

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Stella Maris Expansion - DA 2023/0020 - alternative for the demountables  
**Date:** Thursday, 15 June 2023 12:24:57 PM  
**Attachments:** [2010 Benedict SEE screenshot .png](#)  
[Report - 23\\_12\\_10 - Traffic and Parking Assessment Report.pdf](#)  
[BBF Town Planning- final draft-2nd submission.pdf](#)  
[Report - Additional Information - 13\\_07\\_11 - Pedestrian Management Plan.pdf](#)

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Dear Jordan and Peter,

Here are some documents found on council website regarding DA's that were submitted to council for the Old Fisho's site, now Stella Benedict site.

In their own words Stella talks about the ease of walking between campuses and Keirle Park, they also talk about using buses to get between different sites. I have attached and marked the relevant pages with a red star.

This shows that putting the demountables on the Benedict site is a viable alternative to demolishing homes in Eurobin and putting them there. The loss of a carspot or two is inconsequential.

This is more evidence in regards to the William Fleming from BFF Planning objection submitted last week, also attached.

The College proposes to adapt the existing club building to provide for a flexible teaching space to provide accommodation for 250 pupils. It is not proposed that the existing college population will increase; rather the subject site will provide additional space to cater for the established college population. In association with this use the schools use of the Alexander Street activities will cease.



The Eurobin Ave college will remain the focal point of the schools activities. School administrative, assembly, transport and teaching activities will remain focused on Eurobin Ave. Pupils will access the subject site in supervised classes by foot along Eurobin Ave to the subject site. It is the schools intention to focus teaching activities at the subject site on 'non specialist' subjects (i.e. subjects that do not require specialist teaching aids or facilities including English, math and religious studies) and to group these subjects around dual period sessions such that pupils can move between campuses during the recess and lunch timeframes. The school operates on a 5 x hourly period daily roster meaning there would be 4 principle daily movements of pupils between campuses.

It is intended that the maximum number of teachers on site will be 10 (depending upon subjects) with the core hours of use reflecting the school hours plus some teacher preparation time. It is anticipated the daily hours of use will be confined between 7.00am and 5.30pm Monday to Friday with periodic evening usage associated with parent teacher nights, examination sessions and various school sponsored activities.

Kind regards,

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Felicity Weaver

## 1. INTRODUCTION


This report has been prepared to accompany an application to Manly Council for proposed alterations and additions to the existing *Manly Fishing and Sporting Association Club* buildings at 270-278 Pittwater Road, Manly (Figures 1 and 2) for use as classrooms by the Stella Maris College.

Stella Maris College has operated in Eurobin Avenue since 1931 and has over 1000 students. It currently leases a number of premises in the Manly area to provide classroom space and office space to meet its needs. In addition, it also leases the auditorium at the Balgowlah-Seaforth RSL Club in order to conduct the Higher School Certificate.

With the purchase of the former “Fischo’s” Club site, Stella Maris College intends to consolidate its operation onto the two sites it now owns, rather than the sites it currently leases and hires.

There will be no change in student enrolments or staff members as the consequence of the proposed development.

The former “Fischo’s” Club is located a short walking distance from the Stella Maris College, and is to be known as the Benedict Campus.



Students already walk to Keirle Park for sport every day, so the walk for some students will be reduced if they are located at the proposed Benedict Campus earlier in the day. Timetabling will be organised to minimise movements between the two campuses, for example, students will be timetabled for at least two consecutive classes on the one campus.

The purpose of this report is to review the traffic and parking implications of the development proposal, and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network

## **2. PROPOSED DEVELOPMENT**

### **Site**

The subject site is located on the north-eastern corner of the Pittwater Road/Balgowlah Road intersection.


The site is currently occupied by the former Manly “Fisho’s” Club buildings and associated carparking facilities, with vehicular access to the site currently provided via two separate driveways located near the northern and eastern boundaries of the site, off Pittwater Road.

The subject site occupies an area of 3,421.5m<sup>2</sup>. The existing two-storey former club building on the site has a floor area of approximately 1,500m<sup>2</sup>. Of-street carparking is currently provided on the site for a total of approximately 60 to 70 cars in an open, at-grade carparking area.

### **Proposed Development**

The Stella Maris College has been located in Eurobin Avenue since 1931, a short walking distance from the subject site in Pittwater Road.

The Eurobin Avenue site is inadequate to cater for the current population so the college plans to use the recently purchased property, 270-278 Pittwater Road, as an integral part of its campus.



Since 2001 the college has leased premises on the corner of Alexander Street and Balgowlah Road, Manly in order to provide additional classroom space. Students are bused to this site, known as “the factory” for lessons. In 2008, the college leased additional office space at 200 Pittwater Road for administration and uniform sales.

In addition, the college at present hires an auditorium at Balgowlah-Seaforth RSL in order to conduct the Higher School Certificate, the School Certificate and all exams throughout the senior years.



10 July 2011  
Ref 11141

### PEDESTRIAN MANAGEMENT PLAN STELLA MARIS COLLEGE, MANLY

#### Introduction

This *Pedestrian Management Plan* has been prepared on behalf of the Applicant, *Stella Maris College*, to review the traffic and parking related matters associated with the daily movements of students between the existing school campus in Eurobin Street, and the proposed school campus which is to be located at 270 Pittwater Road, Manly.

All correspondence on this matter should be addressed to the Applicant, *Stella Maris College*.

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of the *Pedestrian Management Plan* but does not accept any responsibility for its implementation.

#### Purpose

The purpose of this *Pedestrian Management Plan* is to provide appropriate details in relation to the supervision, regulation and safety of pupils moving between the campuses, as well as providing guidelines to ensure that the amenity of the residential neighbourhood in and around the school facilities is not unreasonably impacted as a consequence of the activity.

These arrangements are in addition to the school's established health and safety practice standards arrangements which are regularly reviewed by the school's health and safety committee, having an overriding review and approval mechanism for all matters associated with the school activities and practices. Accordingly, the practices outlined in this document reflect the current practice associated with the movement of pupils along Eurobin Street when accessing Keirle Park for sporting activities.

#### The Site

This *Pedestrian Management Plan* (PMP) relates to the movement of pupils between the Eurobin Street campus of Stella Maris College and the proposed campus at 270 Pittwater Road, Manly:

- The school has a current population of approximately 1000 pupils, of which 250 are expected to use the Pittwater Road campus on a daily basis between the hours of 9.00am and 3.30pm.
- The two premises are separated by an approximate 600m walking distance.

#### The Route

Pupils will follow the shortest, most direct route between the two school campuses, using the footpath located along the southern side of Eurobin Avenue and the eastern side of Pittwater Road as illustrated on Figure 3.




Eurobin Avenue is a local road and is subject to a 50 km/h speed limit. It has a pavement width of approximately 12m, with unrestricted kerbside parking permitted on both sides of the road.

Pittwater Road is classified by the RTA as a *State Road* and has a 60 km/h speed limit. It has a pavement width of approximately 13m and carries 4 traffic lanes, with kerbside parking prohibited on both sides of the road.


A paved footpath extends along the entire length of the route, and has a width of 1.2m. In the vicinity of the roundabout located at the intersection of Pittwater Road/Balgowlah Road (ie; directly in front of the proposed school campus), the footpath is to be widened to 2.5m in width, with a pedestrian safety fence to separate the road from the footpath.

Pupils will enter/exit the new campus building at 270 Pittwater Road to/from the widened footpath, using the main pedestrian entry gate, which is located approximately 30m south of the carpark entrance.



As detailed below, the footpath will be used by class groups of up to 30 pupils, supervised by a teacher. This use is consistent with the existing uses of the footpath which already occurs when class groups walk to and from the sporting facilities located in Keirle Park. The footpath is considered to be adequate for this purpose.

### **Safety Assessment**



The proposed pedestrian route between the two school campuses requires school pupils to cross the road at only one location (ie; in Eurobin Avenue at its intersection with the western end of Iluka Avenue).

This section of Iluka Avenue is narrowed to 4.7m and is restricted to one-way (northbound) traffic flows. Visibility between vehicles and pedestrians at this location is good. There are clear sight lines between pedestrians and vehicles, extending from the footpath in Eurobin Avenue all the way to the bend in Iluka Avenue, approximately 40m to the south of Eurobin Avenue. The driver sight distances available at the intersection satisfy Standards Australia and AUSTROADS requirements.

Traffic activity in this one-way section of Iluka Street between 9am and 3pm is minimal. Vehicle speeds in this section of Iluka Avenue are typically less than 30 km/h.

An analysis of the accident records along the route held by the RTA for the most recent 5-year period has identified 1 accident in Eurobin Avenue (male driver, aged 25 collided with a parked car at 11:15pm on a Friday night), and 5 accidents at the Pittwater Road/Eurobin Avenue intersection.

Significantly, none of the accidents involved pedestrians walking along the proposed route, between the two school campuses.

### **Management of Pedestrian Movements**

- All pupils will commence and finish their daily school activity at the Eurobin Street campus. No pupil is to be deposited directly to or collected from 270 Pittwater Road. No school bus, excursion transport or other activity is to commence or finish at the Pittwater Road campus.
- The school is to reinforce this requirement in its regular news letters to parents of pupils as well as on signage on the Pittwater Road site.

- Pupils attending the Pittwater Road site will be supervised by a teacher and grouped into classes when moving between campuses. It is expected that individual class sizes will not exceed 30 pupils.
- The school is to ensure all students access the two sites along the southern side of Eurobin Street and do not utilise any other route without first consulting Manly Council.
- The school is to group activities at the Pittwater Road site to ensure the principle movement of pupils is confined to the commencement of periods at 9.00am, with pupils moving primarily between campuses at 9.00am–9.10am, 11.00am–11.20am, 1.20pm–1.30pm and 3.15pm–3.30pm.

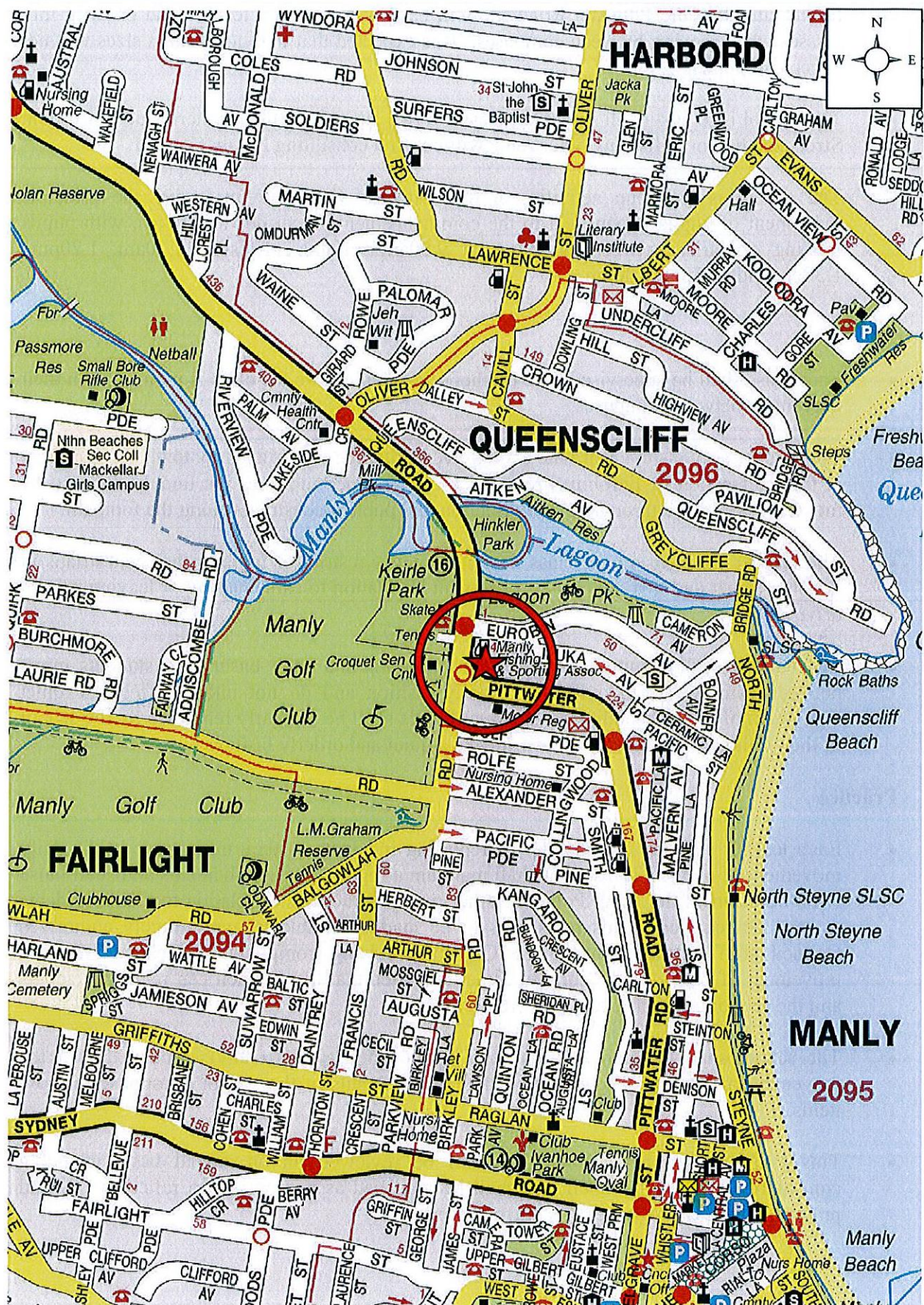
### **Staffing**

- Each class shall be supervised by a teacher who shall ensure the class is monitored in their movement between campuses.
- The teacher's role is to ensure the class moves along the constructed footpath, is monitored at the intersection of Eurobin Street and Iluka Avenue, and does not unduly congest the movement of traffic through this intersection and public pedestrians along the footpath.
- The teacher shall ensure the class does not unduly restrict or inhibit other pedestrians in Eurobin Street and that the class is observant in relation to cars entering or leaving private driveways.
- The teacher shall monitor the behaviour of pupils and shall ensure the students move between campuses in a quiet and orderly fashion and do not unduly affect the quiet enjoyment of the surrounding residences. Pupils shall be regularly reminded by the school of their obligation to move between sites in a quiet and orderly fashion.

### **Practice**

- Each teacher shall be responsible for reporting incidents as they may occur in the daily movement of pupils. The school shall maintain a register of such incidents and shall liaise with the Council, the NSW Police or other public authorities in relation to those incidents as may be required. This register is to be made available to appropriately authorised Council staff in the event of the Council receiving complaints associated with the movement of pupils along Eurobin Street and such that the Council can review incidents and the school's response to issues (if any).
- The school shall maintain a register of public complaints (if any) associated with the movement of pupils between sites including the details of the school's response to those items.
- This *Pedestrian Management Plan* shall be reviewed on an annual basis including consultation with the Council and shall be modified as appropriate to reflect issues and practice arising through the prior 12 month period.





VARGA TRAFFIC PLANNING Pty Ltd  
Transport, Traffic and Parking Consultants

LOCATION  
FIGURE 1







