



29 April 2020

General Manager
Northern Beaches Council
PO Box 82
Manly NSW 1655

Attention: Jordan Davies, Planner, Development Assessment

Dear Sir/Madam,

200 Forest Way, Belrose NSW 2085 – DA2019/0581

1. I refer to your request from Corona Projects to address TfNSW/RMS comments with regard to the above development proposal (TfNSW letter dated 06/04/20, Ref. SYD20/00301/01).
2. Our response to the TfNSW comments is as follows.
3. Comment:

It is noted that there is an alternative access from Linden Avenue, therefore TfNSW would not support access through the property. It is recommended that access through the property is restricted to separate the general public from heavy vehicle deliveries. In addition to the access arrangements along Forest Way being further refined to ensure safe ingress/egress.

Retention of the access from the existing driveway on Lot 1 (DP 1205253) to Forest Way is not supported. Should there be access to Lot 1 from Forest Way through the existing carpark, access through Lot 1 to Linden Avenue would not be supported.

4. Response:
 - a) It is not proposed to have through access, connecting Forest Way with Linden Avenue. The access driveways shown on the plans and in TEF report dated 29 January 2020 are existing access points. The proposal does not seek to create additional access points or connections, on the contrary it includes a proposal to close one of the existing driveways, thus improving the safety situation.
 - b) It is proposed to continue to use access from Linden Avenue for deliveries by heavy vehicles, as at present. Additional overflow parking for staff is proposed between the loading/unloading area and the garden nursery. The use of this parking will be managed by the operator of the nursery. To prevent movements of customer vehicles from customer parking (accessed from Forest Way) to Linden Avenue and vice versa, it is proposed to install a gate between the loading/unloading/bulk storage area and the nursery/cafe area, as shown on TEF drawing 19083/01 Rev B attached to this letter.
5. Comment:
 2. Proposed 17 x 30 degree angled parking:
 - i. The supplied turn paths show that vehicles are unable to enter/leave the carpark simultaneously.
 - ii. There is insufficient room for drivers to reverse out of carparking spaces and drive towards the exit.
 - iii. The proposed turning area is not considered acceptable by TfNSW and is unsafe.
 - iv. The proposed parking arrangement may result in vehicles attempting to reverse the entire length of road and is not practical.
6. Response:
 - a) The proposed design of the new car parking area on the southern side of the site has been reconfigured to parallel parking. The parking aisle is of sufficient width (greater than the minimum width required by AS/NZS 2890.1:2004) for manoeuvring in/out of spaces and for conflict free movements in both directions. The redesigned area now has 12 spaces. Of these, the last 5 spaces are proposed to be designated for use by staff. This arrangement will help minimise the number of

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movements in this area. The proposed parallel parking addresses all issues 2 (i) to (iv).

- b) The new arrangement results in a total of 56 car parking spaces on site. This number still exceeds the required 51 spaces and is thus satisfactory.

7. Comment:

3. Existing driveway on Lot 1 (DP 1205253) on Forest Way:

- i. The redundant driveway on the Forest Way boundary should be removed and replaced with materials to match the existing shoulder. TfNSW would not support a boom gate as an option at this location.
- ii. The design and construction shall be in accordance with TfNSW requirements. Details of these requirements should be obtained by email to DeveloperWorks.Sydney@rms.nsw.gov.au.

8. Response:

- a) This requirement is acknowledged. There are no objections to implementation of the requested works which can be included as a Condition in the Development Consent.

9. Comment:

4. Updated swept path plans are to be provided indicating how vehicles (including garbage trucks, emergency and heavy rigid vehicles) will simultaneously ingress/egress the subject site via the above mentioned driveways. These plans shall be in accordance with AUSTRROADS standards and are to show that vehicles can ingress/egress in a forward direction.

- a) It is noted that the existing driveway access in Linden Avenue does not allow for simultaneous movements of heavy vehicles. This is considered to be satisfactory due to a low number of vehicular movements. The current proposal for a cafe will not result in additional heavy vehicle movements. The garden nursery will continue to operate at the same level as at present and therefore the number of heavy vehicle movements will not change. We are, therefore, of a considered opinion that there are no reasons for the Linden Avenue access to be upgraded.
- b) Should Council consider this upgrade necessary, driveway widening can be conditioned as part of the Development Consent. The design of the widening is included as drawing 19083/04 Rev B.
- c) The design has been checked for simultaneous movements of heavy rigid vehicles. Both garbage trucks and emergency vehicles (including standard fire brigade appliances) are smaller and thus will have no difficulty in performing the same manoeuvres.

10. Comment:

For example, the swept path plans shown in the current traffic engineering assessment provided do not indicate vehicle lengths and should be provided as per TfNSW letter dated 5 July 2019.

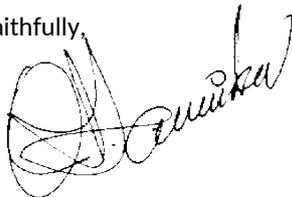
Furthermore, the turn paths provided on plans numbered DWG No: 19083/01 to DWG No: 19083/03 do not demonstrate how vehicles can ingress and egress simultaneously.

11. Response:

- a) Drawings Revision B attached to this letter demonstrate the required manoeuvres and vehicle dimensions.

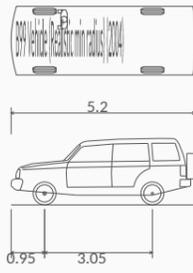
Please do not hesitate to contact the undersigned should you require further information.

Yours faithfully,

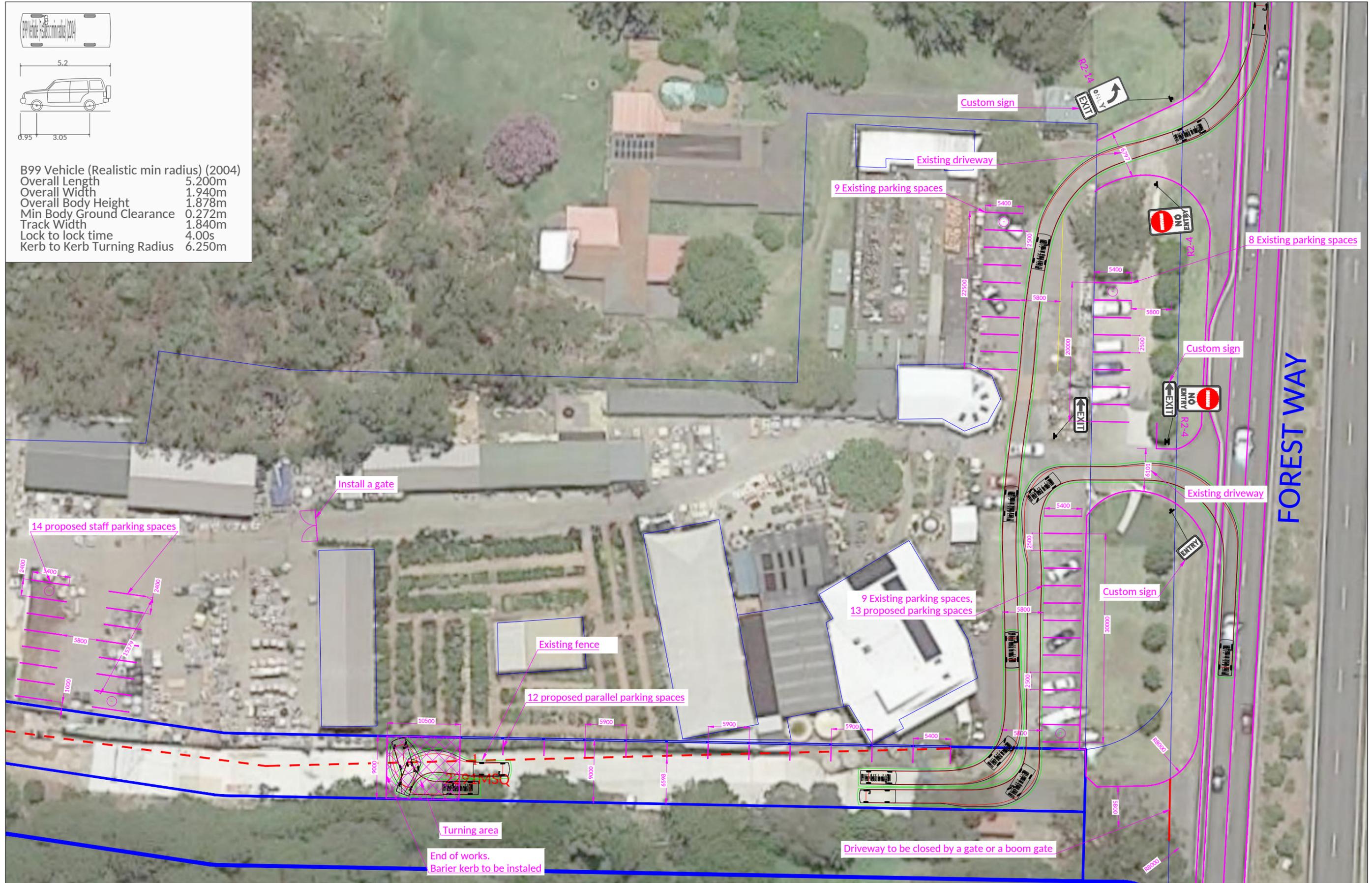


Oleg I. Sannikov
Director
MEngSc (Traffic Engineering)
MIEAust PEng
FAITPM

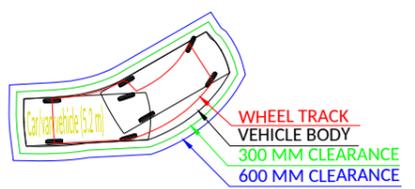
Attachments: Four (4) sheets of diagrams prepared by TEF Consulting.



B99 Vehicle (Realistic min radius) (2004)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.878m
 Min Body Ground Clearance 0.272m
 Track Width 1.840m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.250m



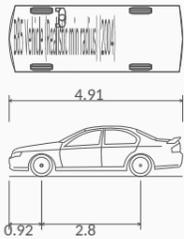
LEGEND:



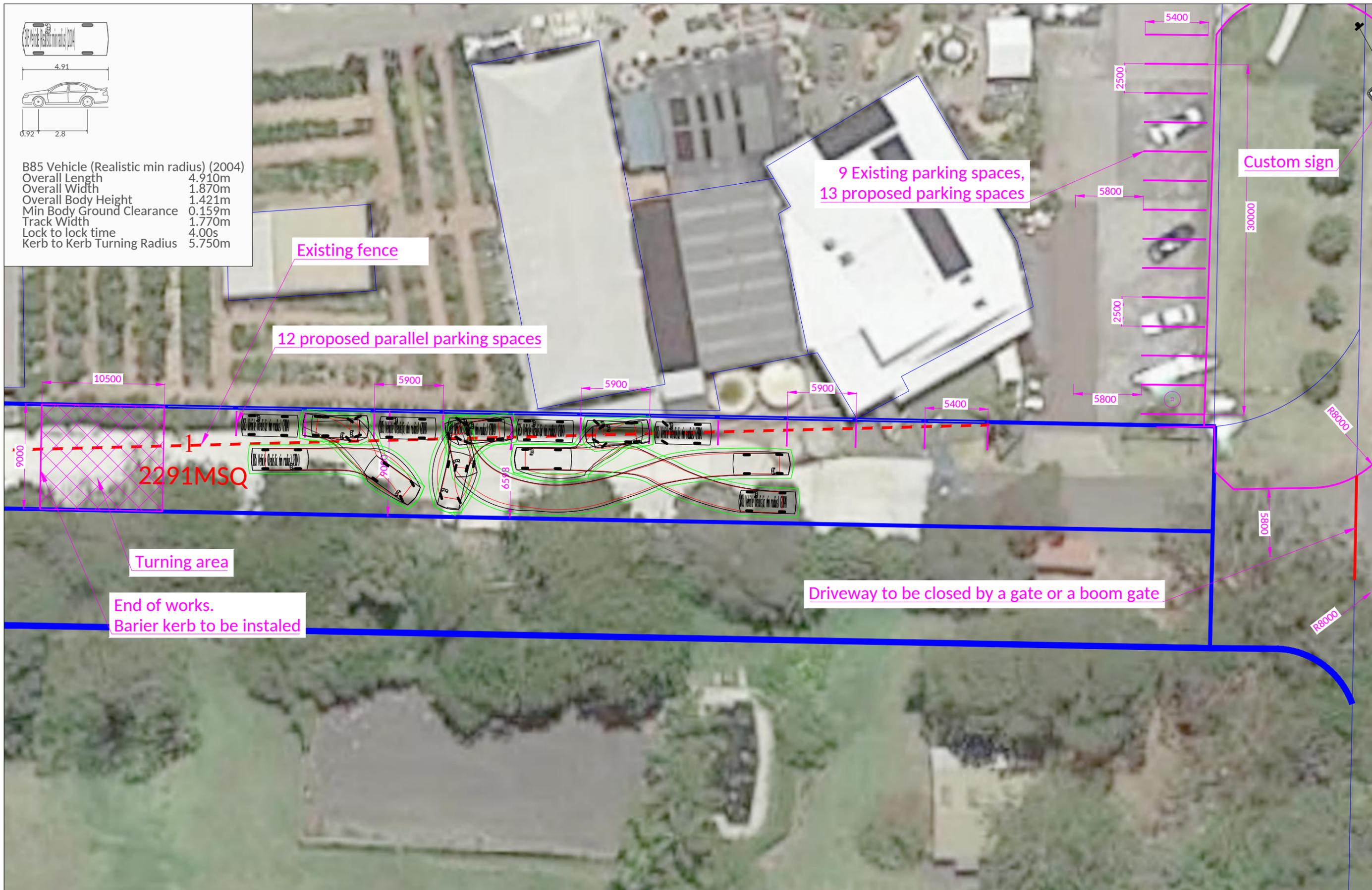
Dwg No 19083/01 Rev. B 28/04/2020
 Client: Robert Marci

200 Forest Way, Belrose NSW 2085 SCALE 1:500@A3

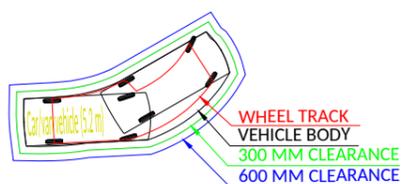
Proposed car park layout
 Design checks as per AS/NZS 2890 series



B85 Vehicle (Realistic min radius) (2004)
 Overall Length 4.910m
 Overall Width 1.870m
 Overall Body Height 1.421m
 Min Body Ground Clearance 0.159m
 Track Width 1.770m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.750m



LEGEND:

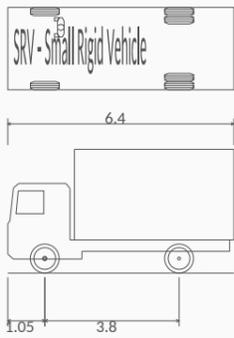


Dwg No 19083/02 Rev. B 28/04/2020
 Client: Robert Marci

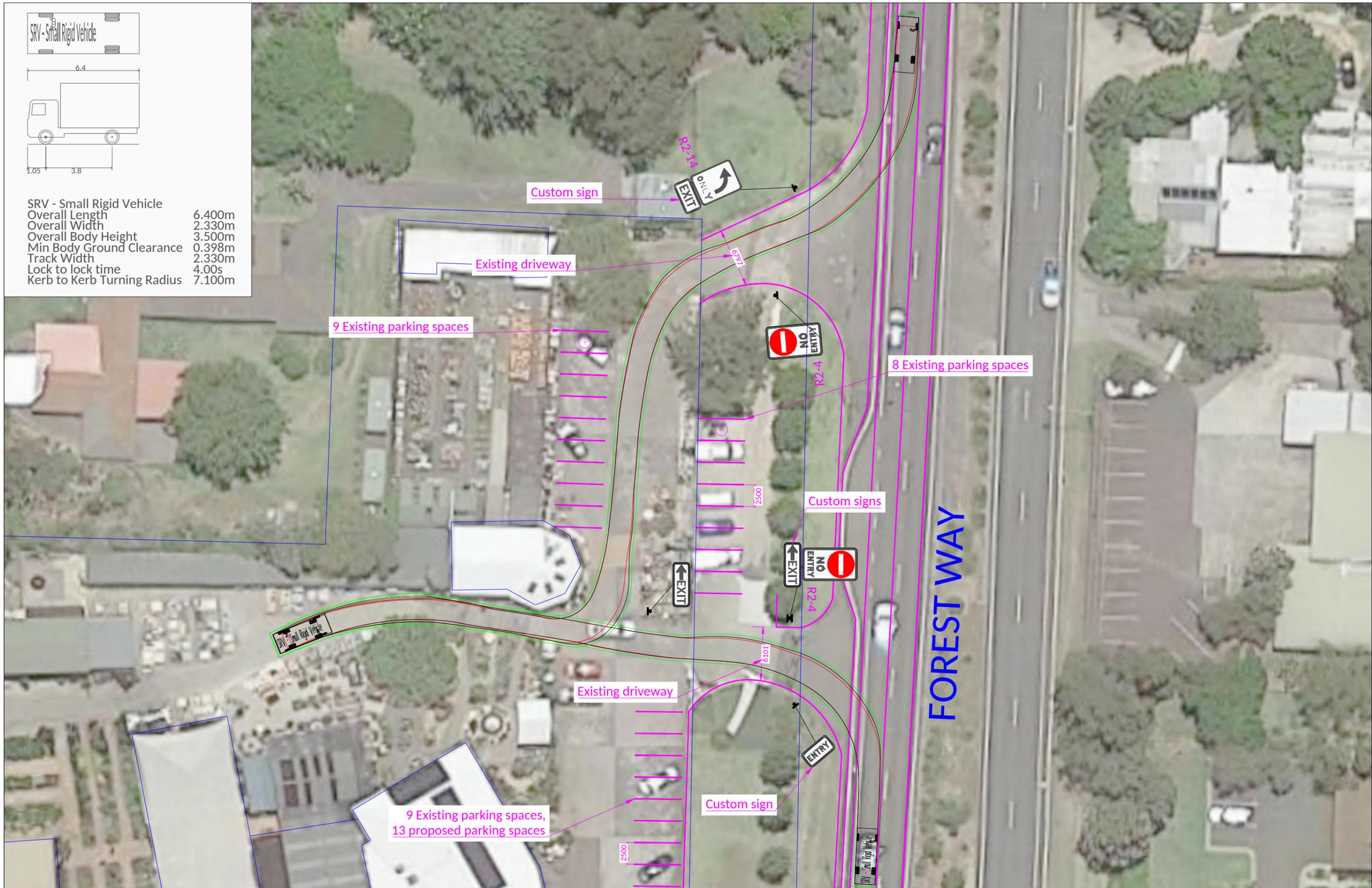
200 Forest Way, Belrose NSW 2085

SCALE 1:300@A3

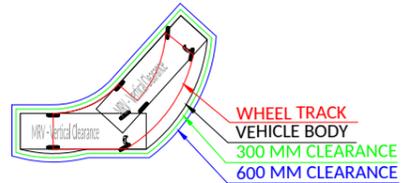
Proposed car park layout
 Design checks as per AS/NZS 2890 series



SRV - Small Rigid Vehicle
 Overall Length 6.400m
 Overall Width 2.330m
 Overall Body Height 3.500m
 Min Body Ground Clearance 0.398m
 Track Width 2.330m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.100m



LEGEND:

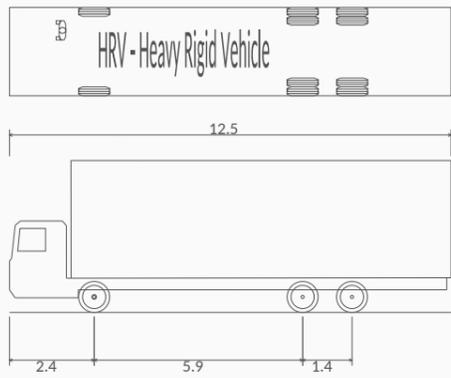


Dwg No 19083/03 Rev. B 28/04/2020
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200 Forest Way, Belrose NSW 2085

SCALE 1:400@A3

Proposed car park layout
 Design checks as per AS/NZS 2890 series



HRV - Heavy Rigid Vehicle
 Overall Length 12.500m
 Overall Width 2.500m
 Overall Body Height 4.300m
 Min Body Ground Clearance 0.417m
 Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 12.500m

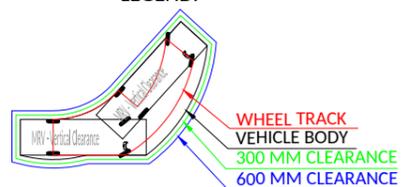
Widen driveway width for two-way trucks manoeuvring

EXISTING FENCE

INDEN AVENUE



LEGEND:



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SCALE 1:300@A3

Proposed car park layout
 Design checks as per AS/NZS 2890 series