

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2022/1649
<b>Proposed Development:</b>	Alterations and additions to an educational establishment
<b>Date:</b>	30/03/2023
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 12 DP 1119562 , 10 Namona Street NORTH NARRABEEN NSW 2101 Lot 3 DP 1018621 , 6 Namona Street NORTH NARRABEEN NSW 2101

### Officer comments

#### revised comments following review of supplementary material - 30/3/23

The applicant has lodged a response to the traffic concerns raised in the original referral comments.

It was hoped that the applicant would expand the scope of works to incorporate changes to address the concerns associated with the lack of any drop off and pick up facility to serve the schools. As there is no appropriate area on-street to facilitate drop off and pick up it was hoped that the scope of works would be expanded to ensure that on-site pick up and set down areas were created.

The preliminary proposal for an on-site pick up and set down area should be further pursued by the NSW Department of Education as a separate DA however the provision of such a facility should not be at the expense of existing off-street parking for staff but should be provided in addition to existing parking. Any staff parking lost should be relocated elsewhere on school property.

It is however acknowledged that this is beyond the scope of the current works and as the current works do not propose any increase in staff or student numbers at either school and there are no changes which will result in any increase or decrease in available on or off-street parking there are no traffic engineering grounds upon which to oppose the current development proposal subject to conditions of consent.

It is noted that a construction traffic management plan has been lodged with the development application. While this document is noted, it will require review prior to release of the construction certificate as it may require revision to allow for changes to the plans or construction circumstances nearer to commencement of the works

SUPPORTED SUBJECT TO CONDITIONS

#### Original comments - 13/12/22

- Site: Narrabeen Education Precinct (NEP) includes
  - 6 Namona St, North Narrabeen – Narrabeen North Public School (NNPS)
  - 10 Namona St, North Narrabeen – Narrabeen Sports High School (NSHS)

NNPS & NSHS have been identified by the NSW Department of Education (DoE) as requiring

upgrade works.

The DA seeks consent for ...

- Narrabeen North Public School (NNPS):
  - Removal of three (3) trees.
  - Construction of a new part-one and part-two storey administration building, multipurpose hall, staff hub and out-of-school hours care (OSHC) building with associated Covered Outdoor Learning Area (COLA) (to be known as Building D);
  - New entry pathway from Northern Beaches Indoor Sports Centre (NBISC) car park to the new building.
  - New hard and soft landscaping in the vicinity of the new building.
- Narrabeen Sports High School (NSHS):
  - Removal of three (3) trees.
  - Alterations and additions to Building A3 including:
    - Demolition of the existing two (2) storey structure to the west of the existing gymnasium.
    - Construction of a two (2) storey extension to Building A3 comprising a new stage to the gymnasium, girls' and boys' amenities, girls and boys change rooms, storage and first aid room on the ground floor and movement studios, Physical Education (PE) classrooms, amenities and storage on the first floor.
    - Internal alterations to Building A3.
    - New lift access.
  - New Covered Outdoor Learning Area (COLA) to the south of Building A3 with new hard and soft landscaping.

The proposed development does not seek to increase staff or student numbers. The developer does not therefore propose any changes to the existing traffic, transport and parking arrangements.

Also, no works are proposed within the road reserve as part of this DA.

### **Traffic Generation:**

The proposed development does not seek to increase staff or student numbers and traffic generation from the schools is therefore unlikely to increase.

Preliminary School Travel Plans have been prepared for NNPS and NSHS. These Plans identify site-specific measures to promote and maximise the use of sustainable travel modes, including active

transport, public transport and carpooling. These strategies, if implemented will assist in reducing reliance on private vehicle usage, support sustainability initiatives and promote healthy outcomes for students. Traffic generation from the schools may reduce as a result of increased levels of walking, cycling and public transport use.

The proposed development is unlikely to increase traffic generated by the schools.

### **Parking:**

The proposed development does not seek to increase staff or student numbers. The parking arrangements are not proposed to be changed under this DA and the traffic impact assessment report concludes that there is no impact on parking and that the development application should be supported.

The staff travel surveys have however highlighted that there is an existing shortfall in staff parking (28 space shortfall for the high school and a 35 space shortfall for the primary school). The shortfall has been determined from data outlining that 85% of high school staff drive to school and 89% of primary school staff drive to school. The Transport Impact report also highlights that staff have a low propensity to use active travel modes or public transport to travel to and from school as they are generally needing their vehicles to transport equipment and materials to and from the workplace. This means that even if Work Place travel plans are introduced they are unlikely to result in significant levels of staff travel behaviour change and many staff will be unable to park on school premises and will therefore remain reliant, to a large extent, upon parking on surrounding streets or parking informally on school green space. Neither option is considered appropriate.

It is also noted that neither school currently provides any offstreet facilities for drop off or pick up of students and there are no on-street drop off and pick up parking restrictions. The high school also provides no parking facilities for students who drive to school.

These are deficiencies in the existing school operations and improvements such as the provision of an on-site kiss and drop facility should be explored in conjunction with the school development works.

### **Drop-off / Pick-up facility** *(Preliminary proposal subject to a separate DA)*

Neither NNPS or NSHS have any formal drop-off/pick-up facilities. This is a deficiency and student drop off/pick facilities are required to ease congestion. Observations suggest that parents undertaking school drop off and pick ups are currently parking illegally within clearly signposted Bus Zones and No Stopping zones. These Bus Zones and No Stopping zones are however necessary and there are no appropriate locations on-street within close proximity to either school where drop off and pick up zones can be created. A drop off and pick up zone located on one or both school premises is required.

The Transport Assessment report prepared by Ason Group have identified the above as a concern and have prepared a preliminary proposal for a 17 space drop-off/pick-up facility with a turning circle accessed off Namona Street within the NSHS site (off-street). This facility would be made available for use by both NNPS and NSHS students. A new footpath is also proposed to be constructed around the new facility, which will ensure that students can safely exit/enter vehicles without crossing any vehicle travel paths.

The above change is strongly supported and considered essential given the current absence of appropriate drop off and pick facilities. It is however noted that the work would result in the loss of 40 offstreet parking spaces that can currently be used by staff. The loss of these spaces is not supported

and they must be relocated elsewhere on school property to prevent a worsening of existing staff parking shortfall on the site.

As the material provided with the current DA has highlighted that there is both an absence of any formal drop off and pick up zone and an undersupply of staff parking it is considered that the implementation of the off-street kiss and drop facility together with the construction of an additional staff carparking area to offset the loss of staff parking should be completed in conjunction with the current DA and not as a separate DA.

### **Bicycle Parking**

- Currently, Narrabeen North Public School and Narrabeen Sports High School have 94 bicycle parking spaces each.
- A total of 200 new bicycle parking spaces will be provided across the NEP site (100 spaces at NNPS and 100 spaces at NSHS). These bicycle parking spaces will be designed as a Class B facility in accordance with the requirements of AS 2890.3 (2015) In addition, an end-of-trip facility will be provided at NSHS for the use of staff.

the increase in bicycle parking is supported and appropriate to encourage greater take up of active travel for trips to and from school.

### **Accessible Parking**

Existing accessible parking remains and no changes are proposed.

### **Access and swept paths:**

Existing vehicular accesses are retained.

As parking layouts are not changed, Swept paths are not needed

### **Pedestrian safety:**

No major concerns.

### **Public transport availability**

Available from Namona Street, Jacksons Road and Pittwater Road. Consistent with current arrangements.

### **Waste Collection and Other Services**

No changes in Servicing. Deliveries and waste collection will continue to occur within the existing staff car park. Delivery times are organised to take place outside the school's peak drop off and pick up hours.

## Conclusion

While the development work is supported it is considered that the proposed offstreet drop off and pick up parking facility together with creation of relocation of lost staff parking spaces should be undertaken in conjunction with the current Development Application rather than as a separate DA .

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

#### 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 park offstreet for the duration of the works . All necessary facilities are to be provided to accommodate this requirement including temporary parking areas, temporary vehicle access points, fencing, security cameras, etc.

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

#### Existing Bus Stops

There shall be no impact upon existing bus stops or No Stopping areas on Namona Street for the duration of the works without approval. Bus stops along the frontages of the schools must remain in their current location and kept clear of construction related vehicles unless permitted under a Stand Plant or Works Zone approval. Approval of Keolis Downer and Council is required to relocate or amend any Bus Stops.

Reason: To ensure bus services are not impacted at any stage during the project.

#### 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.

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

#### Construction Traffic Management Plan

A revised Construction Traffic Management Plan (CTMP) and report shall be prepared by a TfNSW 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 school surrounds, truck movements will be restricted during the major school peak times being 8.00-9.30am and 2.30-4.00pm. Truck movements must be agreed with Council's Traffic 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
- The proposed development involves works within the Narrabeen Education Precinct, 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.

#### **Pedestrian sight distance at property boundary**

A pedestrian sight triangle of 2.0 metres by 2.5m 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 Certifier prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

### **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 and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

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

#### **Road Occupancy Licence**

Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows on Pittwater Road or at a signalised intersection or pedestrian crossing.

Reason: Requirement of TMC for any works that impact on traffic flow.

#### **Demolition Traffic Management Plan**

As the proposed development works within the Narrabeen Education Precinct, a Demolition Traffic Management Plan (DTMP) shall be prepared by an suitably accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencing any demolition work.

Due to heavy traffic congestion and pedestrian activity throughout the school surrounds, truck movements will be restricted during the major school peak times being 8.00-9.30am and 2.30-4.00pm.

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.
- The proposed development works are within the Narrabeen Education Precinct, 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 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.

### **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**

### **Namona Street Vehicle Crossing**

The Namona Street vehicle crossing and driveway serving Narrabeen North Public School which is in a poor state of repair shall be reconstructed together with any other vehicle crossings damaged in conjunction with the development works.

The Applicant is to submit an application for driveway levels with Council in accordance with Section 138 of the Roads Act 1993 for any reconstructed vehicle crossings. 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 the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: <to ensure an appropriate level of vehicle access to the school >

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

### **Landscaping and signage adjoining vehicular access**

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

Reason: To maintain unobstructed sight distance for motorists.