



Reference: 20.044r01v01

15 April 2020

Architecture Design Studio
11 Egerton Road
Silverwater NSW 2128

Attention: Mr Ihab Shams

Re: 52 Orchardleigh Street, Yennora (Proposed School)
Preliminary Traffic & Parking Advice

Dear Ihab,

TRAFFIX has been commissioned to provide preliminary advice in relation to the subject development which will involve the construction of a new combined primary and high school containing approximately 600 students in total (300 primary and 300 high school students). The subject site is located within the Fairfield local government area and has been assessed under that Council's controls.

This letter documents the findings of our preliminary investigations. It is understood the proposed development is a State Significant Development (SSD) DA to be assessed under the *Environmental Planning & Assessment Act 1979*.

Reference should be made to the reduced plans provided in **Attachment 1** for reference.

➤ Site and Location

The subject site is known as 52 Orchardleigh Street, Yennora, legally identified as Lot 102 of DP602844. It is located approximately 460 metres east of Yennora Railway Station in a local context and 21.3 kilometres west of the Sydney central business district in a regional context.

The subject site has a total site area of 5,610m² and is generally rectangular in configuration. It has a northern frontage of 60.4 metres to Whitaker Street, a southern frontage of 60.2 metres to Orchardleigh Street, a western boundary of 94.3 metres to an industrial development and an eastern boundary of 91.7 metres to a community facility and industrial development.

Vehicular access to the existing site is currently provided via four (4) access driveways as described below:

- Whitaker Street (western driveway): 6.8m wide driveway
- Whitaker street (eastern driveway): 6.4m wide driveway



- Orchardleigh Street (western driveway): 7.2m wide driveway
- Orchardleigh Street (eastern driveway): 7.2m wide driveway

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.

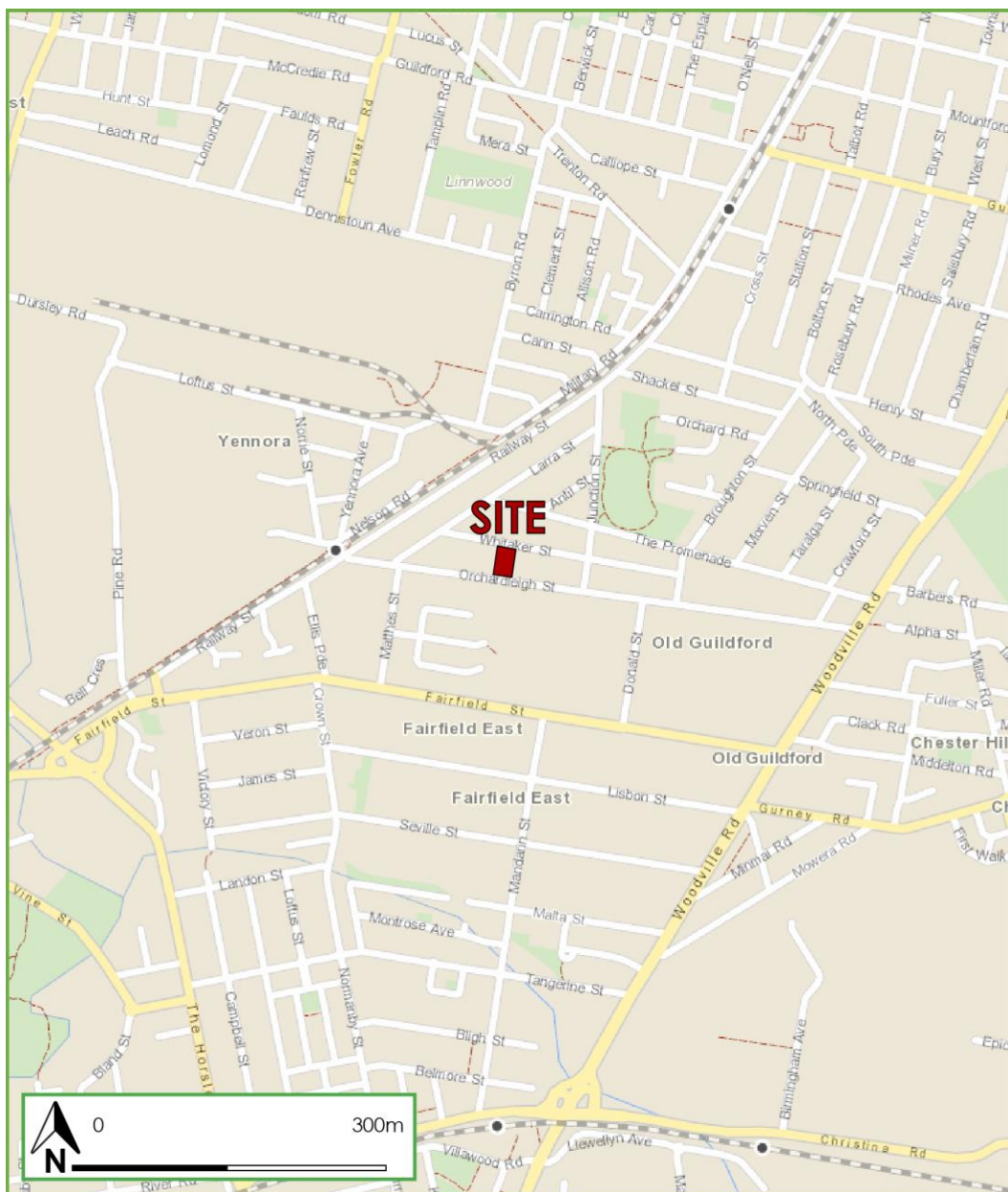


Figure 1: Location Plan



Figure 2: Site Plan



➤ Proposed Development

In summary, the development for which approval is now sought comprises the following components:

- Construction of a new combined primary and high school comprising:
 - 300 primary school students
 - 300 high school students
 - 60 staff
- Provision of 146 car parking spaces within a two-level basement carpark, containing:
 - A minimum of 60 staff car parking spaces
 - 86 parking spaces to be allocated to students and staff
- Deletion of the existing four (4) access driveways and the construction of three (3) new vehicular access driveways, including a:
 - 6.4m wide combined access driveway via Whitaker Street
 - 7.0m wide one-way entry driveway via Orchardleigh Street
 - 7.0m wide one-way egress driveway via Orchardleigh Street

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 1**.

➤ Parking Requirements

The Fairfield DCP (2013) requires a minimum of 1 parking space per employee plus 1 parking space per year 10 students in year 12 (where applicable). With provision of 60 staff, the development is required to provide a minimum of 60 staff parking spaces. In response, 146 spaces are proposed based on the plans received, with the balance of 86 spaces being available mainly for students. This is far in excess of the expected student demand and will accommodate extraordinary (non-design) peak demands such as major events. That is, the provision is in excess of the DCP requirements

➤ Drop Off and Pick up Arrangements

Applicable Rates

The Fairfield DCP (2013) does not provide pick up and drop off rates for schools. Instead, the DCP suggests to base drop off and pick up requirements on an Operational Traffic Management Plan (OTMP) which is typically developed at CC stage and is adjusted on a yearly basis once the school is operational.

Based on our previous experience with many other schools, the following arrival rates provides an estimate of the site's drop off and pick up requirements:

Primary School:

- Morning drop off rate for vehicles is approximately 50% of the student population
- Afternoon drop off rate for vehicles is approximately 35% of the student population

High School:

- Morning drop off rate for vehicles is approximately 20% of the student population
- Afternoon drop off rate for vehicles is approximately 15% of the student population



It is noted the above rates are for vehicle numbers and allow for a portion of the vehicles to contain more than one child.

Requirements

Application of the above rates based on the proposed number of children (600 students in total, 300 primary school students and 300 high school students), results in the following number of vehicles:

Primary:

- 150 vehicles in the morning peak
- 105 vehicles in the afternoon peak

High School:

- 60 vehicles in the morning peak
- 45 vehicles in the evening peak

It is noted that the distance between the two proposed driveways providing access to the porte-cochere along Orchardleigh Street is 30.2 metres in accordance with the plans provided to TRAFFIX. Based on previous studies undertaken by TRAFFIX, a length of 32 metres is sufficient to accommodate the above vehicle arrivals. However, it is noted that a pedestrian crossing may potentially be implemented across Orchardleigh Street adjacent to the school which may impact drop off and pick up arrangements subject to the location of any proposed crossing. This should also be discussed in more detail at the pre-DA meeting with Council.

It should also be noted that any drop off and pick up arrangements are to be managed, typically by a staff member, and this will form part of the OTMP. The OTMP will also provide sustainable transport measures which are to be encouraged at the school, with intent to reduce the above rates. Additionally, the co-location of the high school and the public school on the one site will allow parents with children in both schools to make a single trip, thus reducing the overall number of trips.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information.

In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix

Vince Doan
Executive Engineer

Encl: Attachment 1 – Reduced Plans

ATTACHMENT 1

Reduced Plans