

2 December 2020

**Our Ref:** 18-279 (OP)

**Nicholas England**

Northern Beaches Council

PO Box 82,

Manly, NSW, 1655

[nicholas.england@northernbeaches.com.au](mailto:nicholas.england@northernbeaches.com.au)

Dear Nick,

**RE: RESPONSE TO ADDITIONAL INFORMATION DEFERRAL RELATING TO MOD2019/0627**

On Wednesday 28 October, Mod2019/0627, relating to John Colet School, was reported to the Sydney North Planning Panel (SNPP) for determination. The matter was deferred by the SNPP for the submission of further information. The purpose of this letter is to provide a response to the SNPP's deferral to seek additional information in relation to on-site car parking, access arrangement and queries regarding the existing netball court.

This letter is to be read in conjunction with the following documentation:

- Appendix 1 - Amended architectural plans prepared by Templum Design Architects
- Appendix 2 - Amended landscape plans prepared by Conzept Landscape Architects
- Appendix 3 - Response letter prepared by McLaren Traffic Engineers
- Appendix 4 - Amended traffic management plan (TMP) prepared by McLaren Traffic Engineers and John Colet School

**1. SUMMARY OF MOD2019/0627 DEFERRAL FOR ADDITIONAL INFORMATION**

On Wednesday 28 October 2020, the application was deferred by the SNPP to seek additional information. The deferral notes:

*"During the course of the public meeting it became apparent the Panel required clarification of the school's car parking arrangements.*

*Consequently, the Panel resolved to defer the application to urgently seek further information from the applicant on the proposed modifications to onsite car parking, resultant access arrangements, to amend architectural plans to include the basketball court on the designated car parking (if this is proposed as part of the modification) and obtain the applicant's advice regarding the use of the basketball court and consequential car parking arrangements during use of the court.*

*It is envisaged the above information could be provided to Council in the next few weeks. Once the applicant has provided the information to Council, a supplementary assessment report will be prepared. The Panel will then consider the supplementary report electronically as soon as possible."*

The following sections of this letter address the issues raised above, as summarised below:

- Clarification as to whether the netball court is part of the subject modification
- Clarification regarding the use of the netball court
- Impacts of the netball court on carparking and access during use

## **2. RERESPONSE TO THE ISSUES RAISED BY THE SNPP**

### **2.1. Clarification Regarding Approval of the Netball Court**

Pursuant to *State Environmental Planning Policy (Education Establishments and Child Care Facilities)* 2017, the netball court is exempt development and does not require development consent. To this end, the netball court does not form part of the subject modification application.

As the netball court was recently constructed on-site (following lodgement of the subject application to Council), it had been omitted from the original plans submitted with the application. It has since been included on the architectural plans as an existing facility.

### **2.2. Clarification Regarding Use of the Netball Court**

John Colet School has confirmed the netball court will be used during Term 2 only during the following restricted times:

- Mondays from 10.50am and 12.20pm
- Tuesdays from 10.50am and 12.20pm
- Tuesdays from 3.00pm and 4.00pm

Term 2 is nine weeks.

To this end, the court will only be in use for a very limited period of the year. Notwithstanding this, it is pertinent to consider the impact of the court on any on-site parking and access arrangements, as addressed below.

### **2.3. Clarification Regarding the Impact of the Netball Court on Parking and Access**

The netball court is in the vicinity of spaces 15- 24 in the north-east corner of the school. While the court is in use, seven (7) spaces are temporarily displaced, being numbers 16- 22. Spaces 16- 22 are dedicated spaces for administration and auxiliary staff. Administration and auxiliary staff are not required for drop off and pick up as these duties are undertaken by teachers and the Principal. Hence, the temporary relocation of vehicles in spaces 16- 22 on Tuesdays afternoons will not impact drop off and pick up processes or interrupt classes.

As concern has been raised by the SNPP regarding the impact on parking while the court is use, the project team has established a series of temporary parking spaces elsewhere on the site that can be used in lieu of typical spaces 16-22. These temporary spaces will only be used when the court is in use during the restricted times in term 2.

Templum Design Architects and Conzept have prepared updated architectural and landscape plans which illustrate the modified parking layout. These plans include the layout of the existing netball court and as can be seen in the extract below, include the approved carparking spaces in red and the blue spaces represent the proposed temporary parking spaces for 16-22. Refer to Figure 1 below for an extract of the updated concept plan.

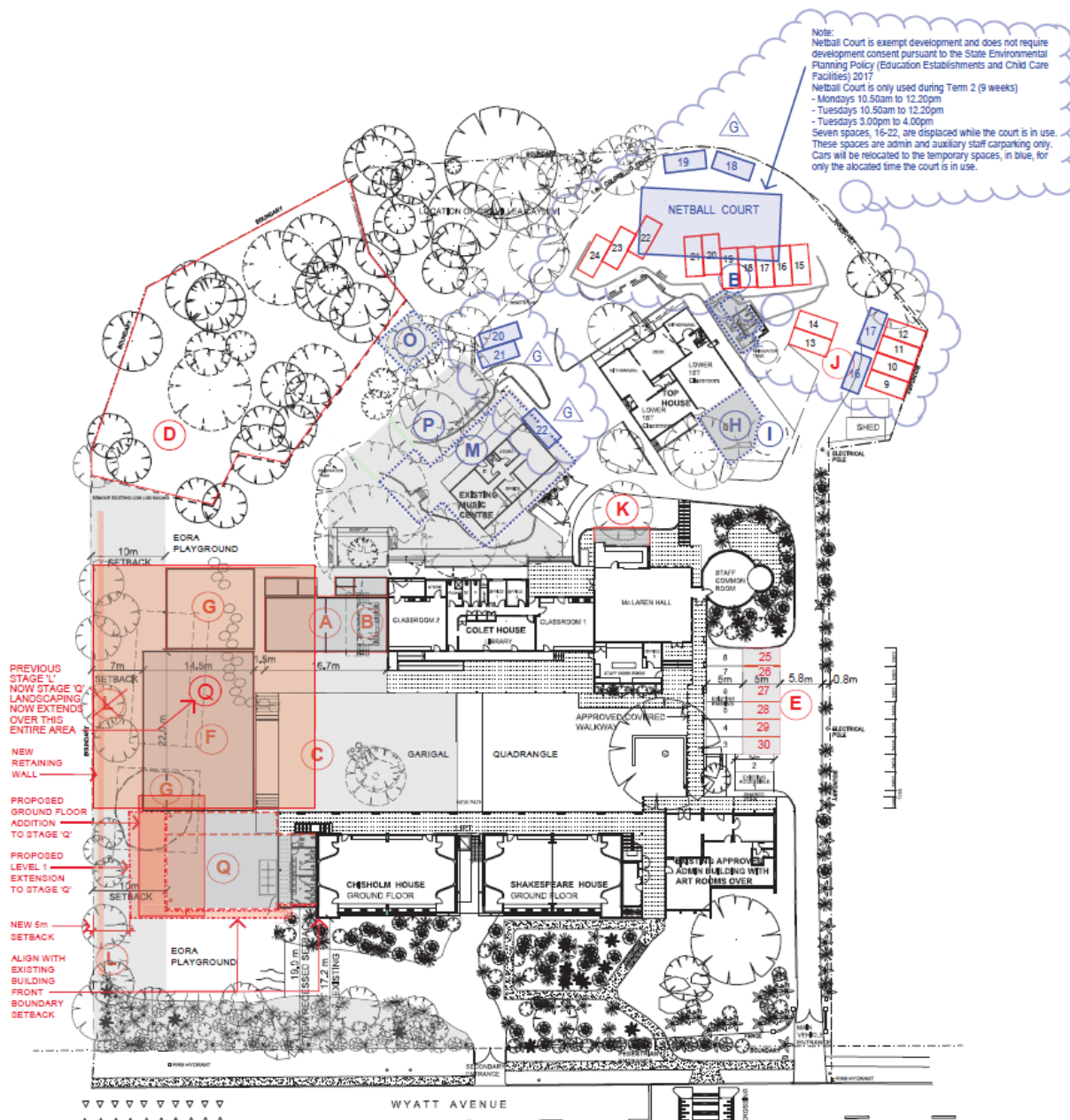


Figure 1: Amended site plan, illustrating the amended parking layout at the rear in red and temporary spaces shaded blue (Source: Templum Design Architects)

The location and dimensions of the temporary parking spaces (in blue) have been determined in consultation with McLaren Traffic Engineers, who has determined that they are satisfactory in both regards.

Further to the above, we note that as the netball court equipment (hoops and the like) are temporary structures, they will be moved into storage outside of each netball session so as to not impact on the general use of spaces 16-22 outside of the court's use.

Existing access arrangements involve vehicles entering the site from the vehicular access point in the south-eastern corner of the school site (from Wyatt Avenue). A two-way road runs perpendicular from

this access point to the eastern site boundary. Access in the northern part of the site is via a single way "loop" road.

The existing netball court and the temporary parking spaces do not result in any adverse impact on on-site access arrangements.

Notwithstanding this, the management of parking on-site will be impacted during the use of the netball court. The existing Traffic Management Plan (TMP) has been updated by McLaren Traffic Engineers to address traffic and parking operations within the site, relating to the netball court use. The management process is summarised as follows:

- All staff on the site are to be made aware of the administration and auxiliary staff who park within spaces 16- 22 and their contact details. This will ensure contact can be made with any of these staff members, at any time, if the vehicle is required to be moved for access.
- At the conclusion of netball practice, a staff member attending the session will inform administration and auxiliary staff when it is suitable for them to move their cars back to spaces 16- 22 from the temporary spaces after each practice period. McLaren Traffic Engineers has advised a reasonable method is via text message through mobile phones, however this contact method can be managed internally between staff to find the most convenient method.
- As noted earlier, netball hoops and other equipment will be temporary structures such they will be moved from a storage area to the court at the beginning of every netball session. Hoops and other equipment will be returned to the storage area prior to any staff vehicles returning back to spaces 16- 22.

With regard to the above, McLaren Traffic Engineers has worked with the school to develop what they deem to be a satisfactory arrangement and management process on-site while the netball court is in use. McLaren Traffic Engineers has also provided confirmation that the location and dimensions of the temporary parking spaces are satisfactory.

Refer to Appendix 4 for a complete copy of the updated TMP.

Based on the above and the information contained within the accompanying supporting information, we consider that the issues regarding parking and on-site management have been addressed and there will be no resultant impact on the surrounding street network during the temporary displacement of seven (7) spaces while the court is in use.

### 3. RESPONSE TO FURTHER COUNCIL FEEDBACK

On Thursday 26 November, the response to the SNPP's deferral (including the abovementioned information in a separate letter and supporting documentation) was submitted to Council for consideration. On Tuesday 1 December, the applicant received further correspondence from Council regarding the amended parking arrangement.

A response to the key matters raised by Council is detailed below and illustrated on the amended architectural plans (Appendix 1).

*Table 1: Response to Council feedback dated 1 December 2020*

Matter raised by Council	Applicant Response
After reviewing the plans and discussing with the Executive Manager of Development Assessments, it was of great concern to us that these revised plans did not clarify the situation however instead raised additional problems with the design. They include:	As noted earlier, the netball court was not included in the original plans submitted with the application as it was constructed as exempt development after this time.  Section 2.3 of this letter explains that while the court is in use, seven spaces are displaced, being numbers 16- 22. Spaces 16- 22 are dedicated spaces for administration and auxiliary staff.

Matter raised by Council	Applicant Response
<p>A number of car spaces overlaid on a netball court, that was not part of the original design;</p> <p>Two car spaces on the eastern boundary that appeared to be "triple" stacked against existing spaces; and</p> <p>Two spaces relocated forward of the front setback.</p>	<p>The red spaces denote permanent/approved car parking spaces, and the blue spaces denote the temporary spaces, only to be utilised by administration and auxiliary staff while the court is in use.</p> <p>As noted earlier, the court is used only during Term 2 (9 weeks):</p> <ul style="list-style-type: none"> <li>▪ Mondays from 10.50am to 12.20pm</li> <li>▪ Tuesdays from 10.50am to 12.20pm</li> <li>▪ Tuesdays from 3.00pm to 4.00pm.</li> </ul> <p>The temporary spaces originally proposed in the submission to Council back on 26 November included two (2) temporary spaces within the front setback on an existing gravel path and also "triple" stacked temporary spaces.</p> <p>As a result of this feedback from Council, the temporary "triple stack" parking and temporary parking forward of the front setback have been relocated to the rear of the site. Refer to the amended temporary layout in Appendix 1.</p>
<p>Firstly, we cannot support the car spaces within the front setback. This is not consistent with Warringah Local Environmental Plan 2000 (WLEP) and just adds further non-compliance to the existing proposal and takes away from valuable landscaped open space we need in the front setback to offset the impact of the non-compliance you are proposing with the building extensions.</p>	<p>Whilst these two (2) temporary car spaces did not require the removal of any landscaping within the front setback (as they were to be located on an existing gravel path), they have been relocated to the rear of the site. To this end, this issue raised by Council has been resolved.</p>
<p>However, the bigger issue remains with parking and traffic management. The netball court and the stacked spaces represents conflict with access to off-street parking and makes it difficult to be certain that the staff will not park on the street. The Panel wanted to address the key community concern with parking and these plans do not do this.</p>	<p>The temporary parking spaces and management of parking on-site during the use of the netball court has been revisited. The Traffic Management Plan has been updated to address the amended parking layout. This has been endorsed by McLaren Traffic Engineers. Further, McLaren has prepared a letter which confirms support for the parking management process, while the court is in use.</p> <p>Again, the court is used during a restricted period being Term 2 (9 weeks) for 1.5hrs during school hours on Monday and Tuesdays and 1hr after school on a Tuesday. Notwithstanding this, it is clearly important to ensure that there is no adverse traffic, parking or access impact at any point of the day during any time of the year. The amended parking layout and the TMP address any potential impact in this regard.</p>
<p>We will report these plans back to the Panel, however the recommendation on the modification application can now not be favourable. No further public meeting will held as the Panel has resolved to determine this electronically. I recommend that the architectural plans revert back to the</p>	<p>Noted.</p> <p>Please refer to the amended package issued to Council 2 December 2020 (including the subject letter).</p>

Matter raised by Council	Applicant Response
original layout and the landscape plan be revised to be consistent with the architectural plans. Please advise me if you wish to go ahead with your revised plans as soon as you can.	

#### 4. CONCLUSION

In summary, the on-site car parking layout has been modified to take into consideration the minor impact of the existing netball court. Administration and auxiliary staff will relocate their vehicles to the identified temporary spaces prior to the use of the netball court within the specified term, day, and time. The relocation of vehicles will occur after the netball activity has concluded, students have left the area and the equipment has been stored away. The drop off and pick up practice at the school will not be impacted by this process. McLaren Traffic Engineers has verified the parking, traffic and access layout and management process on the site is satisfactory when the court is in use and when it is not in use. The management process is documented in the TMP implemented by John Colet School.

We trust the information contained within this letter addresses the issues raised in the SNPP's deferral and issues subsequently raised by Council. However, should you require any further information or clarification, please do not hesitate to contact Olivia Page on (02) 8270 3500.

Yours Sincerely,



**Mel Krzus**  
Director