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6 August 2021
P2153 Allambi Learning Centre West Wallsend

Allambi Care
PO Box 555
Warners Bay, NSW, 2282

Attn: Fiona Wade

Dear Fiona,
Proposed Redevelopment, Allambi Learning Centre, West Wallsend, NSW

Further to your recent email, we have now completed our site work for the proposed learning centre to be located at 57-59 Carrington Street, West Wallsend. We have reviewed the documentation provided in relation to the proposed education space and provide the following assessment of traffic, parking and access to support the Environmental Impact Statement (EIS) being prepared for the project. The report has been prepared to respond to the various matters raised in the SEARs which are included in **Attachment E.**

The following assessment has been prepared taking into consideration the requirements of the Austroads Guidelines and Guide to Traffic Generating Developments together with the relevant planning controls outlined within the Lake Macquarie Development Control Plan 2014.

Background and Existing Situation

Allambi Care established the Learning Centre in 2007 in response to the increasing number of young people in out-of-home care, who were chronically disengaged, expelled, or suspended from both mainstream and alternative schooling options.

The Learning Centre specialises in education for vulnerable young people in out-of-home care, have experienced disadvantaged and/or trauma. It aims to provide a safe and welcoming space in which a young person can experience acceptance, healthy connections, and positive relationships with educational staff in order for them to engage or re-engage in formal education.

The proposed development comprises of a change of use for the ground floor of the subject site from Commercial Premises to an Educational Facility to accommodate enrolments of up to 20 high school students, Year 7 to Year 10, being 12 to 16/17 years old.

Site Location and Access

The subject site is located at 57-59 Carrington Street, West Wallsend as shown in Figure 1. It has frontage with vehicular access to Carrington Street only.

The subject site was once a hotel (Clyde Inn) and more recently a youth refuge (group home) on the first floor, and commercial premises on the ground floor. The proposal is for the lower level (commercial) to provide learning space for the centre whilst the first floor will continue to provide a youth refuge. The surrounding land use comprises

mostly commercial and retail development being West Wallsend town centre with low density residential housing to the north.

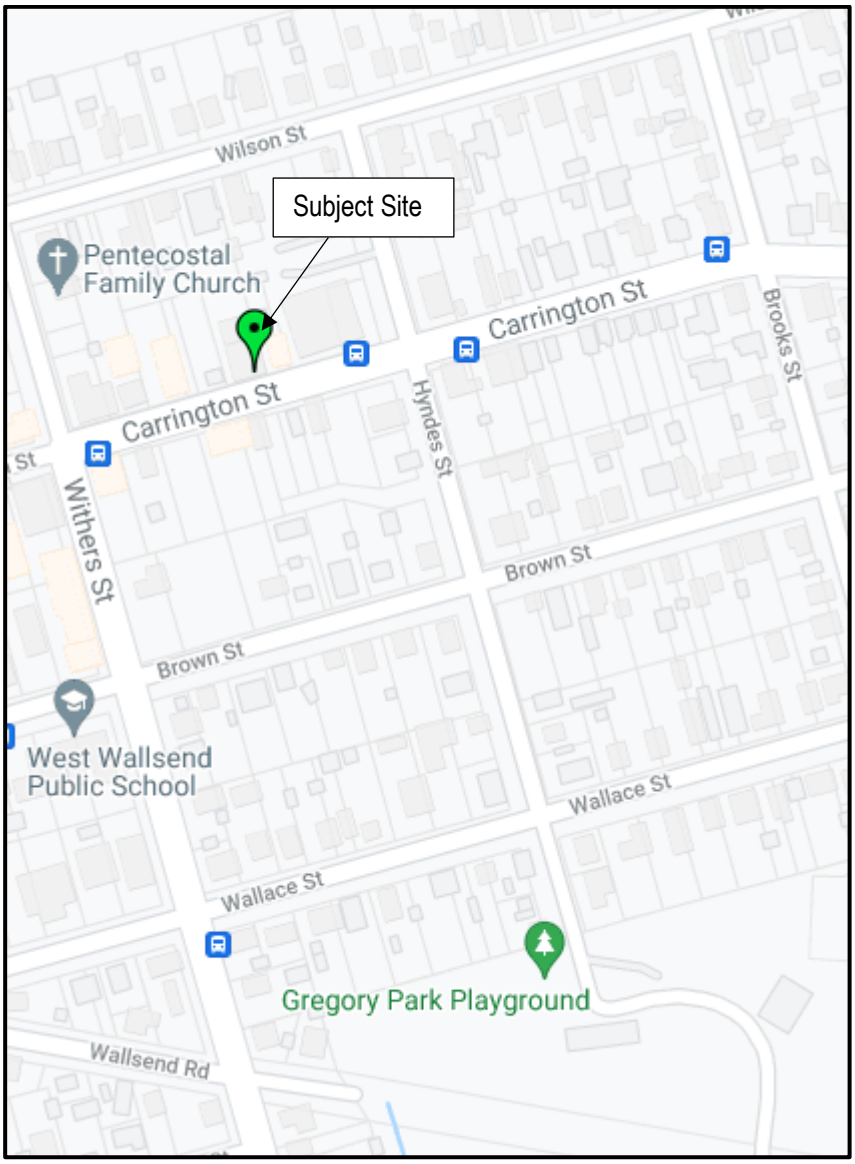


Figure 1 - Location of the subject site within the context of the local road network.

Road Hierarchy

Carrington Street is a collector road through the township with an east-west orientation providing a connection between George Booth Drive to the east and the township of West Wallsend to the west. In the vicinity of the site it provides a single lane of travel in each direction with parking permitted along each side and a pavement width of approximately 12 metres. Being part of the town centre there are footpaths to each side of the road along with street lighting.

Withers Street is a local collector road with a north-south orientation connecting West Wallsend with George Booth Drive, approximately 2 kilometres south of the Carrington Street/George Booth Drive roundabout. Withers Street provides access to residential subdivisions south of West Wallsend, along with the balance of the West Wallsend town centre at its northern end. Withers Street intersects with Carrington Street at a 4-way intersection with Carrington Street having priority and Withers Street Stop Sign controlled. There are no pedestrian crossings at this intersection however refuge islands are provided on the western and northern legs which carry less traffic. On street parking is permitted on both sides of Withers Street. It has kerb and guttering and provides an overall width

of approximately 12 metres. It has a posted speed limit of 50km/h with a school zone mid-block south towards Brown Street.

These and other local roads are under the care and management of Lake Macquarie City Council.

Current and Proposed Roadworks and Traffic Management Works

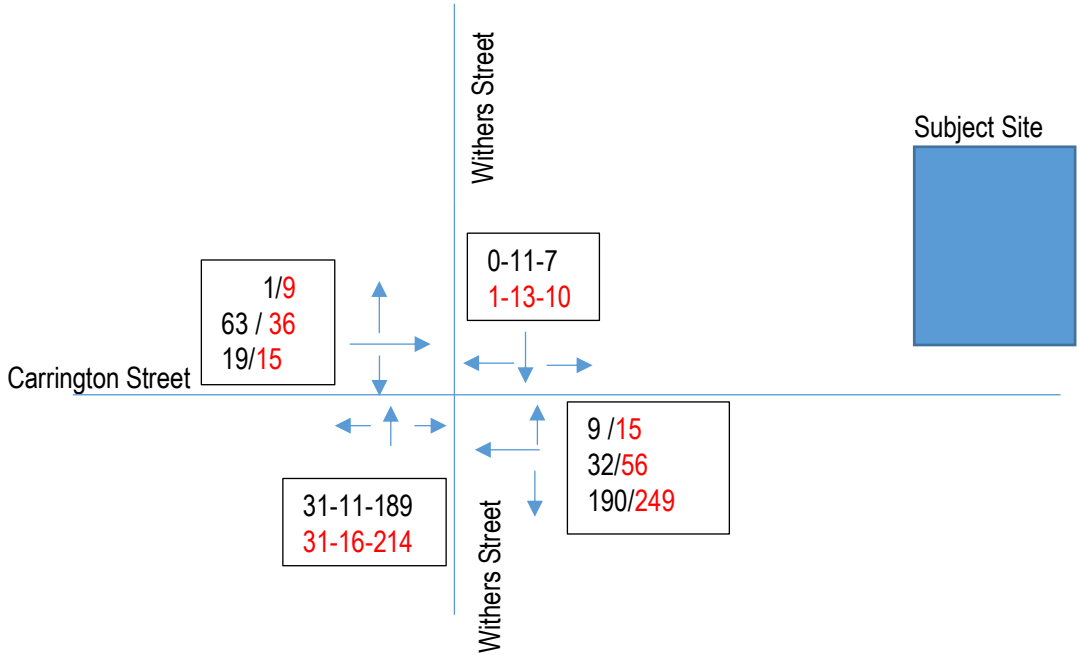
Except for maintenance, no road works or traffic management works are proposed in the vicinity of the site.

Traffic Surveys

Traffic surveys were undertaken at the 4-way intersection of Carrington Street and Withers Street on Wednesday 23rd June 2021 to determine the current traffic demands both past the site as well as at this intersection. These surveys were completed during a typical weekday morning (7:30am-9:30am) and afternoon (2.30pm-4.30pm) to coincide with the typical peaks associated with the school. The peaks were confirmed as being 8.15-9.15AM and 3.00-4.00PM.

A summary of the peak hour volumes obtained from these surveys is shown in Figure 1 with detailed survey data provided within **Attachment C.**

Figure 1 - Surveyed Peak Hour Demands (8.15-9.15AM 3.00-4.00PM)



Two way flows in the vicinity of the site were 490 vehicles per hour (vph) in the morning peak (259 eastbound/231 westbound) and 580vph in the afternoon peak (260 eastbound/320 westbound).

Heavy vehicle flows were 3.9% in the morning and 2.7% in the afternoon with a number of these being buses.

Peak hour traffic volumes typically represent between 8-12% of the daily traffic volumes. This would indicate that applying 10% daily traffic volumes on Carrington Street to the east of the site could be in the order of 5,350 vehicles per day (vpd) with flows on Withers Street, south of Carrington Street in the order of 4,950 vpd. Flows on the northern and western legs are much lower.

Existing Site Flows

The site historically was a hotel however in recent years has been used as a youth hostel with commercial space on the Ground Floor. Site flows associated with the youth hostel are low however for the commercial use flows can be in the order of 6 trips in the evening peak hour and 28 trips per day based on the GFA of 281m^2 .

Current Road Network Operation

Observations on site indicate that the local roads currently provide a good standard of operation throughout the day and during the peak periods. The dominant flow through the intersection is along the south leg of Withers Street and the east leg of Carrington Street, with associated left turns from Carrington Street and right turns out from Withers Street. Observations on site show that during peak periods, right turn demands from Withers Street can have slight delays if a number of vehicles arrive together. The delays are primarily for a vehicle to stop and the driver to ensure that approaching traffic on Carrington Street is turning left. Typical queues of 2 cars cleared quickly. Pedestrian demands in the area are generally low.

Performance standards for assessing the capacity of a road are described within The Guide to Traffic Generating Developments (GtTGD). For local streets which provide a collector function offering a single lane in each direction with a parking lane the mid-block capacity would be in the order of 900 vph per direction. For single lanes of travel with occasional parked cars (Withers Street) the mid-block capacity is 600 vph. The traffic volume on Carrington Street is less than 380 vph westbound in the PM and on Withers Street less than 300vph (LoS B)) with both therefore well within the mid-block capacity of these roads.

These roads therefore have spare capacity to accommodate development in this area.

Traffic Safety and Crash History

A review of crash data available from the Transport for New South Wales Centre for Road Safety (Attachment B), indicates that there have been no accidents reported in the vicinity of the subject site nor at the intersection of Carrington Street and Withers Street. One accident, a minor injury, occurred in 2019 at the intersection of Carrington Street and Hyndes Street, east of the site.

The local roads are typically well aligned and provide good visibility on approaches to intersections. Visibility to the right (east) for drivers turning out of Withers Street can be impacted by parked cars on the south side of Carrington Street requiring drivers to edge forward to confirm approaching traffic from the east. Given this, together with the low number of accidents, it is considered that the local road network provides an acceptable level of road safety for road users and pedestrians.

Car Parking Demands and Availability

Off-street car parking is provided to the rear of a number of commercial premises e.g. Ice Box Liquor, West Wallsend Workers Club and off Carrington Street behind the accountant and pharmacy. On-street car parking is available on local street consistent with the local shopping strip and town centre. Some 1P and 1/2P signage along Carrington and Withers streets ensure a turnover of parking for shoppers.

Pedestrian and Cyclist Facilities

A wide footpath is provided along both sides of Carrington Street including across the site frontage along with footpaths along both sides of Withers Street to the shops and bus stops.

Pedestrian refuges on the northern side of Withers Street and the western side of Carrington Street assist with pedestrian movements.

There are no marked cycle lanes on the streets surrounding the subject site. Whilst cyclists under 16 can ride on footpaths, older cyclists would need to ride on the streets. Whilst local streets are conducive to cyclists, flows along the site frontage in the peak period would only suit experienced cyclists.

Whilst some demands for pedestrian were noted in this location during the surveys no cyclists were observed.

Public Transport

West Wallsend is serviced by two bus services; Route 266 West Wallsend to Newcastle via Glendale and Route 267 West Wallsend to University of Newcastle.

Both routes connect with Glendale which provides an interchange for a wide range of services provided by Newcastle Buses and Hunter Valley Buses.

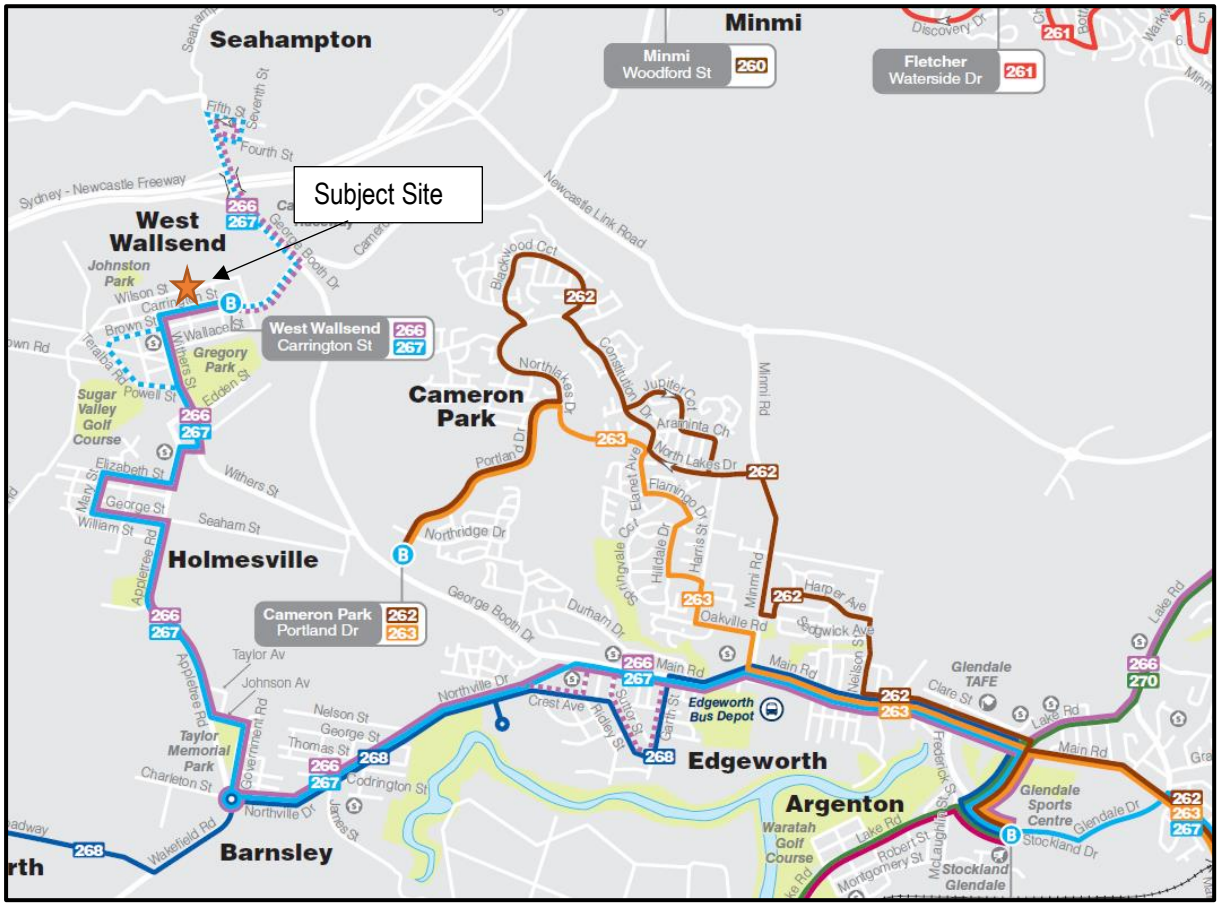


Figure 2 Details of West Wallsend bus routes

Bus stops for both routes are located along both sides of Carrington Street less than 100m from the subject site.

The area is not serviced by trains with the closest railway stations at Cockle Creek and Cardiff (approximately 11 kms).

Other Developments

West Wallsend has seen ongoing residential development in recent years with the majority of this to the south of the township. There are works being undertaken on Withers Street with DAs approved for 10 residential units and some shop top housing in this area.

Proposed Development

The proposal allows for the change of use of the lower level of the subject site from commercial use to education facility to provide a learning centre for disenfranchised youth. The proposed development will allow for the enrolment of up to 20 students in Years 7 to 10, however based on their typical attendance patterns, the numbers of students on site at any one time is likely to be significantly less than this. Staff on site at any one time can be up to 6, along with a small number of youth workers associated with the direct care and supervision of some of the children.

Due to the nature of the students' needs average attendance is typically less than 60% on any one day and so with a cohort of 20 students enrolled only 12 are likely to be at school at any point in time. The unique nature of this learning centre will not see growth in student numbers.

Consistent with most school operations the hours of operation for this school are proposed as between 8:30am and 5:00pm. The student's attendance hours will range between 9:00am and 3:00pm and can vary throughout the day.

No changes are proposed to the existing access arrangements from Carrington Street with parking to continue to be provided on site per the existing situation.

A concept site plan for the development is provided within **Attachment A**.

Review of Parking

Parking Supply

The site shall provide 6 on site parking spaces.

Car Parking Demands

Lake Macquarie Development Control Plan 2014 Development in Business Zones provides the following car parking rates for education facilities In B1, B2, B3, B4 zones or as a component of Mixed Use Development:

- 1 space per 2 full-time equivalent staff, plus 1 space per 50 students

Allowing for the B1 zoning, applying these rates, the proposed school would require 3 car spaces for staff plus 1 space (being <50 students).

Given the age and specific needs of these students, parking is not required for students to drive to school. The parking space provided for students will allow however for the drop off and pick up of students within the site and enable these vehicles to enter and exit the site in a forward direction.

The upper level (youth refuge/group home) does not generate parking demands given the age of those lodging here however a parking space for a carer/on site manager is appropriate.

This would see a total parking requirement of 5 spaces. Six spaces are to be provided on site.

Drop off Zone

Whilst the site frontage can provide for vehicles to pull up to the kerb and drop off students this is generally not consistent with the supervision needs of these students.

Bus Demands

The school does not utilise buses for daily pick up and drop off of students given the supervisory requirements of these students and the need for them to be accompanied to and from school. There is therefore no demand for the provision of a bus zone adjacent to the school nor the requirement for buses for excursions.

Bicycle Parking

The LMDCP provides guidance for the provision of bike parking for staff and visitors. Based on the DCP bike storage for employees is to be provided in a secure undercover area. Only 1 space is required for staff. This is appropriate given the relatively remote location of West Wallsend and the lack of cycling facilities.

Suitable storage can be provided in a secure, convenient area with suitable lighting to allow for staff who may ride as well as passive surveillance from surrounding rooms within the school.

End of trips are also to be provided and shall include lockers for the storage of changes of clothes as well as cycling gear.

Pedestrian Demands

The site is well connected with the existing pedestrian pathway along Carrington Street. This path provides connection to local bus stops.

Given the supervisory needs of the students and the broad area they can be travelling from, there is minimal likelihood that students would be walking to this learning centre.

Within the site a pedestrian path connects the building with the parking area to the rear of the site.

Site Servicing

The site shall have minimal servicing needs with the main being that of waste collection. This will occur in a manner consistent with the existing situation with kerb side waste pick up.

The majority of other requirements for the school will typically be brought by staff to the site.

There is therefore minimal need for service vehicles to access the site. Services would typically be provided by van sized vehicles which can either enter and park within the site or else park on street per the existing situation.

Emergency Access

Emergency vehicles will be able to access the site using the existing driveway off Carrington Street.

Review of Access

Access to the site shall continue to be as per the existing situation with a combined entry/exit driveway off Carrington Street. Allowing for the low number of parking spaces and the classification of the parking for staff and the drop off of students only, the existing driveway width of approximately 3.5 metres can provide for the proposed development. This access can also allow for emergency vehicles to stand within the site if required.

The informal area adjacent to the driveway within the site will allow for two vehicles to pass along the driveway if required.

Sight Distances

Safe Intersection Sight Distance

- Minimum of 45 metres, 69 metres desirable for the posted speed limit of 50km/hr on Carrington Street

Allowing for the straight alignment of Carrington Street, sight distances in accordance with AS2890.1 can be achieved from the existing driveway. Consistent with other driveways along this length of road, visibility can be impacted upon by parked vehicles requiring motorists to exit with care. The staff using the on site parking will be familiar with this situation and can exit with caution.

Given the historic nature of the building, there is minimal set back to allow for pedestrian sight lines to the east of the access. Warning signage to drivers leaving the site can alert them to the chance of pedestrians in this location. Visibility splay to the west is available. It is noted that pedestrian demands in this location are not high.

It is noted that the current users on the site have raised concerns in the past with regards to sight lines being blocked by parked vehicles on Carrington Street and have requested the provision of No Stopping signs to delineate the driveway way and allow for safe exit movements. This is supported on a road safety basis.

Photo 1 - View looking east (left) from existing driveway crossover.

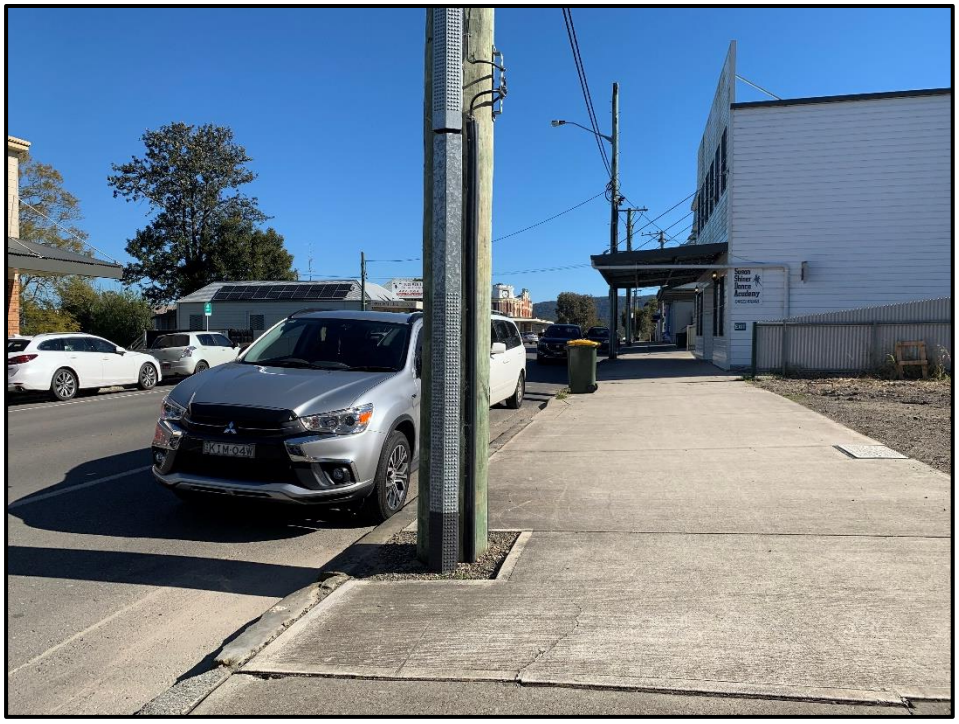


Photo 2 - View looking west (right) along Carrington Street from existing driveway crossover showing parked cars adjacent to driveway.

Queueing at Site Entry

Observations on site confirmed that there would be minimal delays for vehicles entering the site from Carrington Street. Staff numbers are low and vehicles arriving to the site at the start of the day (8-8.30am) may need to prop momentarily to allow for through traffic to then turn right into the site. Right turning traffic at Withers Street, 90m west of the access, forms gaps in this opposing traffic which is not yet travelling at the posted speed having stopped to undertake this turn. This is consistent with the existing commercial use for the site. Delays for through traffic will be similar to that of waiting for a vehicle to reverse park in this location.

Arrivals by carers will occur after staff have arrived or before they leave at the end of the day. Allowing for the low number of students in attendance and the spread of arrival and departure times due to the specific needs of these students, the cumulative impact of these vehicle movements will be minimal.

Review of Traffic Impacts

Traffic Generation

The Guide to Traffic Generating Developments does not provide standard trip rates for schools or education facilities.

Given the unique nature of this school the following traffic demands would be considered appropriate:

Staff movements – up to 6 vehicles arriving in the half hour prior to the start of the day (8.00-8.30am) and leaving at the end of the day (4-5pm)
Student movements – up to 12 vehicles arriving and departing within the hour around the start of the teaching day (8.45-9.45am) and returning and leaving around the end of the school day (2.30-3.00pm)

Student movements are not as regimented as normal schools with flexible arrival and departure patterns likely to see students arriving and leaving across an extended period. This could see 13 vehicle movements (10 inbound/3 outbound) in the morning peak hour (8-9am), 24 vehicle movements (12 inbound/12 outbound) in the afternoon peak (2.30-3.30pm) with staff normally departing once students have left.

As detailed in the Green Travel Plan (**Attachment E**), there is minimal opportunities for sustainable travel to this site due to the specific needs of student transport and the relatively remote location of the school for staff. No discount has therefore been applied to mode share.

Traffic Distribution

Given the large catchment area expected for the school, the distribution of these trips onto the local road network is expected to be distributed in various directions with arrivals approaching from the north and east using Carrington Street and from the south generally Withers Street. Exiting traffic shall be distributed to the east and north, east along Carrington Street and to the south along Withers Street. Based on local traffic flows, traffic is generally equally distributed to the east and west along Carrington Street.

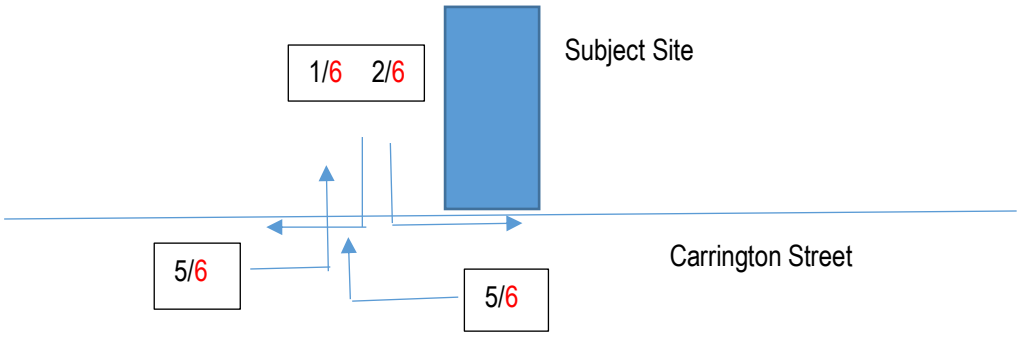


Figure 3 – Inbound and Outbound traffic at site access (AM/PM)

Impacts to Road Capacity

The impact of these additional trips on the local road network shall be negligible with 13 trips in the morning and up to 24 in the school afternoon peak period.

Allowing for the traffic distribution above, the proposed development could see traffic flows on Carrington Street to either side of the site increase by up to 12 vph. This represents a minimal increase of 2.5% over the existing situation and shall therefore have a minimal and acceptance impact upon the capacity of this street. The impact on Withers Street would be similar.

With regard to mid-block capacity, the existing traffic volumes together with the additional traffic demands associated with the development would see no change to the existing Level of Service (LoS B) on Carrington Street or Withers Street and is therefore well within the capacity of these roads.

Impacts to Intersection Performance

The key intersection that could be impacted upon by the proposed development is the intersection of Carrington Street and Withers Street.

Based on observations on site, this intersection operates with minimal delays. Delays for right turning vehicles from Withers Street are low given the low number of opposing movements given the majority of traffic turns left from Carrington Street.

On the basis that 50% of the development traffic may use this intersection this would see 6 movements (5 northbound on Withers Street and 2 turning left from Carrington Street) in the morning and 6 movements (3 northbound on Withers Street and 3 turning left from Carrington Street) in the afternoon. This makes no allowance for the traffic generated by prior use of the ground floor as a commercial use. The impact of these extra trips on this intersection is therefore minimal.

Allowing for these low number of additional trips associated with the proposed development, and the existing volume of traffic using this intersection, the need for Sidra intersection modelling is not considered necessary.

Construction

As the project provides for the change of use of the ground floor of the existing building construction is expected to primarily involve internal fit out and minor modifications to the building.

Deliveries to the site can be managed within the site with minimal tradespeople on site at any one time.

Some controls to the parking along the frontage on Carrington Street may be required. Such measures e.g. temporary construction zone will be managed by the contractor once appointed. This can be achieved with minimal impact to the overall parking supply.

Similarly, there may be the need for skips to be delivered or a truck associated with the removal of demolition waste. All such requirements can occur with minimal impact to Carrington Street.

There is no impact to bus or taxi zones nor constraints to emergency vehicles.

Pedestrian demands are unlikely to be impacted with footpaths available on the southern side of Carrington Street if necessary. There are no pedestrian crossings provided within the vicinity of the subject site and pedestrian demands across the site frontage are generally low.

Traffic demands associated with construction shall be low and well within the capacity of the surrounding streets.

Conclusion

From the site visit completed and the above assessment of parking, traffic and access against the requirements of the Guide to Traffic Generating Developments and Lake Macquarie Development Control Plan 2014, it is concluded that the proposed development shall have an acceptable impact upon the surrounding road network and should be recommended for approval.

- The unique nature of the school sees attendance typically in the order of 40-60%. This, coupled with the aged of students (Years 7-10) will see minimal demands for parking.
- Parking shall be contained within the site with parking provided in accordance with the DCP.
- The additional traffic movements generated by the development shall be minimal and have an acceptable impact on the road network given low staff and student numbers. The change of use over the prior use as a commercial space would see minimal change on traffic demands with the overall increase in the order of 12 additional trips per day.Traffic generated by the development is well within the capacity of the local road network and shall see no change to the overall level of service on Carrington Street or Withers Street.
- There is no change proposed to the existing parking on site nor the current access. The straight alignment of Carrington Street can provide suitable sight lines, with motorists taking care to allow for parked cars.
- Sight lines to pedestrians to the east can be impacted by the existing building, being the historic Clyde Inn. Motorists using the driveway will be familiar with the situation.

- Given the provision of six on site parking spaces the driveway meets the width requirements of AS2890.

Please feel free to contact me on 4032 7979 should you require any additional information.

Yours sincerely

Sean Morgan
Director

List of Attachments:
Attachment A - Site Plan
Attachment B – TfNSW Crash Data
Attachment C – Traffic Surveys
Attachment D – SEARS
Attachment E – Green Travel Plan

Attachment A – Site Plan

NOTE:
PRELIMINARY AUTHORITY CONTROL INFORMATION SUBJECT TO PLANNER AND COUNCIL REVIEW AND FURTHER INVESTIGATION

1 Site Plan
SCALE 1:500 @ A3

Feasibility

CKDS

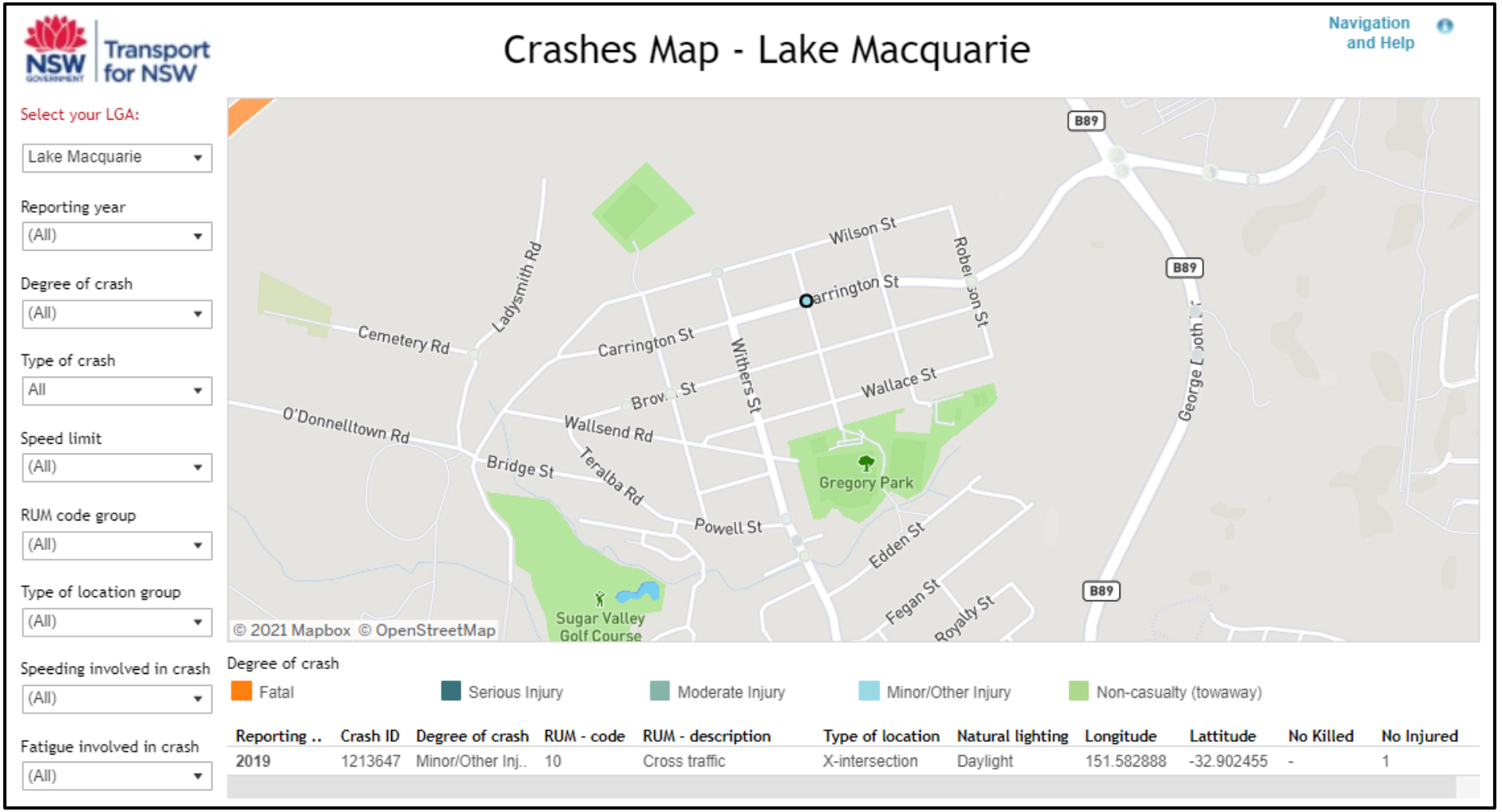
Architecture | Planning | Interiors

NEWCASTLE
CENTRAL COAST

Allambi Clyde Development
21066

Site Plan
SK-1003
03

Attachment B – Crash Data



Reporting ..	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Lattitude	No Killed	No Injured
2019	1213647	Minor/Other Inj..	10	Cross traffic	X-intersection	Daylight	151.582888	-32.902455	-	1

Attachment C: Survey Data

		Withers			Withers			Carrington			Carrington		
7.3	3	0	53	0	1	1	2	8	30	1	10	3	112	
7.45	6	2	52	1	2	0	6	5	26	0	3	3	106	
8	2	2	35	0	4	0	2	9	37	0	9	0	100	
8.15	6	0	43	0	1	3	2	1	47	1	11	1	116	434
8.3	4	4	57	0	3	0	1	7	60	0	11	5	152	474
8.45	6	6	44	0	4	1	2	12	40	0	15	5	135	503
9	15	1	45	0	3	3	4	12	43	0	26	8	160	563
9.15	11	2	34	0	2	3	3	11	28	0	9	6	109	556
	53	17	363	1	20	11	22	65	311	2	94	31		
	31	11	189	0	11	7	9	32	190	1	63	19	563	

Location: **Withers St at Carrington St, West Wallsend**
GPS Coordinates:
Date: **2021-06-23**
Day of week: **Wednesday**
Weather:
Analyst: **NL**

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14:29	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	2	1	55	1	2	4	2	30	0	4	5	107
14:45	1	2	0	66	15	1	13	3	24	0	7	3	135
15:00	2	2	0	64	11	3	10	3	54	2	12	8	171
15:15	4	5	1	61	14	3	8	4	58	4	9	4	175
15:30	2	3	0	58	15	6	9	5	62	1	10	1	172
15:45	2	3	0	66	16	3	4	4	40	2	5	2	147
16:00	3	6	0	57	6	4	2	5	40	1	12	1	137
16:15	3	2	1	65	9	7	5	9	55	2	13	4	175

Attachment D: SEARS

Include a transport and accessibility impact assessment, which details, but not limited to the following:

SEARs	Response
analysis of the existing transport network, including: o road hierarchy. o pedestrian, cycle and public transport infrastructure. o details of current daily and peak hour vehicle movements based on traffic surveys and / or existing traffic studies relevant to the locality. o existing performance levels of nearby intersections utilising appropriate traffic modelling methods (such as SIDRA network modelling).	Pages 2-5
details of the proposed development, including: o a map of the proposed access which identifies public roads, bus routes, footpaths and cycleways. o pedestrian site access and vehicular access arrangements, including for service and emergency vehicles and loading/unloading, including swept path analysis demonstrating the largest design vehicle entering and leaving the site and moving in each direction through intersections along the proposed transport routes. o car and motorcycle parking, bicycle parking and end-of-trip facilities. o drop-off / pick-zone(s) and arrival/departure bus bay(s). o pedestrian, public transport or road infrastructure improvements or safety measures.	Page 2 and Page 6
analysis of the impacts due to the operation of the proposed development, including: o proposed modal split for all users of the development including vehicle, pedestrian, bicycle riders, public transport, school buses and other sustainable travel modes. o estimated total daily and peak hour vehicular trip generation. o a clear explanation and justification of the: ▯ assumed growth rate applied. ▯ volume and distribution of proposed trips to be generated. ▯ type and frequency of design vehicles accessing the site. o details of performance of nearby intersections and level crossings with the additional traffic generated by the development both at the commencement of operation and in a 10-year time period (using SIDRA network modelling). o cumulative traffic impacts from any surrounding approved development(s). o adequacy of pedestrian, bicycle and public transport infrastructure and operations to accommodate the development. o adequacy of car and motorcycle parking and bicycle parking provisions when assessed against the relevant car / bicycle parking codes and standards. o adequacy of the drop-off / pick-up zone(s) and bus bay(s), including assessment of any related queuing during peak-hour access. o adequacy of the existing / proposed pedestrian infrastructure to enable convenient and safe access to and from the site for all users.	Page 8-9
measures to ameliorate any adverse traffic and transport impacts due to the development based on the above analysis, including: o travel demand management programs to increase sustainable transport (such as a School Transport Plan). o arrangements for the Travel Coordinator roles. o governance arrangements or relationships with state and local government transport providers to update roads safety. o infrastructure improvements, including details of timing and method of	Minimal impacts given the specific needs of this school. Green Travel Plan discussion Attachment E

delivery. o a preliminary school transport plan detailing a operational traffic and access management plan for the site, pedestrian entries, the drop-off / pick-up zone(s) and bus bay(s).	OTAMP requirements assessed Page 7
analysis of the impacts of the traffic generated during construction (if any) of the proposed development, including: o construction vehicle routes, types and volumes. o construction program (duration and milestones). o on-site car parking and access arrangements for construction, emergency and construction worker vehicles. o cumulative impacts associated with other construction activities in the locality (if any). o road safety at identified intersections and level crossings near the site due to conflicts between construction vehicles and existing traffic in the locality. o measures to mitigate impacts, including to ensure the safety of pedestrian and cyclists during construction.	Page 10
a preliminary Construction Traffic and Pedestrian Management Plan.	Generally a refit of the existing building Comments provided Pages 10-11

Attachment E: Green Travel Plan - Allambi Care Learning Centre – West Wallsend

Having undertaken an analysis of the opportunities for active travel to and from the school by both staff and carers, the following is provided to be considered for the sustainable travel to the Learning Centre. As a school that accommodates the unique needs of a small group of Junior High School students, opportunities for independent and active travel is minimal.

The Life Skills Courses run by the centre can however provide the use of public transport as an important aspect of the program, enabling these students to feel confident in accessing transport in the future.

Allowing for the relatively remote location of the school, and its limited access to public transport, opportunities to promote Green Travel by staff to the site is also limited. Carpooling may be an option for staff depending upon where they live.

In this way the development of a Green Travel Plan is considered unnecessary for the site.
It is recognised that bicycle parking can be provided for staff and for those staff who may be able to use bus services to connect to the school this should be supported.

Monitoring and Review

While a Green Travel Plan is not considered beneficial at this stage, ongoing monitoring of staff and students' travel needs may allow for future promotion of sustainable travel by the Learning Centre. An annual review of this is appropriate.