

Traffic Engineer Referral Response

Application Number:	DA2024/1303
Proposed Development:	Two (2) staged redevelopment of the Forestville RSL club site involving demolition works and the construction of a registered club and fifty two (52) independent living units and ancillary uses
Date:	11/07/2025
Responsible Officer	
Land to be developed (Address):	Lot 11 DP 626916 , 11 / 0 Melwood Avenue FORESTVILLE NSW 2087 Lot 31 DP 366454 , 20 Melwood Avenue FORESTVILLE NSW 2087 Lot 2589 DP 752038 , 22 Melwood Avenue FORESTVILLE NSW 2087

Officer comments

Referral comments 11/7/25

The Applicant has provided further updated Architectural Plans Revision H, along with a response prepared by Traffix dated 3 July 2025. The Transport Network section has reviewed the proposal providing comments on the outstanding issues.

Bus Zone Relocation and Infrastructure Works in the Public Road Reserve

The existing bus stop outside the Club is located between the proposed central access driveway to the basement car park and the exit driveway to the at-grade car park. The bus stop and Bus Zone would need to be permanently relocated either north of the central access driveway or between the entry and exit driveway to the at-grade car park. The relocation of the bus stop requires approval from Transport for NSW (TfNSW) and the new bus stop should be made DDA compliant with seating, and constructed in accordance with TfNSW Bus Stop wayfinding guidelines.

The Melwood Avenue frontage of the development site forms part of the Safe Cycling Route Network under Council's Bike Plan. Austroad guidelines recommend a minimum shared path width between 2.5 and 3m. As the location is part of the District Route which links to the Regional Route on Warringah Road, a new 3m shared path should be constructed along the frontage of the development as part of the overall works.

The proposed relocation of the Bus Zone and any changes to the existing parking restrictions would require reporting to the Local Traffic Committee and Council approval prior to the issue of the Construction Certificate.

Bicycle Parking and End of Trip Facilities

- A total of 18 bicycle parking spaces has been provided for Club patrons near the at-grade parking area. However, according to Part 7.6 of the NSW Planning Guidelines for Walking and Cycling; the visitor bicycle parking must be locked to high quality rails (High-Low Security Level - Class C). The Ground Floor plan shows two rows of 9 bicycle parking spaces with 4 rails in each row, and the end bicycles unsecured. At least one additional rail is required at the end of the row (total 9 rails) to provide for the 18 bicycle parking spaces.
- The Basement 1 plan shows a total of 26 bicycle spaces for residents in the secure bike parking area, but only 5 rails in one row and 6 rails in the second row. All resident bicycle parking must be stored in individual lockers or locked rails within a secure room/enclosure (High-Medium Security Level - Class B). One additional rail is required for each of the rows (total 13 rails) to provide for the 26 bicycle parking spaces in the secure area. This could be just an oversight or a drawing error.
- The end of trip facilities are situated in the north-western corner of the Basement 2 car park. This means that the facilities for Club staff will not be available until completion of Stage 2. The location is still acceptable as the facilities provided are greater than expected and include bathroom/change areas and clothes lockers.

Motorcycle Parking

Motorcycle parking spaces should be 2.5m long and 1.2m wide, however the motorcycle parking provided in both the B1 Seniors car park and B2 Club car park are 5.4m long. The additional length is not required and does not pose a problem when located parallel and adjacent to the parking space, but the 3 motorcycle parking spaces in the Seniors car park can obstruct pedestrian and wheelchair access. These spaces should be remarked 2.5m long from the wall so that patrons parking in the area can directly access the lobby and lifts by passing through the Shared Area between the Accessible parking spaces.

Resident Parking

With respect to resident parking, the amended plans do not follow all of the recommended locations previously provided for visitor and accessible parking, however a proposal could be supported subject to some amendments which can be accommodated within the car park. These changes will result in a total of 85 parking spaces in the B1 Seniors carpark, including 62 resident (3.2 x 5.4m wide), 12 resident accessible (AS2890.6), 11 visitor spaces (including 1 accessible). This will result in one additional resident parking space compared to that mentioned in the amended Traffix report. A marked sketch plan has been provided showing the required changes.

The current numbering of the parking spaces within the Seniors car park is generally very confusing with numerous errors, and should be reviewed and updated following the required changes to the car park layout and parking allocation.

The resident visitor parking must be accessible at all times. As the parking spaces are located in the B1 seniors car park behind a security door, the entry point must include an intercom to enable visitor access.

The Architectural Plans Drawing Nos DA-A-099 and DA-A-100, should be updated to address the abovementioned requirements and submitted to Council for review prior to the issue of a Construction Certificate.

The amended proposal would therefore be supported subject to the recommended Conditions.

Referral comments 18/6/25

The amended proposal is for demolition works and construction of a registered club and Seniors Housing development containing a total of 52 Independent Living Units (ILUs), to be constructed in two stages.

Stage 1

Construction of a three-level basement carpark

Construction of a registered club with a 3,539m² GFA (decrease of 210m² of GFA)

Construction of a new 16 Independent Living Units (ILUs) above the club building

Car parking to accommodate:

- 29 ILU Resident spaces;
- 9 ILU visitor spaces (including 3 on ground floor); and
- 125 club spaces.

Stage 2

Demolition of existing registered club on site.

Construction of 36 Independent Living Units (ILUs) and ancillary uses.

Construction of a remainder of a two-level basement car park.

Car parking to accommodate:

- 45 ILU Resident spaces;
- 3 ILU visitor spaces; and
- 78 club spaces.

The development proposes a total of 289 car parking spaces comprising 74 resident spaces with 12 visitor spaces, and 203 club parking spaces. An amended Traffic and Impact Assessment (TIA) has been prepared by Traffix dated May 2025 Reference: 24.186r01v06 along with updated Architectural Plans.

Access and Porte Cochere

The changes to provide a central access driveway for the Club and senior basement car park levels is supported. The separate access for trucks and waste collection servicing the Basement 1 Loading Dock is also supported. However, the southern access driveway would need to be widened considerably to enable a MRV/HGVs to turn left out of the driveway without crossing onto the opposite side of the road into oncoming traffic. It is also noted that the access driveway to the loading dock and servicing areas will also be used by residents and club patrons to access the Stage 1 car parking area until the completion of Stage 2. It is therefore recommended that a "No Left Turn Vehicles Over 6m" restriction be imposed to ban the left turn movement for longer vehicles exiting the driveway.

The Club entry and Porte Cochere access is via a separate entry driveway at the southern end of the site with exit driveway in a clockwise direction. The at-grade car park makes provisions for two courier/delivery parking spaces and one ambulance bay. The proximity of the access driveway to the basement loading dock and exit driveway for the Porte Cochere creates a wide crossing point along the footpath for pedestrians. The separation between the driveways should be increased to a minimum 3m to provide sufficient refuge for pedestrians.

Traffic Generation

The TIA indicates that the existing Forestville RSL Club with 3,749m² GFA has a peak traffic generation of 175 vehicle trips per hour during the evening peak period. The construction of the new Club has a of 3,539m² which would does not generate additional traffic based on the GFA. The net impacts of the development would therefore be due to the increase in future traffic generation from the proposed seniors housing component, which has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2002' and the updated traffic generation rates in the Technical Direction (TDT 2013/04a) document. The proposed 52 ILUs generates 5 vehicle trips during the am peak hours and 11 vehicle trips during the pm peak. The SIDRA analysis shows that the affected intersections in the area currently operate at a Level of Service (LoS) A (good) or B (good with acceptable delays and spare capacity) and will remain at the same LoS. And therefore does not result in significant impacts to the existing road network.

Club parking

The TIA states that the development requires 113 Club parking spaces based on the average demand from similar registered clubs, 1 space per 31 31.57m² GFA (3.17 spaces per 100m² GFA). The development however proposes a total of 203 spaces for Club patrons and staff, which provides a surplus of 90 spaces. The TIA indicates that the additional car parking is required to cater for future car parking demand as well as during peak times throughout the year; including Saturdays when the Forest Rugby Club has home games, special events with use of the function rooms, and public holidays including ANZAC Day. Additional parking is considered reasonable as it reduces demand on on-street parking and parking areas provided for other facilities. Any surplus in Club parking spaces however would only be supported subject to measures to include more sustainable modes of transport by providing the specified electric vehicle charging, motorcycle parking, and bicycle parking with end of trip facilities.

Resident Parking

The proposed Seniors Housing portion of the development contains a total of 52 Independent Living Units (ILUs), comprising (27 x 2-bedroom and 25 x 3-bedroom units), which requires 65 resident spaces under the SEPP Housing 2021, and 70 spaces under Council's WDCP 2011. A total of 11 resident visitor spaces is also required, when applying the DCP rate of 1 visitor space per 5 units or part of dwellings.

The Traffic and Impact Assessment (TIA) states that the development proposes a total of 86 car park spaces, comprising 74 spaces for residents and 12 spaces for visitors. The proposal exceeds the minimum SEPP and WDCP car parking requirements in terms of number of spaces. with the majority of the 3-bedroom units provided with two spaces. However, the resident and visitor parking spaces do not meet the design requirements of the SEPP.

Schedule 4, Part 1 Clause 4 (2)(c) of the SEPP refers to the Car Parking standards for independent living units (ILUs) for a group of 8 or more parking spaces -

Schedule 4, Part 1 Clause 4 (2)(c) of the SEPP refers to the Car Parking standards for independent living units (ILUs) for a group of 8 or more parking spaces -

- (i) at least 15% of the parking spaces must comply with AS/NZS 2890.6.
- (ii) at least 50% of the parking spaces must –

(A) comply with AS/NZS 2890.6,

(B) be at least 3.2m wide and have a level surface with a maximum gradient of 1:40 in any direction.

The Architectural Plans show that all resident parking spaces are 3.2m wide and 5.4 long. Although this complies with the second part of the Clause, the first part is not met. If the development proposes 74 resident parking spaces, then 11 resident spaces must be designed to comply with AS/NZS 2890.6.

Furthermore, the SEPP requires that at least 5% of any visitor parking spaces must comply with AS/NZS 2890.6. If the development proposes 12 visitor spaces, then 1 space must be designed to comply with AS/NZS 2890.6.

There are discrepancies between the TIA, Accessibility Design Review and the amended Architectural Plans. The Site Analysis – Car Parking plan indicates that a total of 12 visitor spaces are to be provided. Stage 1 is to include 3 Ground Floor spaces and 6 Basement 1 spaces, while Stage 2 will provide 3 Basement 1 spaces. The Architectural Plans however do not show any Visitor parking spaces in Stage 2. The Basement 1 plan currently shows 6 Visitor accessible parking spaces (with Shared Area) and a single space (2.4m wide x 5.4m long) adjacent to the ramp which leads to the Club parking on Basement 2. This is still 2 spaces short of the proposed 9 spaces in the Basement 1 seniors car park. It is expected that one of these spaces can only be installed in Stage 2 after construction of the central access driveway, as the area occupied by the parking space will act as part of the circulation roadway to provide access to the Basement 1 car park during Stage 1. Furthermore, the Ground Floor plan shows two delivery/courier spaces and ambulance parking in the at-grade car park as part of the proposed resident visitor parking spaces. These spaces should be considered as part of Club parking requirements rather than reducing the visitor parking for the seniors development. The required 11 visitor spaces for residents should therefore be provided wholly within the Basement 1 car park.

The location of the visitor and accessible parking spaces is important as the development is constructed in two stages with ILU's provided in each of the four buildings. The visitor parking should be provided in close proximity of each other so that visitors can easily locate the designated parking areas. The resident visitor spaces should therefore be situated at the western end of the Basement 1 car park, which provides convenient access to the lifts for the Club Building and Building 3 once the central access driveway is completed in Stage 2. All accessible spaces (AS/NZS 2890.6) should also be distributed throughout the car park close to the lifts of each of the buildings to improve access for residents.

The following locations are recommended to provide for the seniors accessible parking allocation and visitor parking.

Stage 1 – Visitor Parking

- Resident No.10 converted to Resident Accessible, by providing adjacent Shared Area for the Club Building.
- Resident No.1-3 converted to provide four Visitor parking (2.5m wide) for Club Building, includes adjustments to parking module.
- Resident No.4 and 5 reallocated to Visitor parking for Club Building.
- Resident No.6 and 7 reallocated to Visitor parking (2.5m wide) for Club Building, includes adjustments to parking module.

Stage 1 - Accessible Parking

- Resident No.8 and 9 converted to provide two Resident Accessible spaces (with Shared Area) for the

Club Building, includes widening and adjustments to parking module.

- Visitor Accessible No.5 and 6 reallocated to Resident Accessible (with Shared Area) for the Club Building

Stage 2 – Visitor Parking

- Resident No.14 and 15 converted to provide three Visitor parking (2.5m wide), includes widening to parking module.

Stage 2 - Accessible Parking

- Resident No.12 and 13 converted to provide two Resident Accessible (with Shared Area) for Building 3
- Resident No.24, 25, 26 and 27 converted to provide four Resident Accessible (with Shared Area) for Building 1, includes widening and adjustments to parking module.
- Resident No.32 and 33 converted to provide two Resident Accessible (with Shared Area) for Building 2, includes widening (reduce width of Gym area by 0.3m).creation of one additional Resident parking space and adjustments to parking module.
- Resident No.32 and 33 converted to provide two Resident Accessible (with Shared Area) for Building 2. Includes widening and adjustments to parking module by reducing width of Gym area by 0.3m, to create two additional Resident parking spaces at the northern end.

The above parking allocation would comply with the SEPP Housing 2011 for seniors ILUs, by providing a total of 72 resident parking spaces; comprising 60 spaces (3.2m wide x 5.4m long) and 12 accessible parking spaces (AS/NZS 2890.6), and 11 visitor parking spaces including one accessible space (AS/NZS 2890.6).

Bicycle Parking and End of Trip Facilities

Part C3(A) of the WDCP 2011 specifies bicycle parking and end of trip facilities requirements. Part 7.6 of the NSW Planning Guidelines for Walking and Cycling provides further particulars on bicycle storage. The WDCP applies the rate of 1 bicycle parking space per 2 ILUs, and 1 visitor per 12 ILUs for seniors housing. The proposal provides 36 bicycle parking spaces for residents and 7 spaces for visitors, with secure areas each containing 18 bicycle parking spaces located in the Basement 1 car park in Stage 1, and the Basement 2 car park in Stage 2. The bicycle parking spaces satisfies the minimum WDCP requirements of 26 bicycle parking spaces for residents and 5 spaces for visitors.

The bicycle parking area provided in the south-east corner of the Basement 1 car park show a 1m aisle width between bicycle parking rows, however AS2890.3 Parking Facilities - Bicycle Parking requires a minimum 1.5m aisle width. The dimensions of the proposed secure bike parking enclosure is approximately 5m long and 7.2m wide. To provide the required 26 bicycle parking spaces, the enclosure should be increased to 5.4m long to accommodate one row of 14 bicycle parking spaces along the southern wall and one rows of 12 bicycle parking spaces separated by a 1.5m aisle. The double-door opening to the enclosure would also need to be reduced to a single door.

Changes to the car park layout would also be required to accommodate the modified bicycle parking area. The spacing between Resident No.18 and 19 is more than 2m and can be reduced to enable the increased size of the bicycle parking enclosure and a path between Resident No.20 and 21 spaces connecting to the Club lobby. Bicycle racks for six Visitor spaces could also be provided perpendicular to the southern wall.

The TIA states that any club bicycle parking requirements could readily be provided within the site based on future needs. The WDCP requires that bicycle parking facilities be provided for new buildings and for alterations and additions to existing buildings. Although no specific rates are provided for registered clubs, some bicycle parking should be provided for the staff of the new building and a rate of 1 per 200m² GFA (High-Medium Security Level) used business and retail premises is considered appropriate. A rate of 1 per 200m² GFA (High-Low Security Level) could also be applied for club patrons. The development should therefore provide at least 18 staff spaces (3,539m² / 200m²) Class B and 18 visitor spaces Class C, for club patrons. End of trip facilities must also be provided for the new building, including bathroom/change areas and clothes lockers (900mm height x 350mm width x 500mm depth).

The staff bicycle parking (High-Medium Security Level - Class C), must be stored in individual lockers or locked rails within a secure room/enclosure. It appears that a secure enclosure providing at least two rows of 10 bicycle parking spaces including end of trip facilities could be located in the south-west corner of the Basement 2 car park, with the removal of 4 car park spaces (No.23, 24, 25 and 26). The bicycle parking area located in the Basement 2 car park in Stage 2 is therefore no longer required and can be converted to provide two staff Club parking spaces (2.5m wide x 5.4m long).

The Club visitor bicycle parking should be located for convenient access near the club entry. The Ground Floor plan shows 6 bicycle parking spaces located adjacent to the courier/delivery parking area. A total of 18 bicycle parking spaces could be provided by providing two rows of 9 bicycle parking spaces separated by a 1.5m aisle.

Motorcycle Parking and Electric Vehicle Charging

Some motorcycle parking and publicly available electric vehicle charging points should be provided to encourage more sustainable modes of transport. A minimum of 2 charging points should be provided in the visitor spaces of the seniors car park, as well as provisions in the Club car park.

Three motorcycle parking spaces (2.5m long and 1.2m wide) can be provided in the Basement 1 car park between the Seniors lobby and the Resident No.5 accessible space. There are also many opportunities within the Club car park where marked motorcycle parking bays can be provided which do not affect vehicle or pedestrian access.

The amended proposal is not acceptable in its current form, as it does not comply with the SEPP Housing 2021 car parking requirements for ILUs. The proposed parking does not provide sufficient number of resident accessible parking spaces in accordance with AS/NZS 2890.6. The car park layout also does not facilitate convenient access for visitors or residents, with the current location of the designated parking spaces and bicycle parking facilities. The proposal aims to provide surplus parking for the Club to accommodate future demand but does not cater for more sustainable modes of transport by providing adequate bicycle parking with end of trip facilities required by the WDCP. The development should also make provisions for electric vehicle charging and motorcycle parking spaces. Although the separate access driveways for the Loading Dock and at-grade car park is supported, the separation between the driveways should be increased to a minimum 3m to provide sufficient refuge for pedestrians. The overall proposal could however be supported subject to consideration of the recommended changes with updated amended plans.

Referral comments 16/01/25

The proposal is for demolition works and construction of a registered club and Seniors Housing development containing a total of 55 Independent Living Units (ILUs). The basement parking carpark contains a total of 23 spaces comprising 21 resident spaces and 2 additional visitor parking spaces.

Stage 1

Construction of a split five-level basement carpark

Construction of a registered club with a 2,948m² GFA (decrease of 799m² of GFA)

Construction of a new 16 Independent Living Units (ILUs) above the club building

Stage 2

Demolition of existing registered club on site.

Construction of 39 Independent Living Units (ILUs) and ancillary uses.

Construction of a remainder of a one level basement car park.

Access

Vehicular access to the development is provided at the southern end of the site. The location of the access driveways is situated in close proximity to the access driveway to the Council car park for the Forestville War Memorial Playing Fields. The location of two combined entry/exit driveways to large car park facilities each providing approximately 200 car park spaces is not supported. A central access driveway for the basement car parks should instead be located between the Club building and the three buildings for the Senior Housing development. This location is approximately midway between the access driveway to the Council car park and Bushland Avenue/Melwood Avenue intersection, providing good traffic sight distance and separation turning movements for vehicles entering and exiting onto Melwood Avenue. This arrangement was also recommended by the Design + Sustainability Advisory Panel (DSAP) at the meeting held on 28th November 2024. The DSAP also did not support the previous proposal as it required the residents to drive through the Club basement. The Transport Network team has greater concerns regarding club patrons driving through the private resident car park to access the Club parking spaces. Parking for residents should be separated by security shutters so that parking areas cannot be accessed by the public. The provision of a central access driveway would however address both the DSAP and Transport Network concerns if separate basement car park were provided for each user group.

Loading Area and Porte Cochere Access

A proposed 4.2m wide entry only driveway and 6.2m wide egress only driveway is provided for access to the loading dock, at grade drop off and parking area which have been designed to accommodate the largest service vehicle required to access the subject site being an 8.8m MRV. The 4.1m access ramp to the basement loading dock does not provide sufficient width for trucks to pass. The TIA notes

that an Operational Management Plan (OMP) for the club will consider loading dock management, however a traffic signal system must be provided to manage the movement of trucks entering and entering the loading area. The TIA has provided swept paths for a 8.8m medium rigid vehicles (MRV). Waste Services have advised waste trucks are heavy rigid vehicles and typically 10.5m long, 2.5m wide, service height 4.5m, travel height 3.7m, and the loading dock should be designed to cater for the largest vehicle type. Consideration and provisions should also be made with respect to how goods and services will be provided to cater for the residents of the senior housing. A Loading Bay (minimum Small Rigid Vehicle access) should be provided for servicing, removalists and bulky goods deliveries.

It is preferable to provide separate accesses to loading facilities and car park areas. The access driveway to the loading dock should provide two-way access for safe and convenient access to/from Melwood Avenue. The recommended relocation of the main access to the centre of the site will enable the driveway to be widened accordingly. The current egress driveway can therefore be reduced in width and changed to entry only for the Porte Cochere access and at-grade car park which includes an Ambulance Bay. The TIA provides swept paths for an ambulance reversing into the bay and entering in a forward direction. The Architectural Plans shows a kerbed landscaped area at the back of the Ambulance Bay which should be removed as it obstructs the rear loading of the ambulance.

Parking

The existing club has a gross floor area (GFA) of 3749m², providing 86 car park spaces. This equates to a car parking demand of 2.4 spaces per 100m² GFA (1 space per 41.6m² GFA).

A parking occupancy survey was conducted between 6:00pm and 10:00pm on Friday the 2nd of August 2024 and between 6:00pm and 10:00pm Saturday the 3rd of August 2024; to assess the travel patterns and parking demands for the Club.

The peak period was on Friday between 6:00-7:00pm, where the car park was at full capacity, with the survey indicating that the club peak demand would result in 90 vehicle parking spaces. The Club advised that a special event was held at this time resulting in the high parking demand.

The proposed club has a gross floor area (GFA) of 2948m², proposing 99 car park spaces. The GFA for the proposed club is more than 20% less than the existing club, however an additional 13 spaces have been provided for the club. The number of club parking spaces provided seems excessive considering the reduction in GFA.

The proposed Seniors Housing portion of the development contains a total of 55 Independent Living Units (ILUs), comprising (27 x 2-bedroom and 28 x 3-bedroom units), which requires 69 resident spaces under the SEPP. A total of 11 resident visitor spaces is required, when applying the DCP rate of 1 visitor space per 5 units or part of dwellings.

The Traffic and Impact Assessment (TIA) incorrectly states that the development proposes a total of 99 car park spaces, comprising 90 spaces for residents and 9 spaces for visitors. The Architectural Plans however shows 84 spaces for residents and 15 visitor spaces.

The proposal therefore provides an excess of 15 resident parking spaces and 4 visitor spaces.

The Architectural Plans show that all resident parking spaces are 3.2m wide and 5.4 long. No resident parking spaces have been designed in accordance with AS/NZS 2890.6. Part 1 of Schedule 4 of the SEPP specifies for a group of 8 or more parking spaces, at least 15% of the parking spaces must comply with AS/NZS 2890.6. If the development proposes 84 resident parking spaces, then 13 spaces must be designed to comply with AS/NZS 2890.6.

The Traffic and Impact Assessment (TIA) states that the Council DCP does not specify any bicycle or motorcycle requirements for registered club and seniors living. This is not entirely correct as Part C3(A) of the WDCP specifies the minimum bicycle parking requirements for Seniors Housing. Some motorcycle and bicycle parking should also be provided for the Club to encourage more sustainable modes of transport, as well as the provision of publicly available electric vehicle charging points.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) and report shall be prepared by a Transport for NSW accredited person and submitted to Council via an application for a Permit to Implement Traffic Control. The application form can be accessed via <https://www.northernbeaches.nsw.gov.au/council/forms>.

Approval of the permit application by the Northern Beaches Council Traffic Team is required prior to issue of any Construction Certificate.

Restrictions will apply on School Days due to the proximity of the site to Forestville Public School. No heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted during school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).

Additional restrictions may apply during the major commuter peak times following a review of the proposed CTMP.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase.
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken.
- Make provision for all construction materials to be stored on site, at all times.
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period.
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed.
- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:
 - Evidence of the legal right and terms to use the access route or provide owners consent from the owners/strata/community association.
 - Demonstrate that direct access from a public space/road is not viable for each stage of works.
 - An assessment to be carried out of the physical constraints of the Right of Carriageway to determine the maximum size of vehicle that may access the site via the Right of

Carriageway during construction.

- Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP.
 - No construction vehicles, materials or plant are to be located or parked in the private road/driveway, community title road or right of way.
 - How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
 - If trees are located within or overhang the access route, a tree protection plan prepared by an Arborist with minimum AQF Level 5 in arboriculture demonstrating how any trees within the Right of Carriageway will be protected from damage by construction vehicles. Should any tree protection measures be required on private land in accordance with AS4970-2009 Protection of trees on development sites, owner's consent must be obtained.
 - A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets (including trees) or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
 - A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
 - Compare the post-construction report with the pre-construction report,
 - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site.
 - Make provision for parking onsite. All Staff and Contractors are to use any basement parking once available.
 - Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior.
 - Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety.
 - The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure.
 - Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.
 - Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck

routes. These communications must be documented and submitted to Council prior to work commencing on site.

- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site.
- Specify that the public roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent.
- Proposed protection for Council and adjoining properties.
- The location and operation of any on site crane.

The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

A copy of the approved CTMP must be kept on-site at all times while work is being carried out.

The development is to be undertaken in accordance with the Construction Traffic Management Plan approved by Northern Beaches Council’s Traffic Team.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

Separation between Driveways

A plan showing a minimum of 3m wide separation between multi-access driveways shall be submitted to and approved by the Principal Certifier prior to the issue of the Construction Certificate.

Reason: To improve pedestrian safety.

Vehicle Access & Parking

All internal driveways, vehicle turning areas, garages and vehicle parking space / loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

The development is to provide a total of 85 car parking spaces in the Basement 1 - Seniors car park; comprising 62 resident (3.2m wide x 5.4m long), 12 resident accessible (AS2890.6), and 11 visitor spaces (including 1 accessible). The Ground Level is to provide two (2) courier/delivery parking spaces and one (1) ambulance bay in the at-grade car park.

All bicycle parking and end of trip facilities must be designed and constructed to comply with AS 2890.3 (Bicycle Parking) and Part C3(A) of the WDCP.

The development is to provide 32 bicycle parking spaces for the seniors component, comprising 26 spaces for residents and 6 spaces for resident visitors; and 36 bicycle parking spaces including end of trip facilities for the Club, comprising 18 spaces for Club staff and 18 spaces for Club patrons.

With respect to this, the following revision(s) must be undertaken to the car park layout and parking allocation shown on Site Plan - Basement 1, Drawing No. DA_A_099 Revision H, and Site Plan - Ground, Drawing No. DA_A_100 Revision H.

- a) An intercom system must be installed at the entry point to the Basement 1 Seniors car park to enable resident visitor access to the designated parking spaces.
- b) Car space nos. 18 and 19 (located on the northern wall of the Stage 1 car park) are to be reallocated as visitor spaces, to provide a row of six (6) visitor parking spaces at this location.
- c) Car spaces located adjacent to the ramp which leads down to the Club parking (with the exception of accessible spaces nos. 7 and 8), are to be converted to provide six (6) resident spaces (3.2m wide x 5.4m long), in a similar layout to the spaces on the opposite side of the parking aisle.
- d) Car space nos. 16 and 17 (located in the Stage 2 car park) are to be converted to provide two (2) accessible resident spaces, in a similar layout to the spaces on the opposite side of the parking aisle.
- e) Motorcycle space nos. 1, 2 and 3 should be reduced in length and remarked 2.5m long from the wall.
- f) Provide 13 rails to accommodate the 26 resident bicycle parking spaces located in the secure bike parking area.
- g) Provide at least 9 rails to accommodate the 18 Club visitor bicycle parking spaces located near the at-grade parking area.

These amendment(s) must be clearly marked on the updated plans and submitted to Council's Transport Network team for review prior to the issue of a Construction Certificate.

Reason: To ensure allocation of parking spaces for the development and compliance with Australian Standards and WDCP relating to manoeuvring, access and parking.

Pedestrian sight distance at property boundary

A pedestrian sight triangle of 2.0 metres by 2.5 metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas.

Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

Submission Roads Act Application for Civil Works in the Public Road - Pedestrian/Cyclist & Transport Facilities

The Applicant is to submit an application for approval for infrastructure works on Council's roadway. Engineering plans for the new development works within the road reserve and this development consent are to be submitted to Council for approval under the provisions of Sections 138 and 139 of the Roads Act 1993.

The application is to include four (4) copies of Civil Engineering plans for the design of the shared path and bus stop facilities in the road reserve which are to be generally in accordance with Council's Standard Drawings and specification for engineering works - AUS-SPEC #1. The plans shall be prepared by a qualified civil engineer. The design must include the following information:

- a) A new 3m wide shared path along the Melwood Avenue frontage of the site.
- b) Subject to TfNSW approval of the new bus stop location, the relocated bus stop must be DDA compliant with seating, and constructed in accordance with TfNSW Bus Stop wayfinding guidelines - Bus stop flag pole layout Version 2.1 27.09.2022.
- c) A signage and line marking plan showing the proposed works and changes to parking restrictions within the Public Road Reserve must be submitted to Council's Transport Network team at least three (3) months prior to the commencement of the works, so that the matter can be reported to the Northern Beaches Local Traffic Committee for consideration prior to Council approval.

The fee associated with the assessment and approval of the application is to be in accordance with Council's Fee and Charges.

Details demonstrating compliance are to be submitted to Council prior to the issue of any Construction Certificate.

Reason: To ensure engineering works are constructed in accordance with relevant standards and to Council and TfNSW specifications.

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Work Zones and Permits

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane.

Reason: To ensure Work zones are monitored and installed correctly.

Demolition Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Demolition Traffic Management Plan (DTMP) and report shall be prepared by a Transport for NSW accredited person and submitted to Council via an application for a Permit to Implement Traffic Control. The application form can be accessed via <https://www.northernbeaches.nsw.gov.au/council/forms>.

Approval of the permit application by the Northern Beaches Council Traffic Team is required prior to issue of any Construction Certificate.

Restrictions will apply on School Days due to the proximity of the site to Forestville Public School. No heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted during school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).

Additional restrictions may apply during the major commuter peak times following a review of the proposed DTMP.

The DTMP must:-

- Make provision for all construction materials to be stored on site, at all times.
- The DTMP is to be adhered to at all times during the project.
- Specify construction truck routes and truck rates. Nominated truck routes are to be distributed over the surrounding road network where possible.
- Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site is not permitted unless prior approval is granted by Council's Traffic Engineers.
- Include a Traffic Control Plan prepared by an TfNSW accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of tree protection zones around Council street trees.
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the DTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities. These communications must be documented and submitted to Council prior to work commencing on site.
- Specify spoil management process and facilities to be used on site.
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of demolition. At the direction of Council, the applicant is to undertake remedial treatments such as patching at no cost to Council.

The DTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS' Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council's Schedule of Fees and Charges and are to be paid at the time that the Demolition Traffic Management Plan is submitted.

Reason: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The DTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Demolition Traffic Management Plan

All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP). All controls in the DTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Construction Traffic Management Plan where it is deemed unsuitable during the course of the project.

Staff and Contractor Parking

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

Implementation of Construction Traffic Management Plan

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

Signage and Linemarking – Implementation

The Applicant is to install all signage and linemarking in accordance with the amended plans.

Details demonstrating installation and compliance are to be submitted to the Principal Certifier prior to the issue of the relevant Occupation Certificate.

Reason: To ensure that the car park operates according to its intended use.

Loading Dock Management Plan

A Loading Dock Management Plan shall be prepared by the applicant and submitted to and approved by the Principal Certifier prior to the issue of the Occupation Certificate for Stage 1.

The Plan will need to demonstrate how the loading dock will be managed and how safe servicing arrangements including waste collection will be undertaken. The management plan shall include a requirement for truck access to only be permitted by reversing into the Loading Bay and exiting in a forward direction.

A “No Left Turn Vehicles Over 6m” restriction is to be imposed to ban the left turn movement for longer vehicles exiting the driveway. The sign must be clearly visible and located within the property boundary at the exit point.

Reason: To ensure the loading dock is managed appropriately and do not impact access or parking.

Allocation of Parking Spaces (strata title)

With the exception of the visitor parking spaces, all car parking spaces in the Basement 1 seniors car park are to be assigned to individual units. All residential units must be assigned a minimum of one parking space.

Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of the relevant Occupation Certificate.

Reason: To ensure parking availability for residents.

Accessible Parking Spaces

Where accessible parking spaces are provided they must be in accordance with AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of the relevant Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

Shared Zone Bollard

A bollard is to be provided at the shared zone between accessible parking spaces in accordance to Australian Standards AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of the relevant Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

Visitor and Delivery Parking

The visitor and delivery parking areas are to be accessible at all times, with a sign post erected at the vehicular entry point(s) of the development, indicating the location of the visitor and delivery parking.

Appropriate wayfinding signage is to be provided indicating the location of resident visitor parking on Basement 1 of the seniors car park, with additional signage installed within the car park if required.

Details demonstrating compliance are to be submitted to the Certifier prior to the issue of the relevant Occupation Certificate.

Reason: To advise that visitor and delivery parking has been provided and is available within the development.

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Service Vehicle Area

The area designated as manoeuvring areas must be kept clear of obstructions at all times. Vehicles must not be required to queue on public roads at any time.

Reason: To ensure compliance with Australian Standards and prevent obstructions to traffic flows.

Traffic Management

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Reason: To ensure pedestrian safety and continued efficient network operation.

Landscaping adjoining vehicular access

The applicant must ensure that the planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1 metre.

Reason: To maintain unobstructed sight distance for motorists.

Sight lines within carparks

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage.

Reason: To maintain unobstructed sight distance for motorists.

Bicycle Parking and End of Trip Facilities

The development is to maintain all proposed end of trip facilities and minimum number of bicycle parking allocation for the life of the development:

- a) 26 x resident bicycle parking spaces within the secure room/enclosure of the Basement 1 Seniors car park
- b) 6 x resident visitor bicycle parking spaces outside the resident bicycle parking area of the Basement 1 Seniors car park
- c) 18 x Club staff bicycle parking spaces within the secure room/enclosure of the Basement 2 Club car park
- d) 18 x Club visitor bicycle parking spaces located near the at-grade parking area.

All spaces are to be maintained and appropriately identified by linemarking and/or signage. Manoeuvring areas must be kept clear of obstructions at all times.

Reason: To ensure the appropriate management of bicycle parking on site.

Seniors Parking

The development is to maintain the following parking allocation within the Basement 1 seniors car park for the life of the development:

- a) 62 x resident parking spaces (3.2m wide x 5.4m long) marked with the number of the respective unit
- b) 12 x resident accessible parking spaces (AS2890.6), marked with the number of the respective unit
- c) 11 x visitor parking spaces (including 1 accessible)
- d) 3 x motorcycle parking spaces (1.2m wide x 2.5m long)
- e) 26 x resident bicycle parking spaces

f) 6 x resident visitor bicycle parking spaces

All spaces are to be maintained and appropriately identified by linemarking and/or signage. Manoeuvring areas must be kept clear of obstructions at all times.

Reason: To ensure the appropriate management of the seniors parking on site.