

Reference: 24.186r02v01

3 July 2025

Forestville RSL Club
C/- Construction Management Services
PO Box 4044
MENAI CENTRAL NSW 2234

Attention: Michael Briskas, Director

Re: **Forestville RSL Club – Proposed Registered Club and Seniors Housing Development
(DA2024/1303)
Response to Request for Information**

Dear Michael,

We refer to the subject property and proposed registered club and seniors housing development. TRAFFIX has been forwarded comments from Northern Beaches Council concerning the proposal as contained in Council's letter dated 23 June 2025 and Traffic Engineer Referral Response dated 18 June 2025.

TRAFFIX has reviewed all relevant comments and has responded to each item below. This is with reference to the amended Architectural Plans prepared by Quattro Architecture and provided separately.

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

TRAFFIX Response

Noted. A "No Left Turn Vehicles Over 6m" restriction is considered appropriate and can be imposed in response to an appropriate condition of consent, preventing vehicles over 6.0m from turning left out of the southern access driveway onto Melwood Avenue from the Basement 2 loading dock/service bay.

A minimum 3.0 metres separation between the entry and exit driveway to the Basement 2 loading dock and the entry to the at-grade carpark/drop-off area has been provided as detailed on the Ground Floor Plan increasing the separation between driveways and providing sufficient refuge for pedestrians.

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.

TRAFFIX Response

The amended architectural plans detail the provision of two (2) parking spaces for electric vehicle charging and the provision of three (3) motorcycle parking spaces within the club car park for customers. A total of 18 visitor bicycle spaces are located on the ground floor adjacent to the outdoor public café area, and 18 secure bicycle spaces with end-of-trip facilities provided within Basement 2 of Stage 2.

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).

TRAFFIX Response

A total of 84 car parking spaces are proposed within the Stage 1 and Stage 2 Basement 1 (Seniors Basement) with 60 x (3.2m x 5.4m wide) resident carparks, 13 x AS 2890.6 compliant accessible resident car parks and 11 visitor carparks including a single assessable (AS 2890.6 compliant) car parking space demonstrating compliance with the SEPP Housing 2021 requirements. Additionally, all visitor car parking spaces have been relocated into clusters and accessible spaces have been relocated and redistributed to be in close proximity to the lifts of each building.

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.

TRAFFIX Response

A total of 26 bicycle spaces have been provided within a secure bicycle parking enclosure within Basement 1 for residents only, and an additional six (6) visitor bicycle spaces have been provided within Basement 1.

With respect to staff and visitor bicycle parking, a total of 18 Class B bicycle spaces for staff within a secure room within the B2 Club Carpark have been provided inclusive of end of trip facilities and lockers. In addition, 18 Class C bicycle spaces for club patrons have been provided on the ground floor adjacent to the outdoor public café area.

All 68 bicycle spaces are in accordance with AS2890.3 Parking Facilities - Bicycle Parking with a minimum 1.5m aisle width and racks are separated at 1.0m centres.

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.

TRAFFIX Response

The amended architectural plans detail the provision of three (3) motorcycle parking spaces in the B1 Seniors Carpark and three (3) within the B2 Club carpark. In addition, two (2) visitor parking spaces with electric vehicle charging facilities are proposed within the B1 Seniors Carpark, and two (2) are proposed within the B2 Club carpark.

Summary

The revised development satisfactorily addresses the above comments and is expected to operate satisfactorily with minimal traffic impacts, subject to conditions. Continued support is therefore given on transport planning grounds.

We trust the above is of assistance and please don't hesitate to contact the undersigned should you have any queries.

Yours faithfully,

Traffix



Vince Doan
Director

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