

Traffic Engineer Referral Response

Application Number:	DA2022/1649
Proposed Development:	Alterations and additions to an educational establishment
Date:	13/12/2022
Responsible Officer	
Land to be developed (Address):	Lot 12 DP 1119562 , 10 Namona Street NORTH NARRABEEN NSW 2101 Lot 3 DP 1018621 , 6 Namona Street NORTH NARRABEEN NSW 2101

Officer comments

Details

Site: Narrabeen Education Precinct (NEP) includes

- 6 Namona St, North Narrabeen – Narrabeen North Public School (NNPS)
- 10 Namona St, North Narrabeen – Narrabeen Sports High School (NSHS)

NNPS & NSHS have been identified by the NSW Department of Education (DoE) as requiring upgrade works.

The DA seeks consent for ...

Narrabeen North Public School (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 new building.

Narrabeen Sports High School (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 boys' amenities, girls and boys change rooms, storage and first aid

room on the ground floor and movement studios, 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.

The proposed development does not seek to increase staff or student numbers. The developer does not therefore propose any changes to the existing traffic, transport and parking arrangements.

Also, no works are proposed within the road reserve as part of this DA.

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.

The proposed development is unlikely to increase traffic generated by the schools.

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.

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 formal 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.

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.

Accessible Parking

Existing accessible parking remains and no changes are proposed.

Access and swept paths:

Existing vehicular accesses are retained.

As parking layouts are not changed, Swept paths are not needed

Pedestrian safety:

No major concerns.

Public transport availability

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

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.

Conclusion

While the development work is supported it is considered that the proposed offstreet drop off and pick up parking facility together with creation of relocation of lost staff parking spaces should be undertaken in conjunction with the current Development Application rather than as a separate DA .

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.