include a Traffic Control Plan prepared by an accredited TfNSW Traffic Controller indicating details for vehicular and pedestrian management, including any temporary closures for delivery of materials or concrete pours, in accordance with AS1742.3 "Traffic Control Devices for Works on Roads" and "Traffic Control at Worksites".*
- 4) *Prior to issue of a construction certificate, a design statement shall be prepared by a suitably qualified traffic engineer confirming:*
 - a) *All car parking and access thereto has designed and constructed in accordance with AS2890.1—Off-street car parking.*
 - b) *A minimum of 6 car parking space shall be provided on-site. Any tandem spaces shall both be allocated to the same unit.*
 - c) *A minimum of 5% of the above car parking spaces (or those associated with adaptable units) shall be designed in accordance with AS4299, with a minimum width of 3.8m.*
- 5) *All vehicles entering and exiting the site shall do so in a forward direction at all times.*
- 6) *The following minimum bicycle parking provision shall be provided on-site:*
 - a) *2 resident bicycle spaces within a high security compound (which may be an enclosed garage of the unit to which the bicycle space(s) is allocated)*
 - b) *1 visitor bicycle space in an accessible area*
- 7) *Bicycle parking shall be designed and constructed in accordance with AS2890.3—Bicycle Parking Facilities.*
- 8) *Prior to first occupation, the developer/applicant shall construct a footpath to the satisfaction of Council along the length of the Adams Street frontage, connecting to the existing footpath facilities at the intersection of Adams Street / Forest Way.*

We trust the above is of assistance to Council; please contact the undersigned should you have any queries or require further information in relation to any of the issues discussed above.

Yours sincerely,



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