

SUPPLEMENTARY COUNCIL ASSESSMENT REPORT

Panel Reference	2017SNH077 St Lukes Grammar School
Application Number	Modification Application No.MOD2017/0071
LGA	Northern Beaches Council
Proposed Development	Section 96(2) Modification of Consent to DA2011/0446 to increase the student enrolment of St Lukes Grammar School from 884 to 1092 students
Street Address	2-4 Tango Avenue and 210 Headland Road, Dee Why
Applicant/Owner	Midson Group Pty Ltd (Applicant) St Lukes Anglican School Limited Anglican Schools Corporation
Date of DA lodgement	28 March 2017
Number of Submissions	9
Recommendation	Approval
Regional Development Criteria (Schedule 4A of the EP&A Act)	Section 96(2) Modification of a Development Consent granted by the Joint Regional Planning Panel (DA2011/0446 for Alterations and Additions to a School).
List of all relevant s79C(1)(a) matters	<ul style="list-style-type: none"> • Environmental Planning and Assessment Act 1979 • Warringah Local Environmental Plan 2011 • Warringah Development Control Plan 2011 • State Environmental Planning Policy (Infrastructure) 2007 • State Environmental Planning Policy – Remediation of Land
List all documents submitted with this report for the Panel's consideration	<p><i>Attachment 1 –SNPP Report 2017SNH077</i> <i>Attachment 2 – Development Consent DA2011/0446</i> <i>Attachment 3 – Traffic Management Report (TMP) 12 February 2018</i></p>
Report prepared by	David Kerr – General Manager Planning Place and Community
Report date	Wednesday 28 February 2018 (Original report date Wednesday 31 January 2018)

Summary of s79C matters

Have all recommendations in relation to relevant s79C matters been summarised in the Executive Summary of the assessment report? **Yes**

Legislative clauses requiring consent authority satisfaction

Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed and relevant recommendations summarized, in the Executive Summary of the assessment report? **Not Applicable**
e.g. Clause 7 of SEPP 55 - Remediation of Land, Clause 4.6(4) of the relevant LEP

Clause 4.6 Exceptions to development standards

If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report? **Not Applicable**

Special Infrastructure Contributions

Does the DA require Special Infrastructure Contributions conditions (S94EF)? **Not Applicable**
Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions

Conditions

Have draft conditions been provided to the applicant for comment? **Yes**
Note: in order to reduce delays in determinations, the Panel prefer that draft conditions, notwithstanding Council's recommendation, be provided to the applicant to enable any comments to be considered as part of the assessment report

EXECUTIVE SUMMARY

This is a supplementary report to the SNPP for item No.2017SNH077 St Lukes Grammar School, Dee Why. The determination of the proposal as per the original assessment report was deferred at the meeting on 31 January 2018 to enable supplementary information to be provided by the applicant.

The SNPP deferred consideration of the determination of MOD2017/0071 for the following reasons:

“The panel has deferred consideration subject to the Council Assessment Officer providing a supplementary report and conditions of consent. The Supplementary report and conditions should be provided to the Panel by 16 February 2018.

Supplementary Report and conditions should consider the following (as agreed at public meeting):

- *Kerbside parking zone – Headland Road*
- *Extension of drop off / pick up area in Tango Avenue*
- *Year 12 On-site parking*
- *Drop off / pick up area in Tango Avenue*
- *Any other appropriate condition.”*

The Panel will then determine the matter electronically unless the Chair considers a further public meeting is required”

An on-site meeting was held with representatives for the applicant on 7 February 2018, and a new Traffic Management Plan (TMP) submitted on 12 February 2018. Advice and conditions from Council's Traffic Engineering section were received on 15 February 2018.

The proposal has been re-assessed in the context of the new information provided, and subject to conditions is recommended for approval, whereas the original report recommended refusal.

The application has been assessed in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and the associated Regulations. In this regard:

- This Supplementary Report and the previous Assessment Report have been prepared taking into account all relevant provisions of the Environmental Planning and Assessment Act 1979, and the associated regulations.
- Re-Notification to adjoining and surrounding properties, and re-advertisement (where required) is not required for the supplementary changes as these will not increase environmental impacts, or require any substantial new work;
- A further review and consideration of all submissions previously made by the public and community interest groups has been made with a view to resolving those issues by conditions;
- A review, site inspection and consideration of previous documents and supplementary documents provided with the application has been made;
- Previous referral comments provided by the relevant State Government Authorities/Agencies and Federal Government Authorities/Agencies remain unchanged.
- The previous recommendation (refusal) has been reversed to APPROVAL, subject to conditions to address the supplementary documents and revised traffic and parking information provided by the applicant.

SUMMARY OF ASSESSMENT ISSUES

Refer to the full assessment report for details regarding the site history, site description and detailed planning assessment, including considerations for traffic and parking and public submission issues. The original report is provided in attachment A for reference purposes.

In summary, the proposal seeks to modify Development Consent DA2011/0446 by amending Condition No. 3 to increase student enrolments from 884 to 1092 students.

Condition No.3 requires that:

“The maximum number of students to be enrolled at the school is 884 at any time. In this regard, any proposal to increase student numbers as part of a future development application will not be approved without a corresponding increase in on-site parking and pick up and set down capacity.”

There will be no change in staff numbers as additional students are to be accommodated within existing classes or additional classes for those teachers that have spare capacity in their daily timetable.

The modification proposal raises two principle concerns. Firstly, the amount of reliance on kerbside parking during the day, which is principally generated by Year 12 students who drive to school, and secondly, the increased traffic congestion created by parents picking-up and dropping-off students at the school.

Pursuant to Condition No.3 of DA2011/0446, the applicant has sought to identify and propose ways it can improve traffic management during pick-up and drop-off periods and increase student parking as part of the modification. This has been achieved by a variety of new measures now proposed to be implemented in the recommendation of this report.

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979 (EPAA)

The previous assessment detailed in the original Assessment Report for MOD2017/0071, is referenced with amendments as discussed in the context of additional information and measures provided by the applicant, with a view to addressing those issues raised.

The relevant matters for consideration under Section 96(2) of the Environmental Planning and Assessment Act, 1979, are:

Section 96(2) - Other Modifications	Comments
A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:	
(a) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all), and	<p>The substantial increase in student numbers will exacerbate traffic and parking congestion on the surrounding streets and without adequate facilities to resolve the existing traffic conflicts and parking demand the proposal will create further traffic and parking congestion issues in the streets around the site. The increased traffic movements therefore raise concerns for road and pedestrian safety in the vicinity of the site, especially during busy morning and afternoon periods during school days.</p> <p>The consent includes requirements that <i>"any proposal to increase student numbers as part of a future development application will not be approved without a corresponding</i></p>

Section 96(2) - Other Modifications	Comments
	<p><i>increase in on-site parking and pick up set down capacity".</i></p> <p>The pre-requisite element of the condition affects the potential merit assessment tested against Section 96 of the Act. This is a critical element in this application.</p> <p>The school has now responded by re-allocating existing off-street parking to improve availability to students and changes to traffic flow management during pick-up and set-down periods. No existing off-street parking is being displaced to the surrounding streets. A new <i>Traffic Management Plan</i> incorporates the new measures proposed. At this stage changes to traffic signage is not appropriate without Traffic Committee approval. This is addressed in the recommendation of this report.</p>
(b) it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 5) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent, and	Development Application DA2011/0446 did not require concurrence from the relevant Minister, public authority or approval body.
(c) it has notified the application in accordance with: (i) the regulations, if the regulations so require, or (ii) a development control plan, if the consent authority is a council that has made a development control plan under section 72 that requires the notification or advertising of applications for modification of a development consent, and	<p>The modification application has been publicly exhibited in accordance with the Environmental Planning and Assessment Act 1979, Environmental Planning and Assessment Regulation 2000, Warringah Local Environment Plan 2011 and Warringah Development Control Plan.</p> <p>The additional information did not require re-notification as the changes are consistent with the existing conditions of consent.</p>
(d) it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.	See details within the original Assessment report dated 31 January 2018 and Section 79C (1) (e) assessment provided below in this report.

Section 79C Assessment

In accordance with Section 96(3) of the Environmental Planning and Assessment Act 1979, in determining an modification application made under Section 96 the consent authority must take into consideration such of the matters referred to in section 79C(1) as are of relevance to the

development the subject of the application.

The relevant matters for consideration under Section 79C of the Environmental Planning and Assessment Act, 1979, are:

Section 79C 'Matters for Consideration'	Comments
Section 79C (1) (a)(i) – Provisions of any environmental planning instrument	See discussion on “Environmental Planning Instruments” in this report.
Section 79C (1) (a)(ii) – Provisions of any draft environmental planning instrument	None applicable.
Section 79C (1) (a)(iii) – Provisions of any development control plan	Warringah Development Control Plan applies to this proposal.
Section 79C (1) (a)(iiiia) – Provisions of any planning agreement	None applicable.
Section 79C (1) (a)(iv) – Provisions of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation 2000)	<p><u>Division 8A</u> of the EP&A Regulation 2000 requires the consent authority to consider Prescribed conditions of development consent. These matters have been addressed via a condition in the original consent.</p> <p><u>Clauses 54 and 109</u> of the EP&A Regulation 2000, Council requested additional information and has therefore considered the number of days taken in this assessment in light of this clause within the Regulations.</p> <p>Additional information was requested by the SNPP at its meeting on 31 January 2018. The applicant subsequently provided a new <i>Traffic Management Plan</i>, a cover letter explaining the new traffic measures, and a copy of draft School correspondence, to be sent to all parents of the school, advising of the new traffic management regime to be implemented.</p> <p><u>Clause 92</u> of the EP&A Regulation 2000 requires the consent authority to consider AS 2601 - 1991: The Demolition of Structures. This clause is not relevant to this application.</p> <p><u>Clauses 93 and/or 94</u> of the EP&A Regulation 2000 requires the consent authority to consider the upgrading of a building (including fire safety upgrade of development). This clause is not relevant to this application and is addressed in the existing consent.</p> <p><u>Clause 98</u> of the EP&A Regulation 2000 requires the consent authority to consider the provisions of the Building Code of Australia (BCA). This matter was addressed via conditions in the existing consent.</p>
Section 79C (1) (b) – the likely impacts of the development, including environmental impacts on the natural and built environment and social and economic impacts in the locality	<p>(i) The environmental impacts of the proposed development on the natural and built environment are addressed under the Warringah Development Control Plan section in this report. In summary, subject to the implementation of the traffic and parking measures proposed by the Applicant, the impacts will be satisfactory.</p> <p>(ii) Subject to conditions to address the additional off street</p>

Section 79C 'Matters for Consideration'	Comments
	<p>parking and improved traffic management identified, the proposed development will not have a significant detrimental social impact in the locality considering the character of the proposal.</p> <p>(iii) Subject to additional off street parking the proposed development will not have a significant detrimental economic impact on the locality considering the nature of the existing land use.</p>
Section 79C (1) (c) – the suitability of the site for the development	The site is considered suitable for a limited increase in student numbers, subject to conditions to provide a corresponding improvement in traffic management and parking requirements.
Section 79C (1) (d) – any submissions made in accordance with the EPA Act or EPA Regs	See discussion on “Public Exhibition” in this report.
Section 79C (1) (e) – the public interest	<p>The submission of supplementary information identified additional on-site parking and by the Applicant’s improvements to school traffic safety and efficiency during the weekday mid-morning and mid-afternoon times. Subject to conditions, the amended proposal has been able to address the issues raised in the residents’ submissions received. In summary, the issues raised were:</p> <ul style="list-style-type: none"> i) Inadequate on-site parking; ii) Inadequate drop-off and pick-up areas; iii) Increasingly unsafe traffic conditions; iv) Increasing traffic congestion and safety risks; v) On-street parking conflicts; vi) Traffic management; vii) Tree removal; viii) Lack of compliance with the School TMP. <p>Issues i) to vi) have been addressed by the new traffic management plan that demonstrates more on-site parking, and improved efficiency and safety for drop-off and pick-up times. More traffic wardens will be provided to reduce congestion and supervise safety during drop-off and pick-up times which will reduce parking conflict.</p> <p>Item vii) is not relevant to the application. Item viii) is addressed by a new school TMP, dated 18 February 2018 which has been written to also address previous compliance issues.</p>

REFERRALS

Internal Referral Body	Comments
Traffic Engineer	<p><u>Traffic Engineers Revised Comments 15/2/2018:</u></p> <p><i>“The school drop off plan in Tango Ave is supported.</i></p> <p><i>After the meeting I measured the road width in Headland Ave in</i></p>

Internal Referral Body	Comments
	<p><i>regards with the discussion around part time 'No stopping' during school's pick up and drop off time in Headland Road near Quirk Street. With having a car parked at this location, there is 2.9 to 3m road width available for traffic flow which is considered adequate. If there is a need for wider road width, Council would be able to relocate the centreline to the south as parking is restricted on the other side of the road. This can be done through Traffic Committee by Council and is not a matter for this DA.</i></p> <p><i>In regards to changing the existing unrestricted parking on Headland Road next to the access to the school, the road is narrow at this section and will not be safe for pick up and drop off zone. Therefore, the existing indented parking is to be extended to the west on Headland Road at the frontage of the school for provision of additional pick up and drop off area.</i></p> <p><i>Given that the school did not agree to provide adequate on-site parking spaces for the additional year 12 students driving to school, which is calculated as 11 spaces, the school has to extend the existing indented parking in Tango Ave to provide additional 6 pick-up and drop off spaces at the school frontage. This will free up parking spaces for pick up and drop off of the students as a compensation to the additional all day parking around the school by the year 12s, which will result in taking some existing pick up and drop off opportunity around the school."</i></p> <p><u>Planning Comments:</u></p> <p>The extension of the pick-up / set-down area would require detailed design plans and substantial works within the public road reserve. This would include further assessment and additional referrals to Development Engineering, Roads Assets Engineers, Traffic Engineering and Council's Traffic Committee. While these works should be pursued by the school they cannot be made immediately under the current application, and an inability to rely upon this measure requires a reconsideration of the proposed increase in student numbers.</p> <p>The modification of consent will benefit from the following traffic and parking changes:</p> <ul style="list-style-type: none"> • Improved pick-up management in the afternoon period by teachers escorting children from the marshalling area directly to their family car. Ensuring parents do not leave their car, which would otherwise block the pick-up area for the stream of queued vehicles. • The use of additional traffic wardens to improve efficiency of traffic movement in the morning period by signalling parents vehicles forward and guiding vehicles through the pick-up drop-off area. • Transfer of teacher parking within the music hall parking area to the multi-level carpark, to ensure all available parking in the multi-level carpark is fully utilised. • Increase the allocation of student parking on-site by permitting students to park within the music hall parking

Internal Referral Body	Comments
	<p>area (5 spaces).</p> <ul style="list-style-type: none"> • Improve line marking and signage for the outdoor car parking areas fronting Headland Road to clearly delineate visitor parking and student parking. • Reduce the maximum enrolment limit to 992 until further roadworks can be undertaken to extend the pick-up / set-down area northwards along Tango Avenue and extend the pick-up drop off area west along Headland Road. • Update Traffic & Parking Management Plan to include the changes recommended by Council's Traffic Engineer, as detailed in the TMP, diagram 1, dated 15/2/2018. (Note: the proposed signage changes along Headland Road cannot be implemented without Traffic Committee approval.)

ENVIRONMENTAL PLANNING INSTRUMENTS (EPIs)*

All Environmental Planning Instruments (SEPPs, REPs and LEPs), Development Controls Plans and Council Policies have been considered in the merit assessment of this modification application in the context of the revised carparking and traffic arrangements proposed.

As such, an assessment is provided against the controls relevant to the merit consideration of the application hereunder.

Revised Assessment

St Lukes Grammar School is a long established use in the area. However, the traffic generation and on-street parking generated by the school has become a significant issue for residential neighbours near the school. While a new multi-level carpark was approved in 2010 (Federal Government approval FG2010/0011), this predates the lodgement and approval of DA2011/0446.

The school relies heavily on kerbside areas for parents picking-up and setting-down students, and also for Year 12 students that drive cars to school. While the roads surrounding the school are through roads, the concentration of traffic during a school day in the mid-morning and mid-afternoon makes through access and parking for residents near the school much more difficult. The ongoing parking and traffic issues has raised a number of pedestrian / vehicle safety concerns, including hindering bus services.

No additional engineering works can be undertaken as part of this proposal given the additional approval requirements for the reasons mentioned above. Therefore, consistent with the requirement of Condition No.3 of the consent, and in order to maintain a "corresponding increase" in parking, a limited increase in enrolments from 884 to 992 is recommended. This represents a 12.2% increase rather than a 23% increase and will ensure an acceptable environmental impact. This amendment does not require re-notification to surrounding landowners.

C2 Traffic, Access and Safety

Merit consideration

With regard to the consideration for a variation, the development is considered against the underlying Objectives of the Control as follows:

- ***To minimise traffic hazards***

Comment: Increasing the student numbers, increases the potential traffic hazards in the mid-

morning and mid-afternoon periods due to the concentrated traffic movements. At this time of day there is a heavy reliance on the public street for pick-up / set-down zones, as well as bus services and street parking. The new TMP specifies improved measures that will be implemented to ensure traffic hazards are managed or minimised. The measures proposed will increase efficiency but with limited increase in parking capacity. Therefore, only a partial increase in enrolments is supported at this stage.

- ***To minimise vehicles queuing on public roads***

Comment: The demand for kerbside parking created by traffic associated with the school narrows the available carriageway and requires vehicles to queue when waiting for turning vehicles, or other traffic and pedestrian movements that restrict vehicles from passing. The proposed modification now proposes a number of measures, as detailed in the TMP, to better manage queuing vehicles. This is consistent with this objective to minimise queuing on public roads.

- ***To minimise the number of vehicle crossings in a street***

Comment: No change is proposed to the existing entry and exit crossings from the school premises along Headland Road, Tango Avenue or Quirk Street.

Therefore, no further consideration of this objective is relevant to the application.

- ***To minimise traffic, pedestrian and cyclist conflict***

Comment: Traffic and pedestrian activity surrounding the school is high during the mid-morning and mid-afternoon periods on school days. While this time covers a relatively confined period of the day, the intensity of pedestrian and vehicle movement can easily create conflict to the free flow of through traffic and access for neighbouring residential land. The new TMP has been prepared to address this issue and better manage the situation. Changes include more traffic wardens to assist pedestrian safety and drivers, pick-up / drop-off procedures to improve efficiency and signage changes to assist through vehicle movement.

- ***To minimise interference with public transport facilities***

Comment: The school is not on a main transport route for bus services to Manly, Dee Why or the City. There are no transit lanes along the road frontages of the school. The school utilises four (4) allocated kerbside bus stops to service the school. These bus stops are along Quirk Street and Tango Avenue with an indented bus bay in Headland Road. The new TMP will increase the number of traffic wardens to assist traffic movement near the pick-up drop-off areas which will also assist bus movement along the school frontages.

Therefore, the proposal is not in conflict with this objective.

- ***To minimise the loss of "on street" kerbside parking***

Comment: The proposal will increase the demand for "on street" kerbside parking due to the occurrence of parents willing to pick-up / drop off their children at school and by way of senior (Year 12) students that routinely drive to school. The new TMP proposes time changes to selected unrestricted parking zones along the school frontage of Headland Road. These changes cannot be implemented without Traffic Committee approval and therefore are not recommended at this stage as outlined within Council's Traffic Engineering comments detailed previously in this report. Alternative measures have instead been recommended to address this issue.

Having regard to the above assessment, it is concluded that the proposed development, subject to conditions, is consistent with the relevant objectives of WDCP and the objectives specified in section 5(a) of the Environmental Planning and Assessment Act, 1979.

Accordingly, this assessment recommends approval.

C3 Parking Facilities

Description of non-compliance

Insufficient off-street parking and pick-up drop-off facilities are available to cater for the proposed increase in enrolments to 1092 students.

Merit consideration

With regard to the consideration for a variation, the development is considered against the underlying Objectives of the Control as follows:

- **To provide adequate off street carparking.**

Comment: The development provides the following on-site car parking:

Use	Appendix 1 Calculation	Required	Provided	Difference (+/-)
Educational establishment	1 space per staff member in attendance, plus as relevant, adequate pickup/set down area on site, plus adequate provision of bicycle racks, plus	118 staff (EFT)	112 staff spaces including 2 disabled persons spaces.	Adequate staff parking and disabled persons parking.
	adequate provision for student parking, plus	Nominal bicycle rack	plus 2 loading dock spaces, and two disabled persons car spaces, plus 1 visitor car space.	Two pickup / set down areas.
	provision of bus standing and turning area	115 year 12 students.	Nominal bike rack	No change required
		Bus service	17 car spaces for students 1 kerbside bus bay and 3 bus stops	On-going reliance on kerbside parking. No internal bus bay.
Total			134 spaces	

A diagram of the schools car parking facilities and pick-up drop off zones is illustrated in the coloured diagram (page 7) within the School TMP, dated 12 February 2018.

The school will retain adequate off-street parking for teaching staff within the multi-level carpark and the music hall basement carpark. An additional allocation of student parking will be made for a total of 17 cars within the 3 school car parks off Headland road. This still results in some Year 12 students parking in the street during the year as they progress to independent driving age. The existing pick-up and drop-off bays in Headland Road and Tango Avenue are not large enough to cater for 1092 students. Therefore, a reduced maximum enrolment of 992 students is recommended with the current modification application.

- ***To site and design parking facilities (including garages) to have minimal visual impact on the street frontage or other public place.***

Comment: No further construction is proposed for additional parking facilities to accommodate traffic management associated with the increase in student numbers. Undercover parking areas are already constructed and are in use for the site.

- ***To ensure that parking facilities (including garages) are designed so as not to dominate the street frontage or other public spaces.***

Comment: No change is proposed to the design of the existing parking facilities. Therefore no further consideration of this objective is required.

CONCLUSION

The site has been inspected and the application assessed having regard to all documentation submitted by the applicant and the provisions of:

- Environmental Planning and Assessment Act 1979;
- Environmental Planning and Assessment Regulation 2000;
- All relevant and draft Environmental Planning Instruments;
- Warringah Local Environment Plan 2011;
- Warringah Development Control Plan 2011; and
- Codes and Policies of Council.

The modification seeks amendment to Condition No.3 of DA2011/0446 with states "*The maximum number of students to be enrolled at the school is 884 at any time. In this regard, any proposal to increase student numbers as part of a future development application will not be approved without a corresponding increase in on-site parking and pick up set down capacity.*"

The pre-determinative wording of the condition hinders the modification assessment "on merit", regardless of the change to student numbers, without an accompanying increase in parking. The modification proposal raises two principle concerns. Firstly, the School's ongoing reliance on kerbside parking principally generated by Year 12 students who drive to school, and secondly, the increased traffic congestion created by parents picking-up and dropping-off students at the school.

This supplementary report has considered the additional information provided by the applicant to address the issues raised by the SNPP. The report has also considered issues raised by public submissions in the context of the additional information provided by the applicant.

After a site meeting with the applicant on 7 February 2018, additional student parking and improvements to the existing traffic management regime were identified. These changes have been incorporated into the new TMP dated 12 February 2018. While the original report recommends refusal, this supplementary report has reviewed the ability of the school to satisfy the requirements of condition no.3 in DA2011/0443. This has been achieved by re-allocating existing off-street parking (without displacing demand or the need for physical works), improving traffic management and the efficiency of pick-up / set-down areas on school days.

At this point in time, it is recommended the increased enrolment be limited to a maximum of 992 students. This is to safeguard the new traffic management regime from becoming overwhelmed by the much larger proposed increase to 1092 students. Without any physical expansion of the pick-up set-down areas, it is appropriate that the extent of the modification be reduced, thereby having a lesser impact on the existing facilities.

It is considered that the modification of development, subject to the recommended conditions, is able to satisfy the appropriate controls and that all processes and assessments have been satisfactorily addressed.

RECOMMENDATION - APPROVAL

That the Sydney North Planning Panel, as the consent authority APPROVE the Modification Application No. Mod2017/0071 for Modification of Development Consent DA2011/0446 granted for Alterations and additions to a School (St Lukes Grammar School) on land at Lot 3 & 4 DP 8139, 2-4 Tango Avenue and Lot 2112 DP 752038 and Lot 1 DP 749109, 210 Headland Road DEE WHY, subject to the following modified conditions of consent:

A. Modify Condition No.3 Maximum Number of Students, to read as follows:

“3. Maximum Number of Students

The maximum number of students to be enrolled at the school is 992 at any time and is subject to traffic management and parking requirements detailed in the *St Lukes Grammar School Traffic Management Plan* dated 12 February 2018, as amended by any conditions of consent.

Reason: Traffic, parking and pedestrian safety.”

B. Insert Condition No.3A Traffic and Parking Zones, to read as follows:

“3A. Traffic and Parking Zones

No approval is granted for any changes to Council’s road signage or the extension of the pick-up / set-down areas in Headland Road or Tango Avenue. However, prior to any further proposal to increase student enrolments up to 1092 students, the St Lukes Grammar School is to make provision for future works to extend the pick-up / drop-off bays along the school frontages of Tango Avenue northwards, and Headland Road, westward.

The following approval requirements will apply:

- i. Submission of an application for approval from Council under the *Environmental Planning & Assessment Act 1979*, including detailed engineering, drainage, landscaping and survey plans.
- ii. Any proposed kerb and footpath works will require separate approval under Section 138 of the *Roads Act 1993*.
- iii. Any proposed changes to Council’s traffic / parking signage will require approval from Council’s Traffic Committee.
- iv. Changes proposed are to be detailed within an updated *Traffic Management Plan*.

Reason: To enable improved traffic management for the adjacent road network.”

C. Insert Condition No.17 Traffic Management Plan, to read as follows:

“17. Traffic Management Plan

The traffic and parking management measures detailed within the *St Lukes Grammar School Traffic Management Plan*, dated 12 February 2018 are to be implemented prior to the increased enrolment taking effect and be carried out by the School during all school terms on an annual basis. Any changes to the plan must be made in accordance with current development consent conditions applying to the land.

Reason: Ensure ongoing safety and traffic management”