

REFERRAL RESPONSE – TECHNICAL SERVICES

FILE NO: DA 315/2015/1
ADDRESS: 163A Victoria Road BELLEVUE HILL 2023
PROPOSAL: Expansion and upgrade works to Bellevue Hill Public School to facilitate an increase in student numbers from 550 to 1000, an increase staff numbers from 37 to 72, to provide upgraded /expanded facilities and the temporary relocation of 3 demountable buildings to the adjoining Bellevue Park
FROM: Mehrnaz Jamali - Development Engineer
TO: Mr D Booth

1. ISSUES

1. Based on the information provided, a shortfall in off-street car parking provision of 26-27 spaces.
2. Based on the information provided, an increase of pick up/drop off queue length by 19 cars can be expected at afternoon school peak causing an unsafe traffic situation.
3. Details of drainage is non-compliant with Chapter E2 “Stormwater and Flood Risk Management” DCP.

2. DOCUMENTATION

I refer to the following documents received for this report:

- Statement of Environment Effects: prepared by City Plan Services, Reference No. 14-170, dated June 2015.
- Architectural Plans: prepared by Group GSA P/L, Job No. 14196, Drawing No. A0000; A1000; A1101-A1103; A2000-A2004; A2010; A2020; A2030; A3000-A3002; A2101; A3102; A4000; A4100; A4200; A4300; A4301-A4303; L1001-1002.
- Survey plan by Rygate & Co surveyors undated.
- Stormwater disposal concept plan prepared by Birzulis Assoc Consulting Engineers Dwg No. HSW-01, 02 Issue F, dated August 2015.
- Geotechnical Report prepared by Douglas Partners Project 84678.00 April 2015
- Memo from Council’s Traffic Engineer dated 25 September 2015 (attached).

3. ASSESSMENT

Comments have been prepared on the following. **Where Approval is recommended, Conditions of Consent follow at the end of the comments.**

a. Site Drainage comments

The Stormwater disposal concept plan prepared by Birzulis Assoc Consulting Engineers Dwg No. HSW-00 to HSW-03 Issue F, dated August 2015 is not satisfactory.

A revised plan is to be submitted to Council for assessment that complies with Chapter E2 “Stormwater and Flood Risk Management” DCP and includes the following amendments:

- *The stormwater management plan with an OSD system shall be provided for the entire site and not only for the area of new works. The stormwater management plan shall therefore be amended to include the entire site.*
- *All surface and invert levels of all pits and pipes including the final point of discharge shall be shown on plan.*
- *The proposed extension on south-east of the proposed site is said to be draining to an existing system. The existing system and a legal final point of discharge shall be shown on plans.*
- *The OSD system design calculations shall be provided including the bypass area.*
- *An emergency overflow weir shall be provided for the OSD system with the design showing the path of the overflow discharge.*
- *The size of the Orifice plate diameter shall be shown as it appears too wide. It is suggested that the OSD storage design be revised for hydraulic workability and achieving the purpose of an OSD system provision.*

Details submitted are to be in accordance with complies with Chapter E2 “Stormwater and Flood Risk Management” DCP.

b. Flooding & Overland Flow comments

Not affected.

c. Construction Management Comments

As a result of the site constraints, limited space and access a Construction Management Plan is to be submitted to Council. Due to the lack of on-street parking availability a Work Zone will be required from Council during construction.

d. Impacts on Council Infrastructure comments

Birriga Road/Victoria Rd

The applicant is proposing to remove the existing stone covered embankment, widening the footpath, new pedestrian access to site and tree planting adjacent to the kerb. Council has generally no objection to these works subject to a S138 Roads Act approval by Council and a substantial Infrastructure Bond (yet to be calculated) to ensure satisfactory completion of the works to Council's.

Bellevue Park Road

While it is not clear it is assumed that the existing driveway is to be used for a new carpark. If this is the case then there are no objections.

The remainder of Council's assets are in serviceable condition.

e. Traffic comments

The recommendation in the attached Memo from Council's Traffic Engineer dated 20 August 2015 (attached);

It is recommended that the development not be supported in light of:

1. Based on the information provided, the proposal results in a shortfall in off-street car parking provision of 26-27 spaces. Council's Traffic Section raises concerns with any increased reliance on the on-street parking supply as these spaces are already highly utilised and such action will likely increase the prevalence of illegal parking, reducing general traffic safety and flows in the vicinity of the School.
2. Based on the information provided, an increase of pick off/drop off queue length by 19 cars can be expected at afternoon school peak. The existing unsafe traffic situation at pick up and drop off times, which occurs due to the regular extensive queuing of parents/carers along Birriga Road, is expected to exacerbate. Council's Traffic Section raises serious concerns for general traffic safety of students and carers attending the school, cyclists and other road users in the vicinity of the site.

f. Vehicle Access & Accommodation comments

The access and parking layout is satisfactory complies with AS 2890.1 – No specific conditions required.

g. Geotechnical, Hydrogeological and/or Structural comments

There are no objections to the Geotechnical Report prepared by Douglas Partners Project 84678.00 April 2015 has been submitted in support of the application. The proposal involves excavation to a depth of 2.3m at western and southern ends of the building and a maximum of 1.6m above the existing level at north eastern corner.

Council's Technical Services has no objection to the proposed excavation on technical grounds and will condition it accordingly. Notwithstanding this, Council's Planning Officer is also to undertake an assessment of the proposed excavation against the relevant excavation objectives and controls prescribed under the LEP and RDCP.

h. Other matters

Provision of Electricity Substation

Due to the likelihood of additional power usage as a result of the new development, Energy Australia has requested that the applicant contact them with regards to the possible provision of a new Electricity Substation on site.

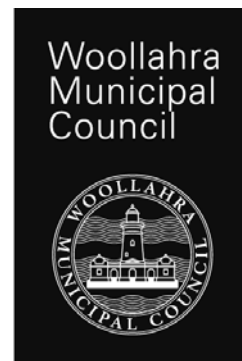
4. RECOMMENDATION

Council's Development Engineer has determined that the proposal is unsatisfactory as it is not supported by Council's Traffic Engineer for the following reasons:

1. Based on the information provided, a shortfall in off-street car parking provision of 26-27 spaces.
2. Based on the information provided, an increase of pick up/drop off queue length by 19 cars can be expected at afternoon school peak causing an unsafe traffic situation.
3. Details of drainage is non-compliant with Chapter E2 "Stormwater and Flood Risk Management" DCP.

Memorandum - Traffic

Date 24 September, 2015
File No. Development Applications: 315/2015/1
To Mr D Booth
CC Mr Nick Tomkins
From Ms Qian Liu
Address **163A VICTORIA ROAD BELLEVUE HILL 2023**



ABN 32 218 483 245

Redleaf Council Chambers
536 New South Head Road
Double Bay NSW 2028

Correspondence to
General Manager
PO Box 61
Double Bay NSW 1360
DX 3607 Double Bay
records@woollahra.nsw.gov.au
www.woollahra.nsw.gov.au

Telephone (02) 9391 7000
A. Facsimile (02) 9391 7044

I refer to the email correspondence from the Planning Department dated 11 September 2015 requesting comments in relation to the above.

Traffic Engineering has reviewed:

- Bellevue Hill – Rfi Letter Response addressed to Council’s Senior Assessment Officer David Booth (ref 14-170) by City Plan Strategy & Development P/L dated 10 September 2015;
- Bellevue Hill – Rfi Letter Response addressed to Council’s General Manager (ref 14-170) by City Plan Strategy & Development P/L dated 10 September 2015;
- Traffic and Transport Assessment by EMM dated 16 June 2015;
- Statement of Environmental Effects (SEE) by City Plan Strategy & Development P/L dated June 2015.

Proposal

Alterations and additions to existing Bellevue Hill Public School including the demolition of buildings, the construction of a new school building and the refurbishment of the existing building to provide accommodation for an additional 450 students. The proposal includes the location of temporary demountable structures within Bellevue Hill Park during the construction period.

COMMENTS

1. Parking Provision

For educational establishment, *Woollahra DCP 2015 Chapter E1 Parking and Access Clause E1.5.2* requires a minimum of 1 space per 100m² and one disability parking space per 50 car spaces. Based on the new information on the gross floor area, new works of 2927m² require an additional 30 parking spaces. It is acknowledged that the current site provides 10 informal parking spaces. Overall the site shall provide minimum 40 parking spaces on site post-development. Should the green travel plan be implemented and successfully meet a target of a 15% reduction in car usage, the minimum parking requirement can be reduced to 34 parking spaces. *Woollahra DCP 2015 Chapter F2 Educational Establishments Clause F2.6* states “to minimise impacts on the adjoining community, all parking, servicing and pick up/drop of arrangements should be provided on-site”. The current proposal is to reduce the 10 informal parking spaces to 6-7 spaces, despite an increase in total staff numbers to 72, resulting in a shortfall of 26-27 parking spaces. Council’s Traffic Section does not support the proposed increase in staff numbers without a substantial increase in off-street parking provision to accommodate the increase in vehicles expected to attend the site. Council raises concerns with any increased reliance on the on-street parking supply as these spaces are already highly utilised and such action will likely increase the prevalence of illegal parking, reducing general traffic safety and flows in the vicinity of the School.

Council’s Traffic Section queries the relevance and the effectiveness of the proposed “8 hour” timed parking restrictions on weekdays in Access Road in terms of increasing on-street parking availability as all new developments should be able to accommodate all parking requirements on-site or identify how the development will occur without parking on-site without impacting the local road network. Mixed parking demands exist among local residents, commuters/business (including existing school staff) and visitors. These parking demands are often short-term and as such “8 hour” timed parking restrictions will not result in an increased turnover of on-street parking. Competition for parking is already high at this location and Council seeks to manage the limited on-street parking resource in an equitable way. Council’s Traffic Section does not support timed parking restrictions to deter residents from parking in the vicinity in order to create additional on-street parking supply for the school.

A proposal of converting the existing on-street parking lane into an additional travel lane along Birriga Road was mentioned in the response letter. Council’s Traffic Section does not support the removal of any on-street parking as these spaces are highly utilised.

2. Pick up/Drop off

The Traffic and Transport Assessment Sec 3.3 revealed that during peak hours, the actual queue exceeds the maximum 17 car length queuing area and occupies the cycle lane (impeding the passage of westbound cyclists) on Birriga Road. The queue extends to near the intersection of Birriga Road and Banksia Street, 15 car lengths beyond the current limit of queuing area. Council officers from Planning Section and Traffic Section also observed significant queuing during the school afternoon peak on a typical weekday. The queue occupied the entire westbound travel lane of Birriga Road up to Banksia Road. The queue occupied the cycle lane, ‘Bus Zone’ and ‘No Stopping’ zone and also obstructed the access to residential driveways and on-street parking spaces. Queuing associated with the existing

situation forces westbound vehicles including buses to cross the unbroken centreline along a substantial length of Birriga Road, into the path of oncoming vehicles.

An 82% increase in the student numbers is expected to increase the peak traffic queue length from the observed 32 vehicles to 59 vehicles. Council's Traffic Section does not support the proposed "5 Minute" parking restrictions as there is no evidence suggesting that the 5 minute restrictions can reduce queuing period more effectively than the current case ("No Parking" restrictions only permit drivers to park for up to 2 minutes under the Road Rules 2014).

Should the green travel plan be implemented and successfully meet a target of a 15% reduction in car usage, a traffic queue length of 51 vehicles can still be expected post-development. It is evident that increasing the queue length by an additional 19 vehicles will result in unacceptable adverse impact on the local road network that would further comprise road safety and cause significant congestions during peak school hours. Council's Traffic Section raises serious concerns for general traffic safety of students and carers attending the school, cyclists and other road users in the vicinity of the site.

It should also be noted that Council has received general complaints from residents of Bellevue Park Road with regard to the School's existing parking/set-down and pick-up situation which will only worsen with an intensification of the use of this site.

The existing daily illegal queuing on Birriga Road also obstructs the westbound on-road bicycle shoulder lane, creating a potentially dangerous situation that requires cyclists to leave the dedicated lane and join the general westbound traffic lane. When this occurs, drivers are already significantly challenged in the decision making ability by the need to identify safe gaps in oncoming traffic in order to pass the illegally queuing vehicles attending the School. Failure of the School to manage the pick up/drop off situation on-site also results in an unsafe environment for cyclists that will clearly be exacerbated should the development proceed in its current form.

These points are supported by NSW Police Leading Senior Constable Corinne Dawes (Rose Bay Police Station Traffic Supervisor), who states:

'Currently the parents picking up in the afternoon are banked up from their pickup and drop off zone a couple of hundred metres down Birriga Rd to Banksia Rd from about 3:00pm to 3:30pm obstructing the flow of traffic westbound on Birriga Rd. Morning drop off is not as significant but still flows onto Birriga Rd at times obstructing the traffic flow. There is also traffic issues in Bellevue Park Rd which is a deadend at the top of the school with parents dropping off and collecting students from there and again obstructing traffic flow.'

With students not travelling to school by bus I would say that this would cause at least a further 150 vehicles dropping off and picking up students which will cause major traffic congestion in this area in the morning and the afternoons. Victoria Rd & Birriga Rd are both thorough fares for morning and afternoon traffic and should not be obstructed.

If this increase of students is allowed then a pick up and drop off zone needs to be put onto the premises to cater for the increase of students.'

It was confirmed on-site that only 2 additional on-street car parking spaces (instead of the original 4 spaces shown on the plan) are proposed adjacent to the main school gate. These

two additional parking spaces will not effectively address the queuing problem when the existing queue already exceeds the queuing area by 15 car length and additional 19 cars can be expected. In addition, the proposed indented parking bays will further disrupt the school traffic and generate congestion. Consideration should be given to the provision of an internal driveway and turn around area for the pick-up and drop-off of students to this School, in accordance with *Woollahra DCP 2015 Chapter F2 Educational Establishments Clause F2.6*.

RECOMMENDATION

In conclusion, based on the additional information provided in the response letters, Council's Traffic Section raises serious concerns with the significant shortfall of off-street parking provision, the current unsafe queuing arrangement during school peak hours and the significant increase in queuing that is expected to occur should the development be approved. All proposed mitigations have not been able to effectively manage the above issues to an acceptable level.

It is recommended that the development not be supported in light of:

3. Based on the information provided, the proposal results in a shortfall in off-street car parking provision of 26-27 spaces. Council's Traffic Section raises concerns with any increased reliance on the on-street parking supply as these spaces are already highly utilised and such action will likely increase the prevalence of illegal parking, reducing general traffic safety and flows in the vicinity of the School.
4. Based on the information provided, an increase of pick off/drop off queue length by 19 cars can be expected at afternoon school peak. The existing unsafe traffic situation at pick up and drop off times, which occurs due to the regular extensive queuing of parents/carers along Birriga Road, is expected to exacerbate. Council's Traffic Section raises serious concerns for general traffic safety of students and carers attending the school, cyclists and other road users in the vicinity of the site.

Should this development be approved, it is recommended that the following conditions of consent be imposed on the development.

1. The applicant be required to submit a CMP together with a completed Construction Management Plan Application form and pay all relevant application fees. The submitted CMP must be approved by Council's Traffic Engineer prior to the issue of a Construction Certificate. Any use of Council property shall require appropriate separate permits/ approvals.
2. That the developer pay to upgrade the street lighting levels in the vicinity of the proposed development, to the satisfaction of the Council's Engineering Services Department.
3. An operational management plan be formulated and implemented by the school to provide efficient and safe environment for pick up and drop off. The operational plan is requested to be submitted to Council's Engineering Services Department.
4. A Green Travel Plan be developed and implemented by the School.
5. That the developer pay to introduce/upgrade cycling infrastructure surrounding the School to better encourage cycling as an attractive transport mode for both students and staff, ensuring where reasonable that direct and safe paths of travel are provided

together with end of trip facilities (i.e. showers, parking, etc), to the satisfaction of the Council's Engineering Services Department.

6. That the developer pay to introduce/upgrade pedestrian facilities surrounding the School to improve pedestrian safety and access, to the satisfaction of the Council's Engineering Services Department.