

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/2567
<b>Date:</b>	21/03/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 13 DP 568333 , 60 Federal Parade BROOKVALE NSW 2100

### Officer comments

The Development Application seeks approval to increase the student capacity at the school from the currently approved 1200 students to 1600 students. Staffing numbers are also proposed to be increased from 150 Full time equivalent (FTE) staff to 152 FTE. No changes to modify or increase the floor area of the school are proposed although additional parking in the form of a 24 space carpark on school property at 60 Federal Parade together with a 30 space carpark at the south east corner of the school site are proposed.

The plans together with the Traffic & Parking Management Plan and Transport Impact Assessment both prepared by Stantec Australia have been reviewed and the following comments made:

### Parking

The DCP requires educational establishments to provide parking at a rate of one space per staff member in attendance plus adequate pick up/set down areas, adequate parking for bikes and adequate provision for student parking. As staffing numbers are proposed to be 152 full time equivalent staff, 152 parking spaces for staff are required. The DA proposes to increase parking levels from the existing 106 spaces to 143 spaces, including 3 disabled spaces. Four motorcycle spaces are also proposed. This still leaves a shortfall of 9 staff spaces however it is a significant improvement on the level of staff parking supplied at present.

The Transport Impact Assessment argues that the 152 spaces is in excess of requirements as only 90 percent of staff drive to school and that the 143 spaces is sufficient to meet demand. 90% of 152 staff equates to 137 staff and the 143 spaces would therefore exceed the anticipated staff demand. This assumes that there is no need for any student parking however the DCP also requires "adequate" parking for students in addition to staff parking. Given that staff numbers at the school are only increasing by two while student numbers at the school are increasing by 400, it seems appropriate to allocate at least some of the 54 additional parking spaces for student rather than staff use. It is noted that the Transport Impact Assessment advises that 25 students are currently registered to drive to/from school. This number would be expected to increase with the proposed increase in student numbers and it is considered that the 24 space carpark at 60 Federal Parade would be more appropriately allocated for student use to cater for existing and proposed increased student parking demand. This action would mean that there were 119 staff spaces (78% of total staff numbers) which would although an increase on existing staff parking spaces will also tend to encourage more staff to consider travel by means other than single occupant cars.

Subject to the above change the level of parking provision is deemed acceptable.

## **Travel Mode**

The Transport Impact Assessment highlights that at present 90% of staff drive to work in single occupant vehicles with only 1% utilising public transport. Given the proximity of the school to high frequency public transport from a range of destinations and noting the corresponding high percentage of students (66%) arriving by public transport there appears to be scope for some mode shift in travel by staff of the school. Providing high numbers of allocated parking spaces exclusively for staff use discourages travel by alternate transport modes.

## **Traffic Generation**

The Transport Impact assessment has estimated that the proposed increase in students numbers by 400 will result in an increase in vehicle trips above the approved levels of 130 in the am peak hour and 86 in the pm peak hour. As the approved student numbers of 1200 are already exceeded with 1422 students already attending the school the increases quoted above will be lower, estimated at 56 in the am peak hour and 35 in the pm peak hour.

The afternoon peak period is generally the most congested as parents who pick up their children tend to arrive early and wait to ensure that they obtain a spot close to the school. Without traffic marshalls to manage pick up and drop off zones they tend to quickly congest and stay that way until students are collected.

Site observations on 17 March 2022 in the lead up to the after school pick up period revealed that from 3:10pm traffic began queuing back from the Gulliver Street entrance to the on-site drop off and pick up zone. By 3:25pm the queue extend west along Gulliver Street to Consul Road and continued along Consul Road for another 80m (almost as far north as St.Johns Close). A parked vehicle was attempting to leave a parking space on the north side of Gulliver Street for 15 minutes but was unable to do so as it was blocked by the stationary queue of traffic on Gulliver Street. Parents were also observed double parking for extended periods of time in Alfred St and parking illegally on street corners.

These queuing and illegal parking issues are likely to be exacerbated by the increase in student numbers. To combat these issues staggering of start and finish times for various year groups at the school is required to spread the traffic and parking impact peaks and reduce pressure on drop off/pick up zones. A revised Parking and Traffic Management Plan will be required to provide detail on how this would occur.

## **Loading**

Loading and Servicing arrangements will be unchanged and will continue to be achieved via the existing driveways on Alfred Street which are satisfactory for this purpose.

## **Traffic & Parking Management Plan**

It is noted that the Traffic and Parking management plan proposes to implement a high degree of monitoring of kiss and drop zones with staff to be rostered on to manage a) the Federal parade No Parking zone b) Alfred Road No Parking zone, c) Gulliver St pick up and drop off area d) Pittwater Road. Site observations on the 17<sup>th</sup> March revealed no staff or traffic warden monitoring of these areas and resultant high levels of illegal and long term parking activity in drop off and pick areas. The presence of school staff to act as traffic wardens and manage these areas would be beneficial.

It is noted that there is currently nothing in the Traffic and Parking Management Plan to restrict or incentivise travel for staff other than by single occupant cars. There is scope within the Traffic & Parking Management Plan to encourage travel by alternate modes by staff and the school could do much to encourage this to reduce reliance upon private motor vehicle travel.

In addition, it is also considered that the following changes to the Traffic and Parking Management Plan would assist in smoother operation of the student drop off and pick times and reduce reliance upon private motor vehicles for travel.

- a) incorporate staggered start and finish times for different year groups
- b) Include stronger measures to encourage and incentivise staff to travel by carpooling, public transport, walking or cycling
- c) designate parking within the new carpark at 60 Federal Parade for student use to minimise on-street student parking activity.
- d) allocate the balance of the 143 offstreet parking spaces (119 spaces) for staff use to limit ease of access to on-site staff parking and encourage travel by alternate travel modes.

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:**

### **DEVELOPMENT CONSENT OPERATIONAL CONDITIONS**

#### **Parking Enclosure**

No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained.

#### **Stacked Parking Spaces (Residential)**

Stacked parking spaces are to be assigned to staff who will arrive early and leave late.

Reason: To minimize conflicts regarding parking areas.

#### **Implementation of Traffic and Parking Management Plan**

Traffic and Parking is to be managed in accordance with the approved Traffic and Parking Management Plan (TPMP). All controls in the TPMP must be maintained at all times during school operational hours. Should the implementation or effectiveness of the TPMP be impacted by unforeseen changes in school operations or as a result of surrounding major development, the TPMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved TPMP is to be kept onsite at all times and made available to staff and students for their information and to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Traffic and Parking Management Plan where it is deemed unsuitable

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

### Car Parking Finishes

All driveways, car parking areas and pedestrian paths are to be surfaced and sealed. Details of treatment to these areas are to be submitted to the Certifying Authority prior to issue of the Construction Certificate.

Reason: To provide suitable stormwater disposal and to prevent soil erosion and runoff.

### Construction Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to heavy traffic congestion throughout the town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. Truck movements must be agreed with Council's Traffic and Development Engineer prior to submission of the 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
- 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 the 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
- Specify that, due to the proximity of the site adjacent to St. Augustine's School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays)
- 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 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.

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

### **Traffic & Parking Management Plan**

That the Traffic & Parking Management Plan be revised to incorporate:

- a) staggered start and finish times for different year groups to reduce queuing and illegal parking activity
- b) stronger measures to encourage and incentivise staff to travel by carpooling, public transport, walking or cycling
- c) advice that parking within the new carpark at 60 Federal Parade is for student use and measures to manage such use
- d) advice that the balance of the 143 offstreet parking spaces (119 spaces) are for staff use and measures to manage such use with a view to encouraging staff to travel by alternate travel modes.

Reason: <to improve availability of parking and increase travel by means other than single occupant vehicles > (DACTRCPC1)

## **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.

## **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 RMS 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.

### **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 RMS 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.

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

### **Vehicle Parking**

The 24 space car parking area at 60 Federal Parade as shown on the approved drawings must be used for student vehicle parking only. The balance of the parking on College land to be available for staff parking.

Reason: To ensure availability of some offstreet parking for students.