

16 February 2023



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Attn: Joel Lidden, Project Director

RE: Narrabeen Education Precinct – Response to Traffic Engineer Comments

Dear Joel,

This letter has been prepared in response to Northern Beaches Council (Council)'s Traffic Engineer response in relation to proposed alterations and additions (the Proposal) at Narrabeen Education Precinct (NEP).

The NEP comprises Narrabeen North Public School (NNPS) at 6 Namona Street, North Narrabeen and Narrabeen Sports High School (NSHS) at 10 Namona Street, North Narrabeen.

The comments were issued on 13 Dec 2022 as part of Council's response to the Development Application (DA no.: DA2022/1649).

In this regard, School Infrastructure NSW (SINSW) have commissioned Ason Group to prepare a response to the Council's traffic comments. Details of our assessment are as follows.

Background - DA2022/1649

The Proposal was submitted as a DA (DA no.: DA2022/1649) and sought approval of the following key works:

- NNPS
 - Removal of three (3) trees
 - Construction of a new part-one and part-two storey administration building, multipurpose hall, staff hub and out-of-school hours care (OSHC) building with associated Covered Outdoor Learning Area (COLA) (to be known as Building D)
 - New entry pathway from Northern Beaches Indoor Sports Centre (NBISC) car park to the new building
 - New hard and soft landscaping in the vicinity of the building
- NSHS
 - Removal of three (3) trees
 - Alterations and additions to Building A3 including:
 - Demolition of the existing two (2) storey structure to the west of the existing gymnasium
 - Construction of a two (2) storey extension to Building A3 comprising a new stage to the gymnasium, girls' and boy' amenities, girl and boys change rooms, storage and first aid room on the ground floor and movement studio, Physical Education (PE) classrooms, amenities and storage on the first floor.

- Internal alterations to Building A3
- New lift access
- New Covered Outdoor Learning Area (COLA) to the south of building A3 with new hard and soft landscaping.

Response to Council's Traffic Engineer Comments

The comments raised by Council's Traffic Engineer in relation to DA2022/1649 are provided in the sections below.

Traffic Generation:

"The proposed development does not seek to increase staff or student numbers and traffic generation from the schools is therefore unlikely to increase.

Preliminary School Travel Plans have been prepared for NNPS and NSHS. These Plans identify site-specific measures to promote and maximise the use of sustainable travel modes, including active transport, public transport and carpooling. These strategies, if implemented will assist in reducing reliance on private vehicle usage, support sustainability initiatives and promote healthy outcomes for students. Traffic generation from the schools may reduce as a result of increased levels of walking, cycling and public transport use."

Ason Group Response:

No further comments from Ason Group.

Parking:

"The proposed development does not seek to increase staff or student numbers. The parking arrangements are not proposed to be changed under this DA and the traffic impact assessment report concludes that there is no impact on parking and that the development application should be supported.

The staff travel surveys have however highlighted that there is an existing shortfall in staff parking (28 space shortfall for the high school and a 35 space shortfall for the primary school). The shortfall has been determined from data outlining that 85% of high school staff drive to school and 89% of primary school staff drive to school. The Transport Impact report also highlights that staff have a low propensity to use active travel modes or public transport to travel to and from school as they are generally needing their vehicles to transport equipment and materials to and from the workplace. This means that even if Work Place travel plans are introduced they are unlikely to result in significant levels of staff travel behaviour change and many staff will be unable to park on school premises and will therefore remain reliant, to a large extent, upon parking on surrounding streets or parking informally on school green space. Neither option is considered appropriate.

It is also noted that neither school currently provides any offstreet facilities for drop off or pick up of students and there are no on-street drop off and pick up parking restrictions. The high school also provides no parking facilities for students who drive to school.

These are deficiencies in the existing school operations and improvements such as the provision of an on-site kiss and drop facility should be explored in conjunction with the school development works."

Ason Group Response:

As mentioned, there are no proposed changes to the number of students, staff or car parking across both schools. Therefore, no changes are required as part of the Proposal.

Regarding the staff travel surveys for NNPS, it is noted that Council's calculations have been undertaken based on 62 staff. However, the 62 staff is the total number of staff and includes casual and temporary workers. Based on our experience, and indeed consistent with NSHS, approximately 80% of total staff will be full-time staff, resulting in 50 full-time staff.

Furthermore, there are currently 16 informal car spaces in the NNPS car park which are being used for car parking, resulting in a capacity of 36 spaces. The application of the existing driver mode split (89%) results in a demand of 45 car spaces (shortfall of 9 spaces) and the target mode share of 78% results in a demand of 39 car spaces (shortfall of 3 spaces).

For NSHS, the existing car park provides 44 spaces and the overflow car park provides 40 spaces, resulting in a total of 84 car spaces. Application of the existing driver mode split (85%) to the number of full-time staff (85 staff) results in a parking demand of 72 spaces (surplus of 12 spaces) and the target mode share of 76% results in a demand of 65 car spaces (surplus of 19 spaces).

It is also noted that the Traffic Report describes that:

"In our experience, teachers within NSW exhibit lower dependency on public transport modes and private vehicle (as passenger) as they are generally required to bring equipment and materials to and from the workplace. As such, these factors are likely to impact the viability of modal shift towards public and active travel modes, which do not necessarily accommodate staff requirements."

This statement has been provided to explain the low reduction from existing to target car driver mode share and is not to suggest that the existing car driver mode share is static and unable to change.

As such, based on existing data and information, the car parking demand generated by the school staff are mostly contained within off-street parking areas. With consideration to the target mode share, there would be a shortfall of just 3 spaces for NNPS and a surplus of 19 spaces for NSHS.

Drop-off/ Pick-up facility (Preliminary proposal subject to a separate DA):

"Neither NNPS or NSHS have any formal drop-off/pick-up facilities. This is a deficiency and student drop off/pick facilities are required to ease congestion. Observations suggest that parents undertaking school drop off and pick ups are currently parking illegally within clearly signposted Bus Zones and No Stopping zones. These Bus Zones and No Stopping zones are however necessary and there are no appropriate locations on-street within close proximity to either school where drop off and pick up zones can be created. A drop off and pick up zone located on one or both school premises is required."

The Transport Assessment report prepared by Ason Group have identified the above as a concern and have prepared a preliminary proposal for a 17 space drop-off/pick-up facility with a turning circle accessed off Namona Street within the NSHS site (off-street). This facility would be made available for use by both NNPS and NSHS students. A new footpath is also proposed to be constructed around the new facility, which will ensure that students can safely exit/enter vehicles without crossing any vehicle travel paths.

The above change is strongly supported and considered essential given the current absence of appropriate drop off and pick facilities. It is however noted that the work would result in the loss of 40 offstreet parking spaces that can currently be used by staff. The loss of these spaces is not supported and they must be relocated elsewhere on school property to prevent a worsening of existing staff parking shortfall on the site.

As the material provided with the current DA has highlighted that there is both an absence of any format drop off and pick up zone and an undersupply of staff parking it is considered that the implementation of the off-

street kiss and drop facility together with the construction of an additional staff carparking area to offset the loss of staff parking should be completed in conjunction with the current DA and not as a separate DA.”

Ason Group Response:

It is acknowledged that neither NNPS nor NSHS have any formal drop-off / pick-up facilities. As Council identified, the project team provided a preliminary proposal and has explored other options. However, due to the controls within Section B4.14 of the Pittwater DCP applicable to land within the Coastal Wetlands, there are limited opportunities in relation to the conversion of the setback area along the Namona Street frontages of either NNPS or NSHS.

We further note that in the travel mode surveys undertaken with both the students / families, and staff were asked questions concerning the measures that would encourage greater utilisation of active travel modes, public transport, and willingness to car pool.

The survey results indicated that there are a series of interventions where families have indicated that will influence mode choices. These measures include:

Active Travel

1. Bicycle group to enable riding with others (25.41% of responses)
2. Safe bicycle parking (24.86% of responses)
3. More weather protection (23.76% of responses)
4. Back up options in case of inclement weather (23.20% of responses)
5. Walking group to enable walking with others (22.65% of responses)

Public Transport

1. Improved bus route to the student's neighbourhood (33.33% of responses)
2. Improved waiting area at the school (26.54% of responses)
3. More frequent public transport (19.75% of responses)

Car Pooling

1. If the family know the driver personally (58.21% of responses)
2. Help finding someone to carpool with (34.33% of responses)
3. Certainty in finding a car space (21.64% of responses)

It is clear from the travel mode surveys that the school community is willing to consider other forms of travel to / from school, and will consider active travel choices, public transport, and car pooling to reduce the demand for parking, and in particular pick-up / set-down areas.

Whilst it is accepted that the demand for drop-off / pick-up facilities will exist, however, given the primary purpose of this project is to replace buildings on-site, and as part of the project, improvements to pedestrian connection onto Namona Street, as well as the upgrading of bicycle parking infrastructure, it is considered that additional programme measures via the Operational School Travel Plan can offer some benefits and support a reduction in demand for a pick-up / set-down area.

Bicycle Parking:

“Currently, Narrabeen North Public School and Narrabeen Sports High School have 94 bicycle parking spaces each.

A total of 200 new bicycle parking spaces will be provided across the NEP site (100 spaces at NNPS and 100 spaces at NSHS). These bicycle parking spaces will be designed as a Class B facility in accordance with the requirements of AS 2890.3 (2015) In addition, an end-of-trip facility will be provided at NSHS for the use of staff.

The increase in bicycle parking is supported and appropriate to encourage greater take up of active travel for trips to and from school.”

Ason Group Response:

No further comments from Ason Group.

Accessible Parking:

“Existing accessible parking remains and no changes are proposed.”

Ason Group Response:

No further comments from Ason Group.

Access and swept paths:

“Existing vehicular accesses are retained.

As parking layouts are not changed, swept paths are not needed.”

Ason Group Response:

No further comments from Ason Group.

Pedestrian safety:

“No major concerns.”

Ason Group Response:

No further comments from Ason Group.

Public transport availability:

“Available from Namona Street, Jacksons Road and Pittwater Road. Consistent with current arrangements.”

Ason Group Response:

No further comments from Ason Group.

Waste Collection and Other Services:

“No changes in Servicing. Deliveries and waste collection will continue to occur within the existing staff car park. Delivery times are organised to take place outside the school's peak drop off and pick up hours.”

Ason Group Response:

No further comments from Ason Group.

We trust the above is of assistance and if you have any questions, please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dora Choi', with a horizontal line underneath.

Dora Choi

Principal Lead: Traffic Management & Operations

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