



23 September 2020

TfNSW Reference: SYD18/01143/15

Council Reference: DA2018/1924

General Manager
Northern Beaches Council
PO BOX 882
MONA VALE NSW 1660

Attention: **David Auster**

REDEVELOPMENT OF FOREST WAY SHOPPING CENTRE (STAGE 1) – 22 FOREST WAY, FRENCHS FOREST

Dear Sir/Madam,

Reference is made to the amended access plan SKC82 Revision P1 dated 4 September 2020, which was referred to Transport for NSW (TfNSW) for concurrence in accordance with Section 138 of the *Roads Act, 1993* and approval in accordance with Section 87 of the *Roads Act, 1993*.

TfNSW has reviewed the proposal to relocate the existing signalised pedestrian crossing further to the southwest, and would provide “in-principle” approval in accordance with Section 87 of the *Roads Act 1993*, subject to the following requirements:

1. The proposed modification to the existing pedestrian Traffic Control Signal on Forest Way shall be designed to meet TfNSW requirements. The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

The submitted design shall be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on www.rms.nsw.gov.au). The certified copies of the TCS design and civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of a Construction Certificate and commencement of road works. Please send all documentation to development.sydney@rms.nsw.gov.au.

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works. The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works.

2. The proponent is required to dedicate land as public road for the maintenance of the pedestrian Traffic Control Signals and associated infrastructure, further details will be included as part of the WAD process.

TfNSW would also provide concurrence to the entry only with deceleration lane and relocation of the bus bay on Forest Way under Section 138 of the *Roads Act 1993*, subject to the following conditions being included in any consent issued by Council:

1. Any new buildings or 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 Forest Way boundary.
2. The works associated with the relocation of the bus bay and construction of a new left-in vehicular crossing with deceleration lane on Forest Way shall be in accordance with TfNSW requirements. Details of these requirements should be obtained by email to developerworks.sydney@rms.nsw.gov.au.

Detailed design plans of the relocation of the bus bay and construction of a new left-in crossing with deceleration lane are to be submitted to TfNSW for approval prior to the issue of a Construction Certificate and commencement of any road works. Please send all documentation to development.sydney@rms.nsw.gov.au.

A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW.

3. The applicant is required to dedicate 3.5 meter wide land along full length of the deceleration lane as public road at no cost to Council and TfNSW prior to release of any construction certificate and commencement of road works.
4. An additional 3.2m wide land along the full frontage to Forest Way is required to ensure provision of a future fourth lane/bus lane on Forest Way. Any new buildings or structures, together with any improvements integral to the future use of the site, are to be erected clear of the land required for road. The land required for the future road shall be identified as a separate lot in any plan of development.
5. A Traffic Management Plan (TMP) is to be submitted to TfNSW for the banning of the right turn from Russell Street onto Forest Way to improve road safety at this intersection. Appropriate community consultation needs to be undertaken by the consent authority.
6. Detailed design plans and hydraulic calculations of any changes to Forest Way stormwater drainage system are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to development.sydney@rms.nsw.gov.au.

A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.

7. All vehicles are to enter and leave the site in a forward direction.
8. All vehicles are to be wholly contained on site before being required to stop.
9. The swept path of the longest vehicle entering and exiting the subject site, as well as maneuverability through the site, shall be in accordance with AUSTRROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
10. A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.
11. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Forest Way.
12. 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/oplinLogin.jsf>.
13. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.

TfNSW also provides the following design comments that will need to be considered and addressed by the developer for the detailed design plans:

1. The dimensions between transverse pedestrian lines are incorrect and need to be 6.0 – 6.0 – 6.0 (per VD001-6).
2. There will need to be median posts, so the pedestrian fencing will need to stop about 1 m from the stop lines.
3. There is currently no pedestrian fencing at the existing crossing and within the median. The pedestrian fencing should be removed unless deemed necessary.
4. A zebra crossing should be considered at the new left entry. The pedestrian crossing may need to be raised.
5. An appropriate end type barrier needs to be considered in the vicinity of the chevron markings.
6. Kerb ramps should be full width of the PCW lines and a new ramp will be required on the east side.

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,

A handwritten signature in black ink, appearing to read 'Pahee Rathan', written in a cursive style.

Pahee Rathan
Senior Land Use Assessment Coordinator