

Traffic Engineer Referral Response

Application Number:	DA2021/2083
Date:	03/12/2021
Responsible Officer	
Land to be developed (Address):	Lot 13 DP 1083731 , 5 Forest Road WARRIEWOOD NSW 2102

Officer comments

Details

The existing consent (N1038/00) for Mater Maria College permits a maximum enrolment capacity of 850 students. The College is currently operating above this cap, with approximately 1,040 students.

Modification Application (MOD2019/0293) was lodged to change the capacity.

However, Council directed the College to apply through a DA process. Therefore, DA (DA2021/2083) has been lodged to increase the capacity to 1,100 students.

There are no changes to the existing land use on the site. No physical works are required.

Parking:

Pittwater DCP 2014 does not specify parking rates for Educational Land Uses.

Traffic Impact Assessment (TIA) has been submitted (2021/759155)

Available Parking:

- Off-Street: 97 among them 91 for Staff (including 5 Accessible parking), 2 visitor parking, 1 bus bay and three (3) 30 minutes parking.
No parking is available for students.

Current parking occupancy is 85%

- On-Street: 174 spaces available on surrounding streets Forest Road, Casuarina Drive, Callistemon Way and Angophora Circuit. Among them 27 are 4-hour parking, 1 is 1-hour parking and the rest are unrestricted.

About 50% used by School. The maximum occupancy rate is about 77%

Required

- Based on the existing parking rate of staff parking (0.75), the required number of parking for 120 staff = 90

Based on the existing parking rate of student parking (0.05), the required number of parking for 1,100 students = 55

Total = $90+55=145$

- Based on RMS Guidelines, by considering average parking rate (0.11) for 1,100 students total parking requirement (Staff + Student) = 121

TIA indicates that the school currently has a larger reliance on private vehicles than the RMS Guidelines suggest is likely for secondary schools. Further, existing travel behaviour indicates the demand associated with the approved and proposed student capacities both exceed the existing on-site parking provision by 40.

Behavioural changes and strategies by encouraging staff, students and parents to use sustainable transport modes for their travel to and from the College could reduce this parking demand and therefore reduce the number of on-site parking spaces required. This not only prevents the need for additional on-site school car park but also free up parking spots in the surrounding streets and improve traffic flow around the school. Hence, safety will be improved.

Based on the benefits of behavioural changes and in line with Council's comments at the pre-lodgement meeting (2020/369278), Green Travel Plan (GTP) has been prepared and submitted (2021/759156). The GTP approach offers the opportunity to address long-standing issues often associated with secondary schools by reducing congestion, reducing cars parking in surrounding residential streets, reducing local pollution, and importantly increasing physical activity in students.

The proposed Green Travel Plan will address this long-standing issue, with strategies to create a mode shift toward sustainable travel across the school community and a focus on reducing student parking demand. This is considered a better outcome than the development of a new on-site car park.

GTP initiative is impressive. However, behavioural changes are difficult to achieve and some strategies may be legally challenging and few others rely on external bodies like Council, TfNSW etc.

Traffic:

Primary vehicle access to the School via Forest Road.

Also a pedestrian entrance on Angophora Circuit.

There are two key intersections on Casuarina Drive used to access the school. Both are controlled by roundabouts.

- Forest Road/Casuarina Drive/Macpherson Street
- Angophora Circuit/Casuarina Drive/Callistemon Way

Sidra Modelling has been done to analyse traffic impact based on TfNSW *Trip Generations Surveys, Schools Analysis Report 2014* and tested for approved, current and proposed student capacity.

Both key intersections used to access the school on Casuarina Drive remains the same level of service (A & B) in the three tested scenarios (approved, current, and proposed), indicating that the proposed additional enrolments are unlikely to have any adverse impacts on the existing operations of these intersections.

Drop-Off / Pick-Up Management Plan

A drop-off/pick-up management plan is provided to address safety and operational issues.

It will be communicated to new and existing parents and to be adopted by the school during morning and afternoon drop-off/pick-up periods.

Public transport

There are limited public bus connections between the school and local areas. However, there are many school services in the morning and afternoon peak periods providing access for north (Avalon), south (Manly) and east (Terrey Hills) residing students.

Active transport

The local road network (including Forest Road, Macpherson Street and Casuarina Drive) provides shared footpaths on both sides of the road. Pedestrian islands are available in all directions at the roundabout at the Forest Road and Casuarina Drive intersection. This facilitates safe pedestrian access to the school from the surrounding residential areas and bus stops.

Pedestrian safety:

No concerns.

Ongoing

All facilities should be maintained throughout the lifetime of the project.

Parking impacts are reviewed annually and evaluate the success of the Green Travel Plan. Necessary measures need to be taken to minimise the impacts.

Conclusion

Given the above, the development proposal can be approved with conditions.

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

Drop-Off / Pick-Up Management Plan

Drop-Off / Pick-Up Management Plan will be communicated to new and existing parents regularly and to be adopted by the school regularly during morning and afternoon drop-off/pick-up periods throughout the lifetime of the project.

Reason: To manage Drop-off / Pick-up facility safely and effectively.

Accessible parking facilities

Any future accessible parking needs for the school should be provided within the school premises in accordance with 'AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities'.

Reason: To provide access to Accessible People (DACTRBOC2)

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

Site Occupancy

That the number of students enrolled at the school at any one time be limited to 1100.

Reason: To ensure that all parking generated by the site is contained on the site.

Parking impacts

Parking impacts are reviewed annually to evaluate the success of the Green Travel Plan. The

report should be submitted to Council annually for consideration.
Based on the impact, Council may impose conditions to reduce the adverse effects.

Reason: To minimise parking impacts.

Off-Street Parking Facilities

Existing off-street parking facilities should be maintained to the intended purpose throughout the lifetime of the project

Reason: To facilitate and manage off-street parking facility.