

Mr Andrew Beattie
Team Leader
School Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attn: Iona Cameron

Dear Mr Beattie

**Staged Development of the International Maarif School Australia Gallipoli Campus
2 Percy Street, Auburn (SSD 8926)**

Thank you for your letter dated 20 August 2018 inviting Transport for NSW (TfNSW) to review and provide comment on the subject development application. Due to the proximity of the development near to the Main Western Rail Line, Sydney Trains should be consulted.

The subject site is currently zoned IN2 under the *Auburn Local Environmental Plan (LEP) 2010* and a planning proposal had been lodged separately that seeks to amend the LEP to increase the maximum height of buildings and to introduce “educational establishments” as an additional permissible use on the site. It is understood that the subject application is being lodged for concurrent assessment with the planning proposal pursuant to *Section 3.39* of the *Environmental Planning & Assessment Act*.

Clarification was provided by Council on 18 September 2018 in regards to the proposed Church Street Link. The information as given by Council indicates that the subject link is currently under consideration as part of the above planning proposal for the subject site. Due to the uncertainty on the provision of the link, it should not be considered under the subject development application.

The exhibited documents have been reviewed and comments are provided with regard to transport issues in the context of the subject development application. The issues are generally outlined as follows:

- Traffic operation and safety of the proposed drop-off/pick-up zones on Percy Street and Gelibolu Parade; and
- Manoeuvring of buses at the proposed drop-off/pick-up zone for school buses on Church Street.

Details of the above comments are contained in **Attachment A**.

It is understood that the planning proposal for the subject site received Gateway

Determination in February 2018 and is currently underway to satisfy the conditions of the Gateway Determination. Notwithstanding the above comments, any outstanding traffic and transport related issues identified in the context of the planning proposal should be resolved as part of the planning proposal.

Our initial suggested Conditions of Consent are provided in **Attachment B**. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of reviewing the subject application. For further information or clarification regarding this matter, please contact Billy Yung, Senior Transport Planner, at Billy.Yung@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga', with a circular flourish at the start.

21/9/2018

Mark Ozinga

**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD18/07615

Drop-off/pick-up zone on Percy Street and Gelibolu Parade

Issues:

- Tables 2.4 and 2.5 indicate the current parking demand within the nearby council car park is low during both AM and PM peak hours. There is potential for the car park to be used for picking up/dropping off of students in addition to the proposed drop-off/pick-up zone, if the car park remains for open for general traffic.
- Figure 3.3 indicates that vehicles coming from north of Percy Street would be required to detour through Council's car park to access the drop-off/pick-up zone proposed on the western side of Percy Street. This is an assumption made on the basis of using the council car park as a traffic route.
- Some southbound drivers are likely to make a U-turn at the end of Percy Street where it intersects with Gelibolu Parade in order to access the proposed school drop-off zone on Percy Street. Buses leaving the drop-off/pick-up zone on Gelibolu Parade and traffic exiting from the council car park would also pass through this location.
- Figure 3.5 shows the proposed treatments to improve safety for pedestrians near the subject site, notably a new pedestrian crossing over Percy Street to connect the footpath adjoining the subject site with Council's car park.

Recommendation:

- It is recommended that prior to issue of any construction certificate, an independent Detailed Design Road Safety Audit (RSA, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) shall be undertaken of the proposed modification, notably the proposed pedestrian crossing and extended/new footpaths on Percy Street. The proposed design shall address any deficiencies identified within the RSA.
- Swept path analysis should be undertaken to demonstrate the feasibility of buses leaving the drop-off/pick-up zone on Gelibolu Parade turning to Percy Street under the proposed treatments and not interfering with traffic from the opposite direction.

Drop-off/pick-up zone for school buses on Church Street

Issues:

- Figures 3.4 and 6.4 show that buses leaving the proposed drop-off/pick-up zone on Church Street would be required to use the adjoining land (i.e. PCYC/Lidcombe Oval) as a turn around space. This is an assumption made on the basis of using land that is not within control of the applicant for regular school bus services. The applicant should give consideration of the possibility that land would not be

available, notwithstanding the necessary agreement to be sought with the land owner.

Recommendation:

- Swept path analysis should be carried out to demonstrate the feasibility of buses to turn around within the existing kerbs of Church Street. It is recommended that improvements to the street configuration should be investigated if more turn around space is required.

Feasibility of Church Street Link

The following comment on the proposed Church Street Link is provided for completeness, noting that such proposal does not form any part of the subject development application but rather an option currently under consideration by Council as part of the planning proposal lodged for the subject site.

Issues:

- Figure 5.3 shows a conceptual drawing for the proposed Church Street Link. There are no details of the concept and it is not evident what implications the proposed Link would have on the adjoining lands.
- There is a shared path running along this proposed link. This shared path would be the essential connection between the proposed school bus drop-off/pick-up zone on Church Street. Therefore the proposed vehicular link may create an unsafe situation for pedestrian using this connection. Moreover the proposed vehicular link would add complexity to the intersection where Percy Street and Gelibolu Parade are connected with the existing car park exit and the shared path would bring in additional crossing demand at this location.

Recommendation:

- More information should be provided to demonstrate the resolution of land ownership issues as it is a fundamental consideration for the feasibility of the Link.
- Detailed drawings of the proposed Link should be provided for review under the assessment of the planning proposal.
- The proposal should be reviewed from a road user safety prospective, in particular its relationship to the pedestrian connectivity in the vicinity of the subject development.

Attachment B – Recommended Conditions of Consent

TfNSW recommends that DP&E include the following conditions in any issued consent:

Road Safety Audit

Prior to issue of any construction certificate, an independent Detailed Design Road Safety Audit (RSA, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) shall be undertaken of the proposed modification, notably the proposed pedestrian crossing and extended/new footpaths on Percy Street. The proposed design shall address any deficiencies identified within the RSA.

Green Travel Plan

As part of the ongoing operation of the school, the actions and recommendations identified in the Green Travel Plan at Appendix 19 of the Environmental Impact Statement for International Maarif Schools of Australia – Gallipoli Campus, prepared by DFP Planning Pty Limited (August 2018), must be implemented accordingly and updated on a regular basis.

Detailed Construction Pedestrian and Traffic Management Plan

Prior to the commencement of any construction works, a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) shall be prepared, approved by Council and submitted to the satisfaction of the Certifying Authority. The CPTMP must specify, but not be limited to, the following:

- (a) assessment of cumulative impacts associated with other construction activities (if any);
- (b) assessment of road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity;
- (c) details of construction program, the anticipated construction duration and milestones and events during the construction process;
- (d) details of anticipated peak hour and daily truck movements to and from the site;
- (e) details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
- (f) details of temporary cycling and pedestrian access during construction;
- (g) details of proposed construction vehicle access arrangements at all stages; and
- (h) traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, which must include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.