



181 Forest Way, Belrose
Transport Assessment

20 March 2024

Northern Beaches Council

20 March 2024

Dear Sir/Madam

181 Forest Way, Belrose – Transport Statement

INTRODUCTION

This transport statement has been prepared by JMT Consulting in support of a Section 4.56 modification relating to an approved residential aged care facility (RACF) at 181 Forest Way, Belrose. The development was initially approved by the NSW Land and Environment Court (Case Number 2020/137970) and a subsequent modification (Mod2022/0289) approved in April 2023 by Northern Beaches Council.

The modification proposal involves a reduction in the number of beds from 105 as per the current approval to 99.

EXISTING SITE

The site is located at 181 Forest Way, Belrose and is situated approximately 3.0 kilometres north of Frenchs Forest Shopping Centre and approximately 21.0 kilometres north of the Sydney CBD. The site has a western street frontage to Forest Way Street that measures approximately 100 metres and a northern frontage to a right of way measures approximately 240 metres. The eastern and southern boundary neighbour's residential properties.



Figure 1 *Site context*

ASSESSMENT

(i) Vehicle site access

Access arrangements for vehicles remains unchanged compared to the original approval for the site. Access to the site will remain via the southern end of Forest Way via a deceleration lane as shown in Figure 2, with a single driveway access point to accommodate both passenger cars and service vehicles. A driveway width of approximately 8.5m has been maintained as part of the proposed modification – consistent with the current approval for the site.

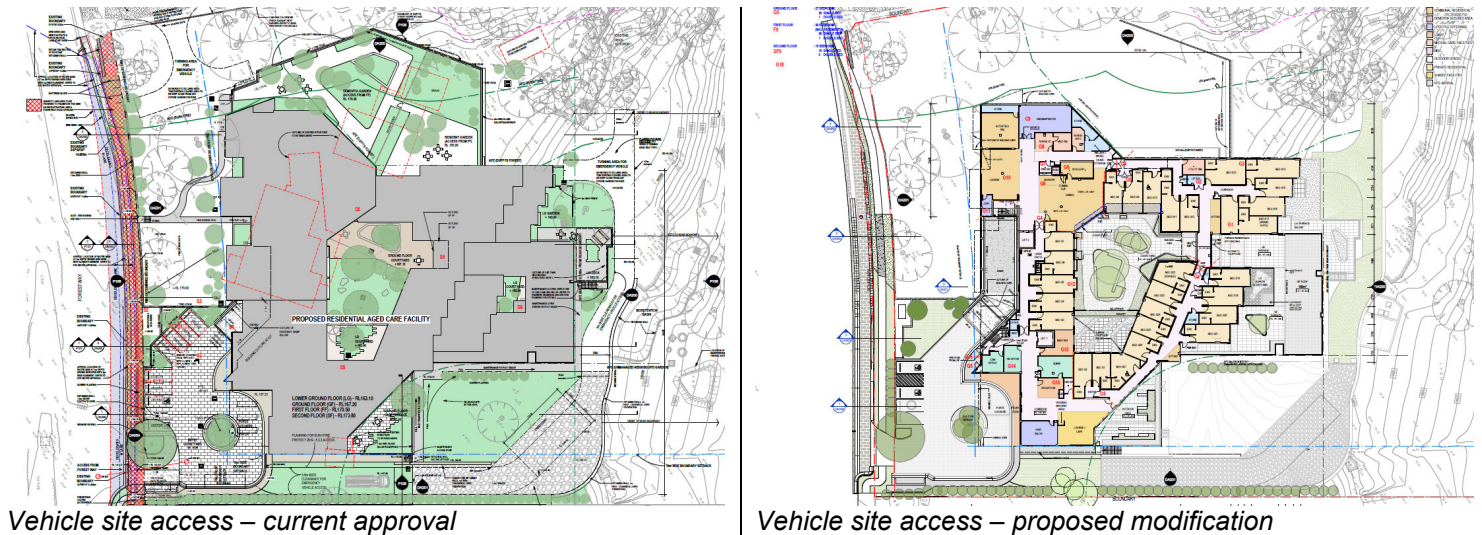


Figure 2 Vehicle access arrangements – approved and proposed

(ii) Car parking provision

The Seniors SEPP 2004 requires a minimum parking requirement of:

- 1 space per 15 beds; plus
- 0.5 spaces per staff member

On this basis, the proposed resident care facility development with 99 beds and a maximum of 30 staff would require a minimum of 22 car parking spaces. The architectural designs accompanying the modification application demonstrates there will be 45 car parking spaces provided for the site, comprising of 30 staff parking spaces and 15 visitor spaces (including four spaces at ground level). This parking provision exceeds the minimum requirements of the Seniors SEPP 2004 and is therefore considered appropriate to accommodate expected demands.

(iii) Car parking design

The on-site car parking area has, consistent with previous site approvals, been designed in accordance with the requirements of AS2890.1. This includes:

- Minimum 2.4m wide parking bays
- Minimum 5.4m long parking bays
- Minimum 5.8m wide parking aisles
- Minimum 1m offset parking from the edge of car parking spaces at the end of blind aisles

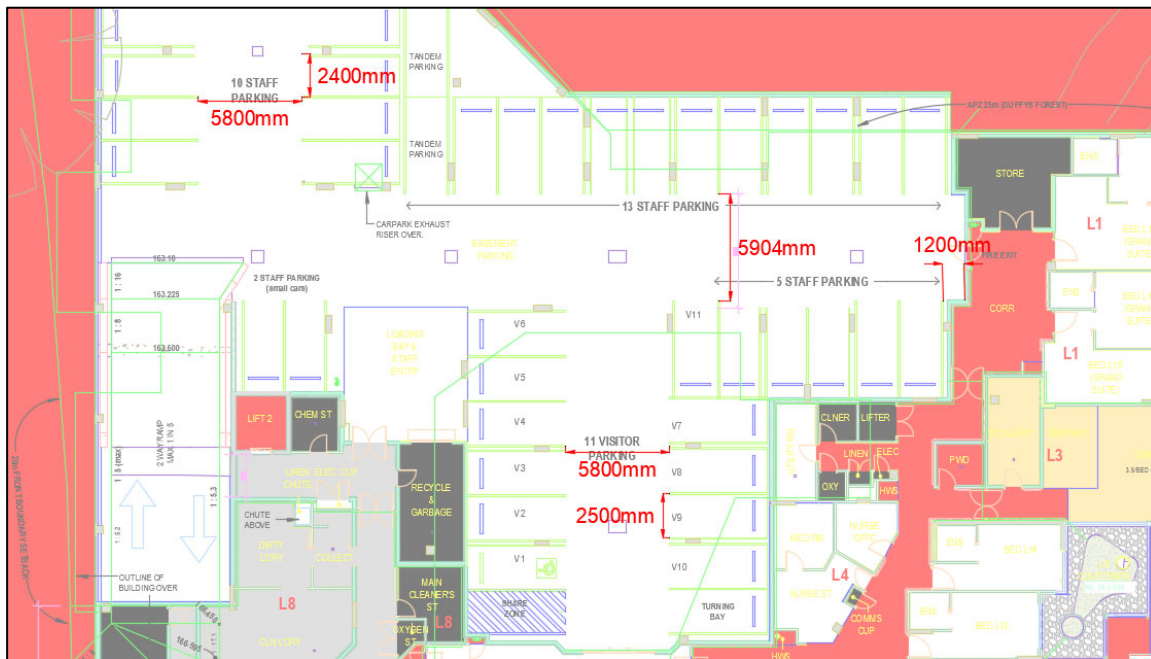


Figure 3 Basement parking configuration

(iv) Loading and servicing

The proposal makes no changes to the arrangements for vehicle servicing, with a loading bay at basement level maintained as per the current approval.

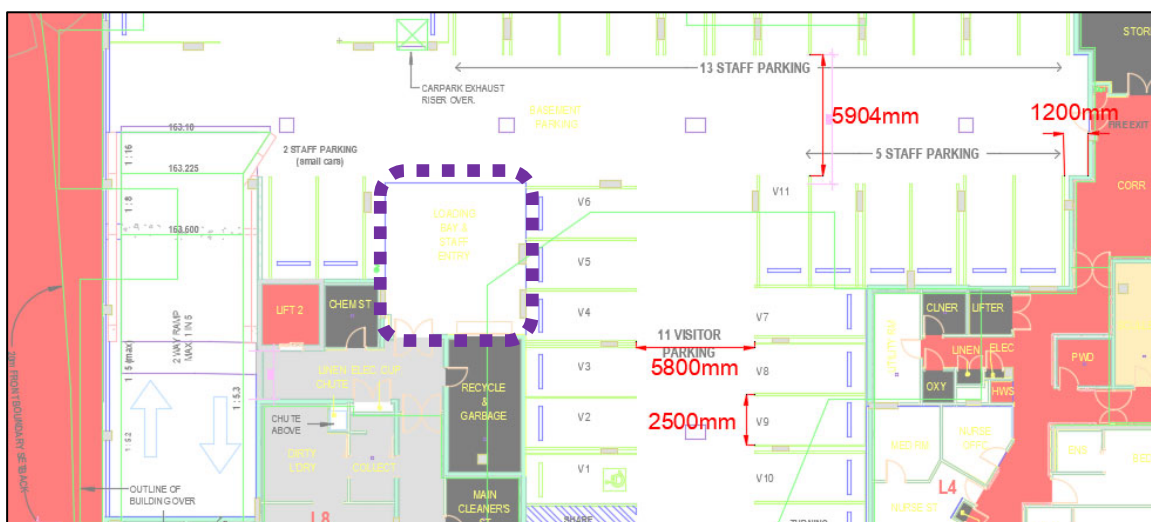


Figure 4 Basement loading dock

(v) Basement servicing and operational management

Condition 69 of the current approval requires the introduction of electronic signals to manage the movement of service vehicles into and out of the basement loading dock. The condition is reproduced below:

Basement Servicing - Internal Signals

The applicant shall install electronic signals within the basement which are to be operative when service vehicles are accessing the basement for waste collection and/or removalist services.

The applicant must engage a qualified practitioner to prepare suitable documentation demonstrating the operation of the signals and the means for Council or Removalists to activate the system. The documentation must be submitted to and approved by Council prior to the issue of any occupation certificate.

Reason: To ensure Council and any service vehicles have the means to access the basement under the control of the signals, prior to the site becoming operational.

This modification proposes to delete Condition 69 as it is not considered appropriate given the size and nature of the facility. The design, as presented in Figure 5, makes provision for a typical delivery van (equivalent to a B99 vehicle as defined in AS2890.1) to pass a typical passenger vehicle at all times. In addition, as shown in Figure 6, the largest truck that will access the basement, that being a 6.4m long Small Rigid Vehicle (SRV), has the ability to pass a passenger vehicle for nearly the entire length of its approximately 70m journey from the access driveway on Forest Way through to the loading dock in the basement. On only a very small section of the ramp, equivalent to approximately 6m in length, would a passenger vehicle be required to give way to an SRV. This is considered acceptable given the relatively low frequency of SRVs accessing the basement combined with the good sight lines available to drivers at this location. A convex mirror can also be located to provide for improved driver visibility.

An electronic signal system for the site would also have the following issues:

- Potential to result in vehicle queuing at the ground floor which may result in congestion and safety issues
- Potential to create confusion amongst drivers resulting in unsafe driver behaviours - particularly visitors that are unfamiliar with the traffic light system in place.

Given the suitability of the design to accommodate vehicle manoeuvring, along with the potential queueing and driver behaviour issues, it is considered appropriate to remove Condition 69 as part of this modification proposal.

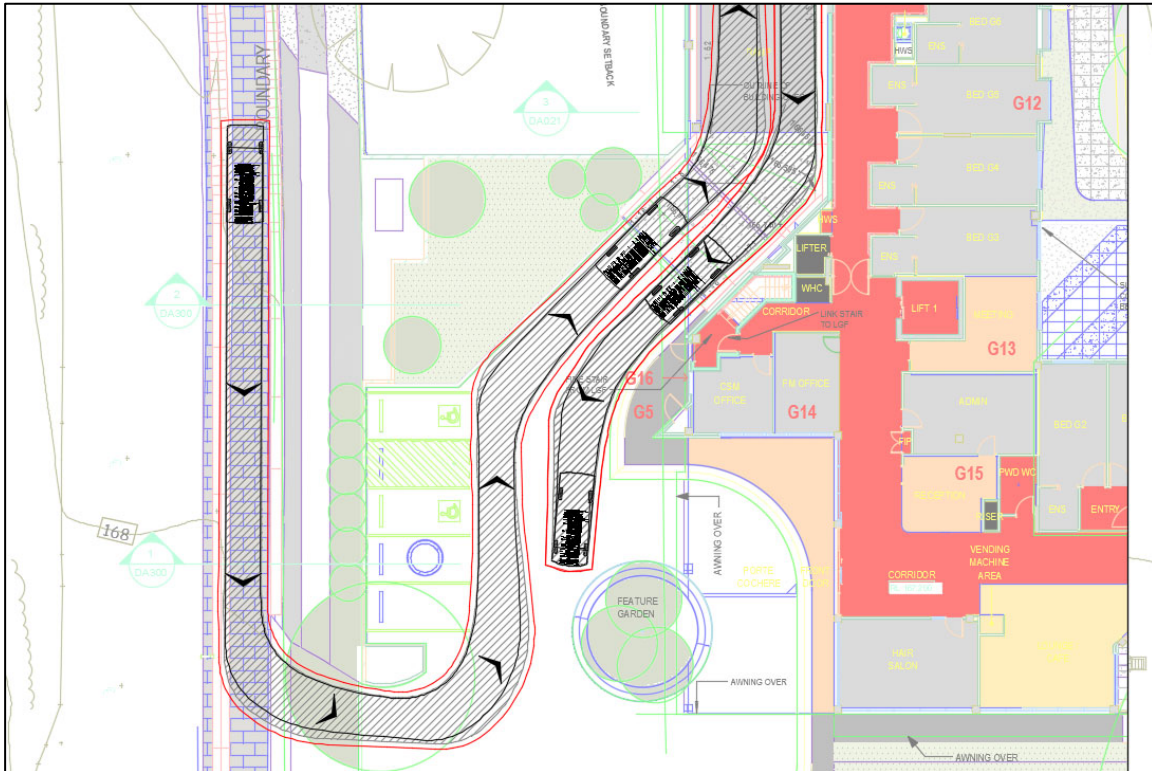


Figure 5 Swept path analysis – delivery van passing a passenger vehicle

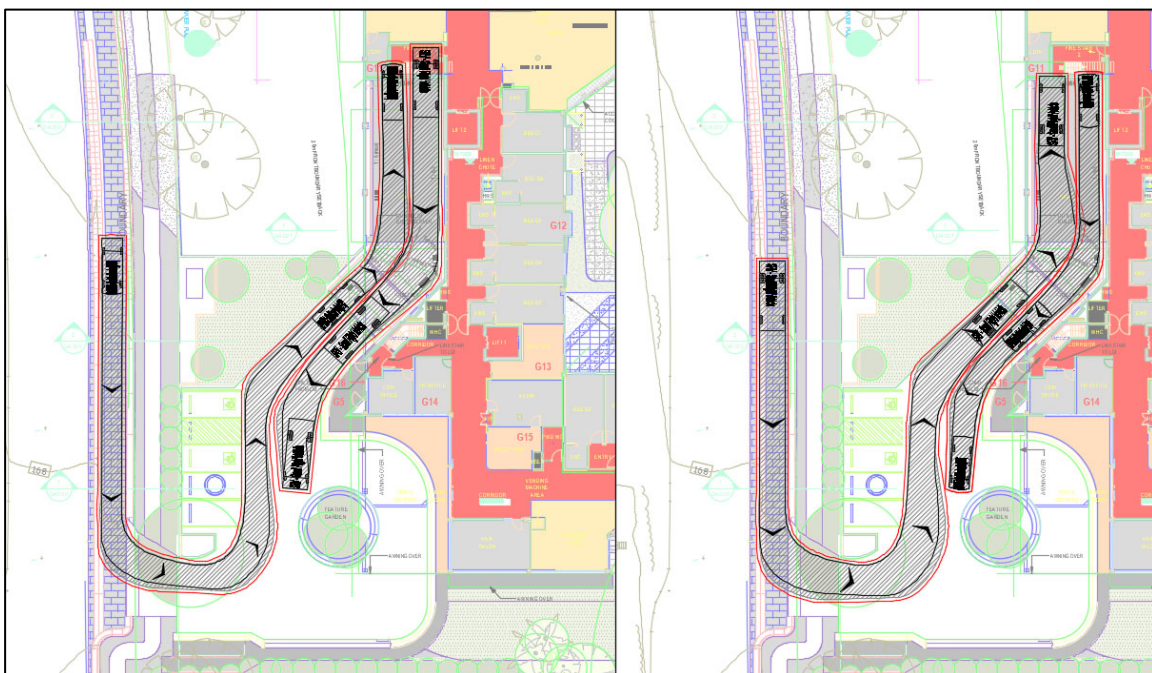


Figure 6 Swept path analysis – service vehicle passing a passenger vehicle

(vi) Traffic movements and impacts

The modification results in a minor reduction in the number of beds and no change in employees compared to that of the current approval. Therefore the modification would result in a minor reduction in traffic movements and have a resultant benefit to the operation of the surrounding road network.

SUMMARY

This transport assessment has been prepared by JMT Consulting in support of a modification for the approved development at 181 Forest Way, Belrose. Key findings of the assessment are as follows:

- Vehicle site access from the surrounding street network via a deceleration lane on Forest Way remains under this modification – consistent with the current approval.
- All on-site car parking has been designed in accordance with relevant guidelines and standards.
- 45 car parking spaces would be provided for staff and visitors as part of the modification – complying with the parking requirements outlined in Seniors SEPP 2004.
- Vehicle swept path analysis undertaken confirms the proposal can accommodate the safe manoeuvring of different vehicle types, including allowing for all vehicles to enter and exit the site in a forwards direction.
- It is appropriate to remove Condition 69 as part of this modification proposal given the suitability of the design to accommodate vehicle manoeuvring along with the potential queueing and driver behaviour issues created through the introduction of a traffic signal system.
- The modification proposal will result in a net reduction in traffic movements when compared to the current approval for the site – therefore having positive implications for the surrounding road network.

In the above context, the traffic and transport impacts arising from the proposed modification are considered acceptable.

Please do not hesitate to contact the undersigned should you require any further information.

Regards



Josh Milston

Director | JMT Consulting

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