TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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30 March 2020
Ref: 178/2020

Seyed Jalaledin Ziaolhagh
C/- Walsh Architects
Scott Walsh
By email.

Dear Mr. Walsh,

Re: 49 Forest Way, Frenchs Forest
Proposed Seniors Living Development

I refer to the abovementioned proposed Seniors Living development scheme and refer to architectural plans (Revision A dated 27 March 2020).

The site occupies an irregular area of some 923.5m^2 having frontages to the eastern side of Forest Way and southern side of Adams Road (Figure 1).

Figure 1 Site

It is proposed to demolish the existing building(s) on the siteand construct a two-storey complex comprising 4 two-bedroom seniors living units with associated enbasement car

park for 6 spaces. Vehicle access for the carpark will be provided on the Adams Road frontage.
Details of the proposal are indicated on the architectural plans which have been prepared by Walsh Architects and accompany the DA submission.

Car Parking
Requirements for onsite car parking for Seniors Living are specified in the SEPP(Seniors Living) which indicate a requirement of 1 space per 2 bedrooms. It is noted that the SEPP criteria do not require visitor parking for developments of seniors self-contained dwellings. Application of this rate to the proposal of 8 bedrooms (in total) would indicate a requirement of 4 spaces. Accordingly, the proposal for 6 spaces complies with the SEPP criteria.

Bicycle Parking
The governing SEPP (Seniors Living) similarly does not specify a requirement for bicycle parking. Nevertheless, the relevant criteria for bicycle parking for Seniors Living are indicated in the DCP as follows:

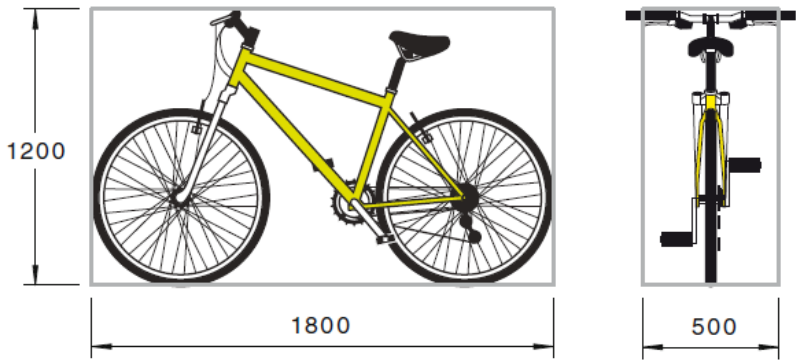
1 space per 2 units for residents (high security)
1 space per 12 units for visitors (medium security)

Application of the proposal to the above criteria would indicate the following:

Resident	2 spaces
Visitor	0.3 (0) space

Accordingly, the proposal comprises sufficient areas in the 2 of the 4 enclosed garages for the storage of a bicycle each i.e. a total provision of 2 bicycles.

I note that the dimension of a bicycle 'area' in the AS2890.3:2015 is as follows:



The enclosed area within the 2 garages have a dimension of 1m wide and 1.8m long. It is apparent that these areas will suitably accommodate the spatial requirement of bicycles.

Traffic Generation and Impact

Traffic generation rates for the proposed seniors living development are provided in the *Roads and Maritime Services (RMS) Guide to Traffic Generating Developments (2002)* and recent supplements (TDT 2013/04a) as follows:

> *Weekday peak hour vehicle trips = 0.4 per dwelling*
>
> *(Note that morning site peak hour does not generally coincide with the network peak hour)*

The proposal of 4 dwellings being equivalent to a peak traffic generation outcome of some 1.6 (2) vtph is minor in the context of the existing road network. It is also noteworthy that the existing dwelling on the site generates a peak traffic outcome of 1 vtph, thus a net addition of only 1 vtph. On this basis, it is assessed that the proposal will have no adverse impact on the surrounding road operations.

Internal Circulation

Provision made in the carpark including driveways, sightlines, ramp grades and circulation aisles comply with the relevant parts of AS2890.1:2004. A swept path assessment has been undertaken to demonstrate the satisfactory movement of vehicles into and out of the site per the AS2890.1 requirements. Details of this assessment are provided in Appendix A.

I trust the above is sufficient for your requirements. Should you require further clarification, please do not hesitate to contact the undersigned at 02 9411 5660.

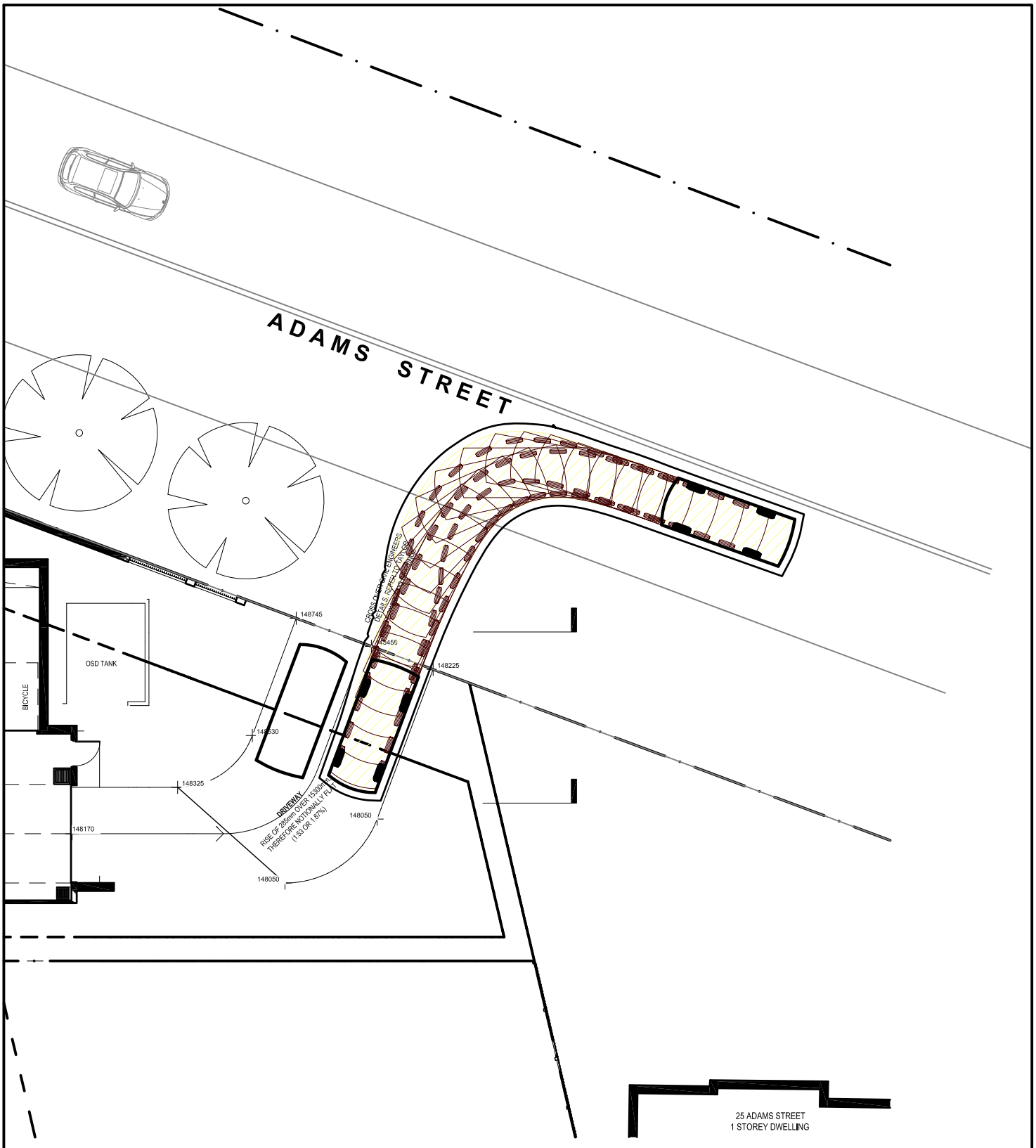
Yours faithfully

Bernardyslo

Bernard Lo BE(Civil), MTrans, MIEAust
Director
Transport and Traffic Planning Associates

Appendix A

Swept Path Assessment



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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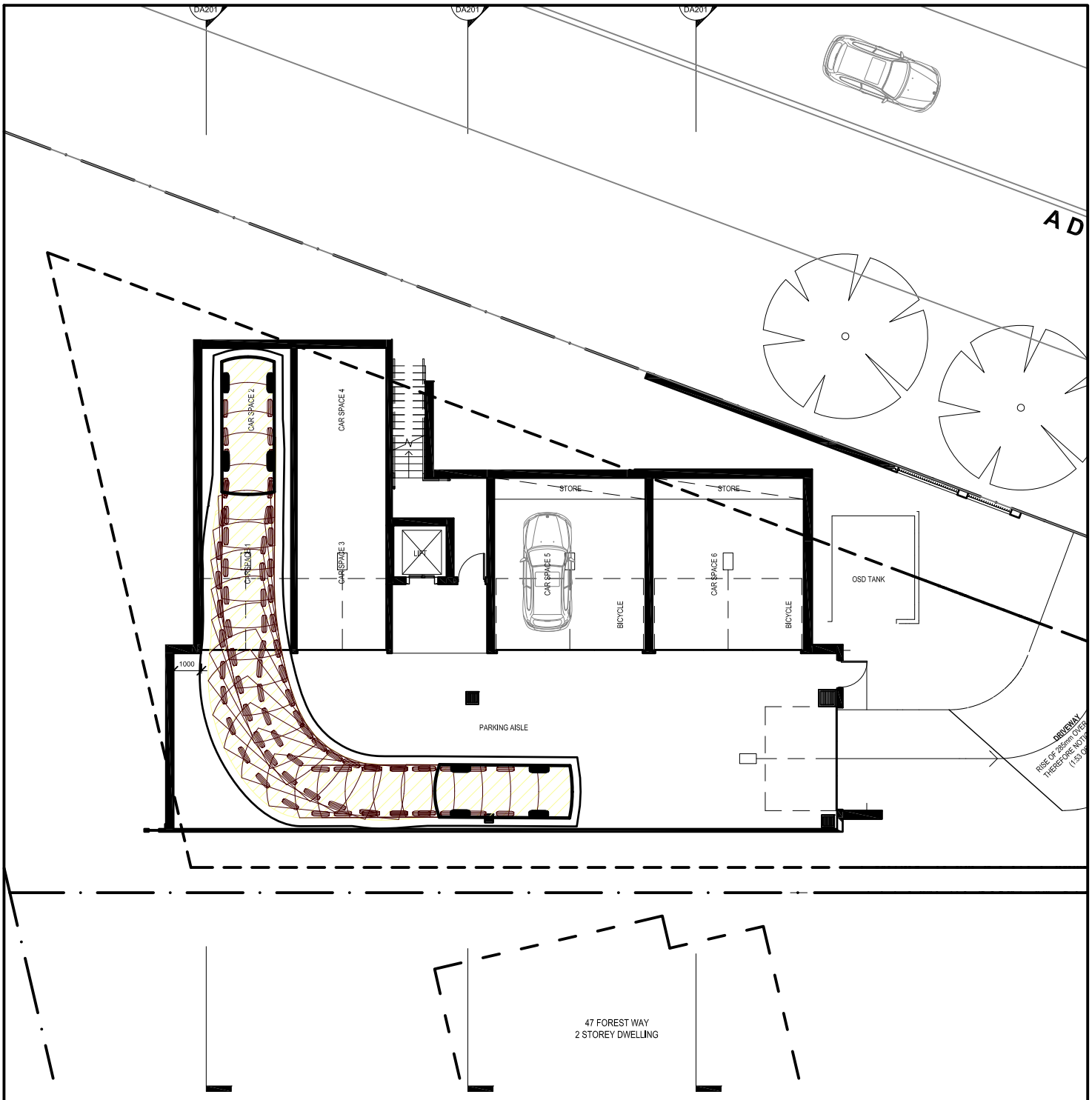
SWEPT PATH ANALYSIS OF A 85th PERCENTILE VEHICLE ENTERING THE SITE

SP 1



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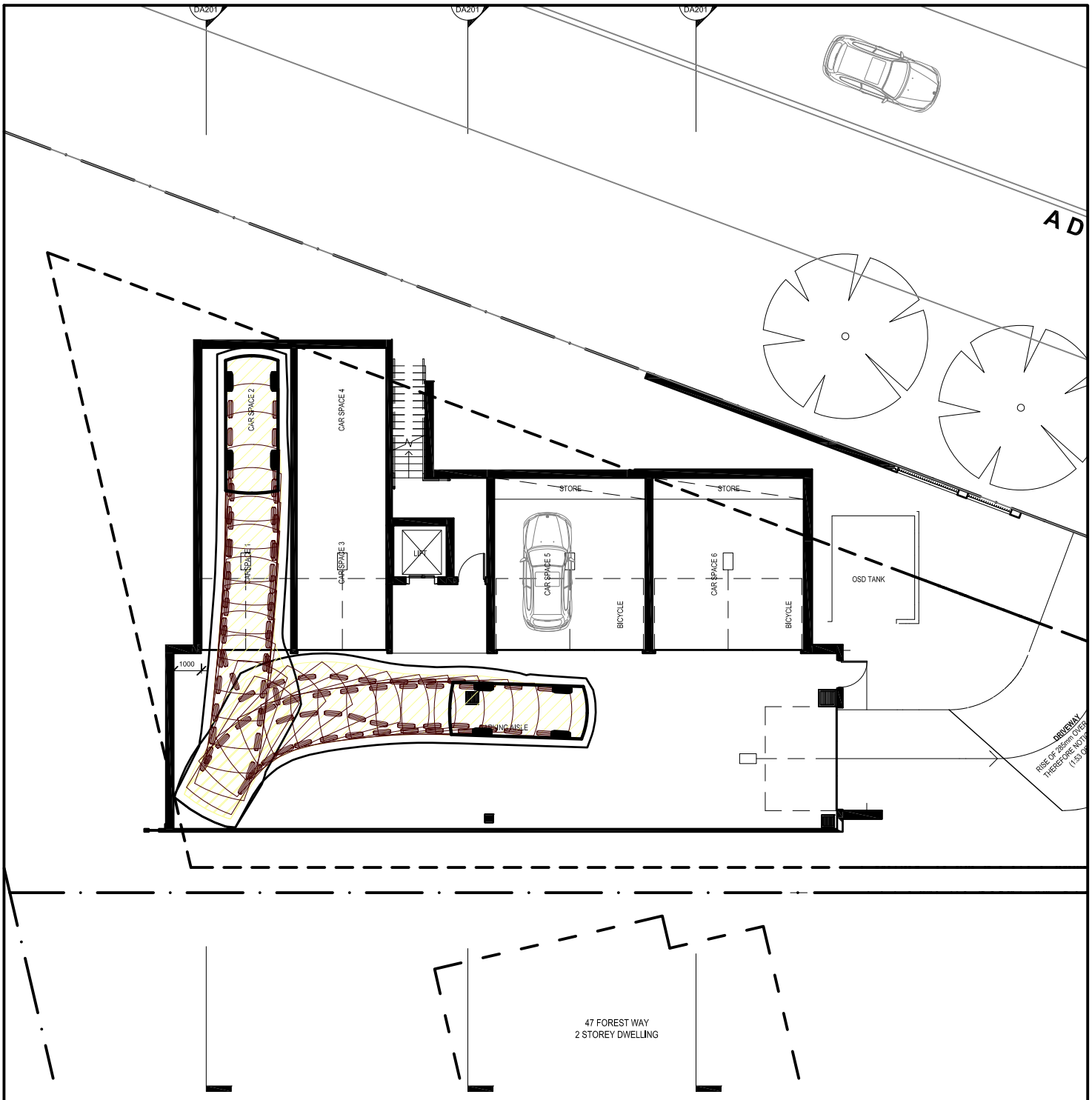
SP 2



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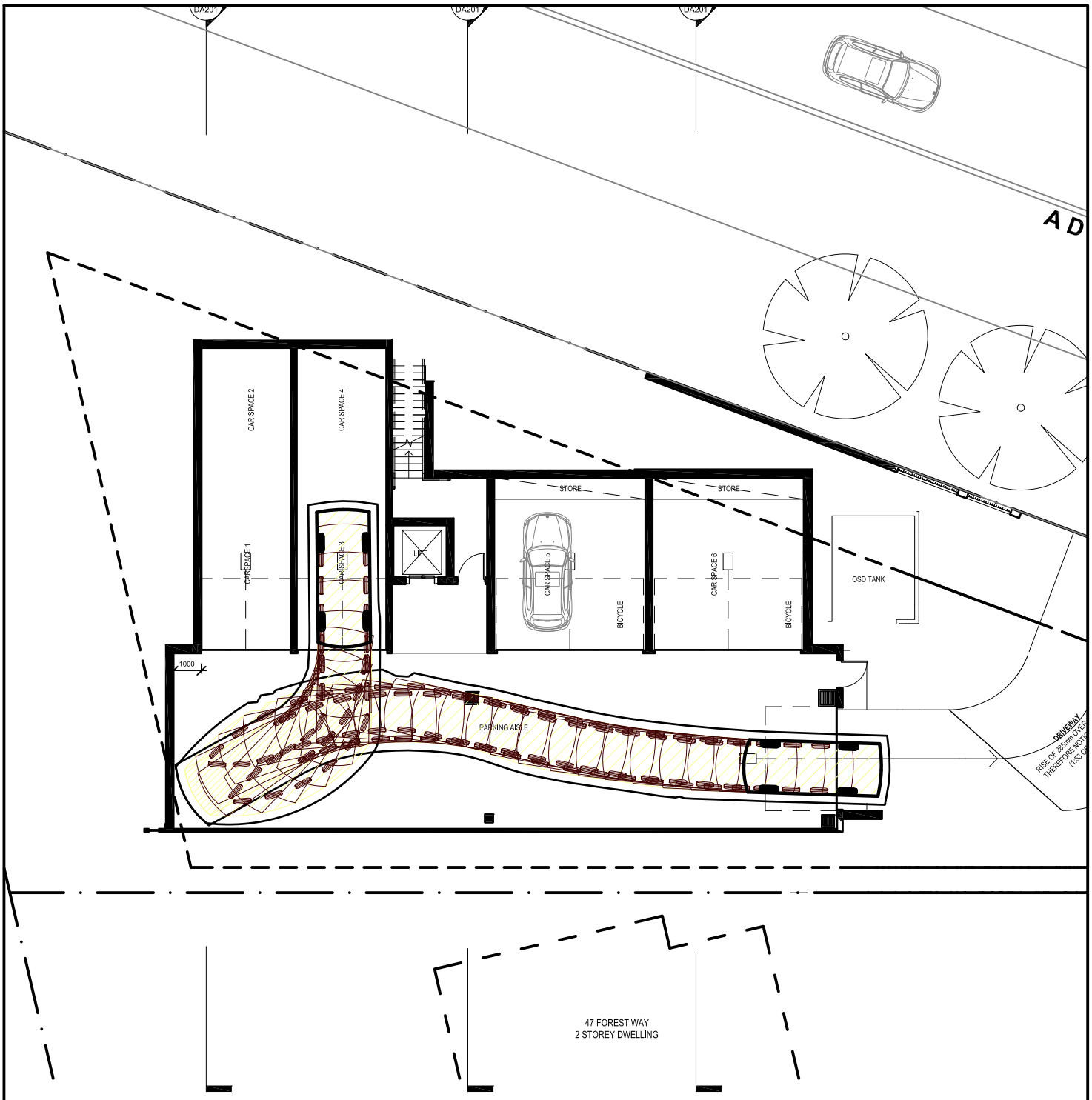

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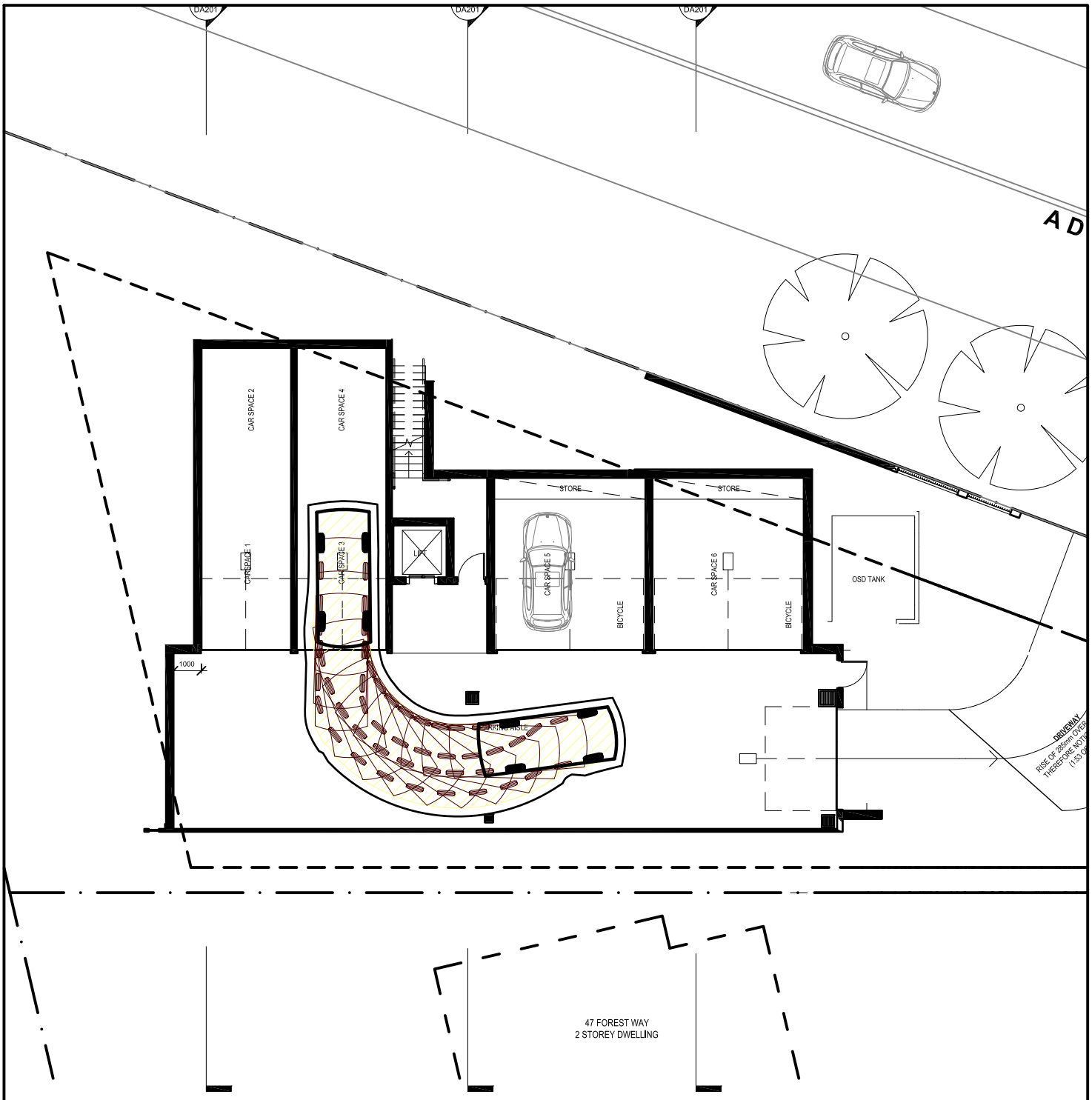

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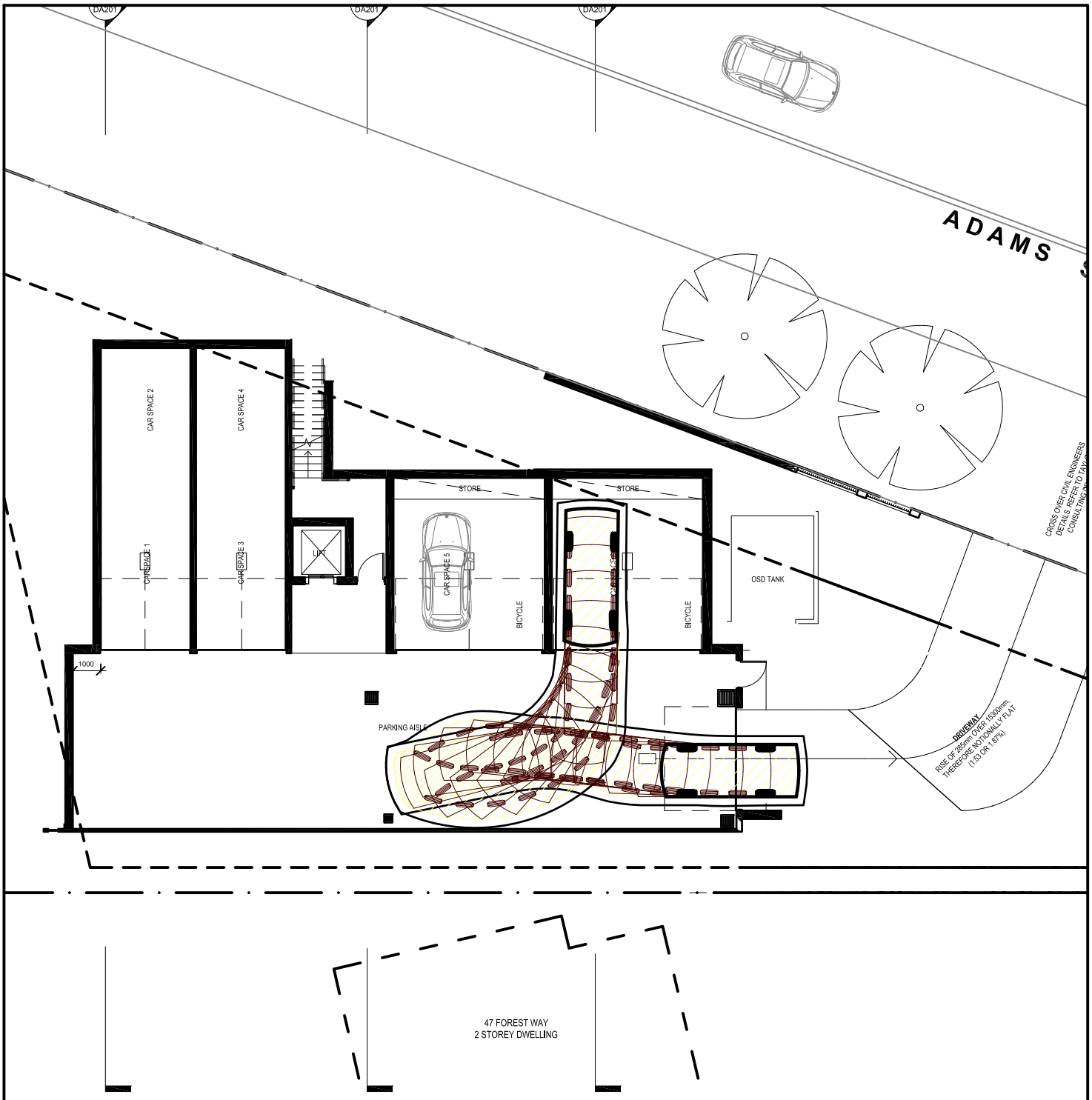
SP 5



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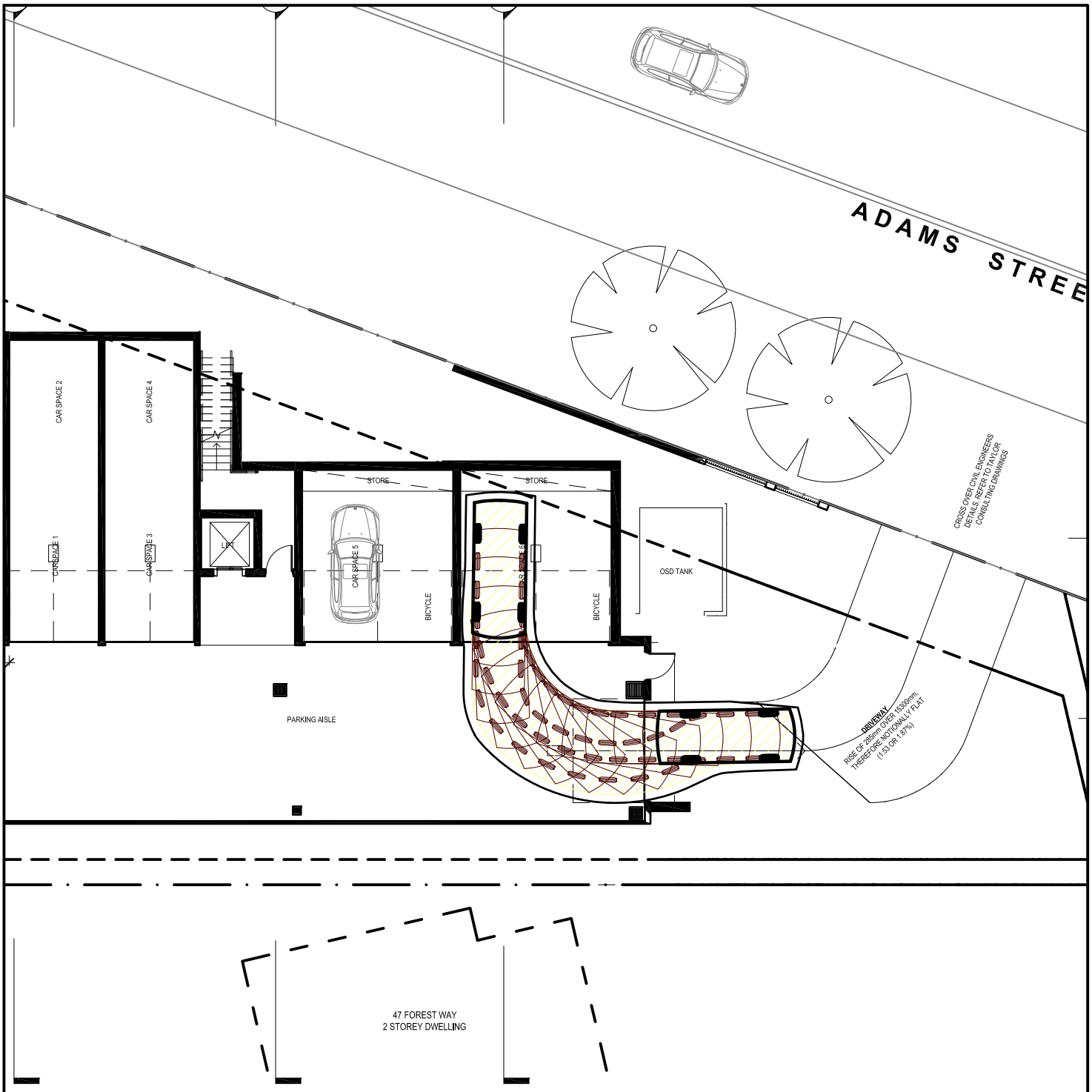
SP 6



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SP 5