

Transport Engineering

REF: N124471

DATE: 13 August 2020

Australian Turkish Maarif Foundation
2 Percy Street
AUBURN NSW 2144

Attention: Izzet Anmak (Assistant Project Manager)

Dear Izzet

RE: 2 PERCY STREET, AUBURN - SSD-8926 MODIFICATION TO INCREASE STAGE 1 STUDENT POPULATION

Introduction and Background

In early 2020, development approval was received for a State Significant Development (SSD-8926) at 2 Percy Street, Auburn. The development involves the staged construction and operation of a new Kindergarten to Year 12 school, including:

- Stage 1 comprising minor establishment works to facilitate occupation of part of an existing building as a primary school for 115 students and 12 full-time equivalent staff
- Stage 2 comprising the construction and operation of a new primary school building to accommodate a maximum of 392 students and 28 full-time-equivalent staff
- Stage 3A comprising alterations and additions to an existing building to facilitate operation of a high school to accommodate a maximum of 336 secondary students (accommodating a total of 728 primary and secondary students and 58 full-time equivalent staff on site in combination with Stage 2)
- Stage 3B comprising redevelopment and operation of a new administration / office building associated works.

A modification to the SSD approval is now being sought for an increase to the Stage 1 population by 39 students from the approved 115 students to 154 students. No change to teaching staff is proposed.

As such, Australian Turkish Maarif Foundation (ATMF) engaged GTA Consultants (GTA) to complete a parking and traffic assessment to support the proposed modification. This letter has been prepared to outline the parking requirements and likely traffic and transport implications of the proposal.

Parking Appraisal

Car Parking

The car parking requirements for different development types are set out in Cumberland Council's 'Parking and Loading' DCP 2010. A review of the parking rates in DCP 2010 indicates primary schools only generate a staff parking requirement. As the modification does not seek to increase the number of staff, there is no additional requirement for car parking on-site for Stage 1. As such, the proposal to not increase available parking on-site from the approved 14 car parking spaces for Stage 1 is considered acceptable.

Bicycle Parking

The *NSW Planning Guidelines for Walking and Cycling* (Department of Infrastructure, Planning and Natural Resources, 2004) aims to assist land use planners and related professionals to improve consideration of walking and cycling in their work. The guidelines have been designed to provide a walking and cycling focus to the NSW Government's Integrating Land Use & Transport Planning policy package. The Planning Guidelines for Walking and Cycling contains suggested bicycle parking provision rates for different land use types.

The suggested bicycle parking provision for the development is summarised in Table 1.

Table 1: Recommended bicycle parking provision

User	Bicycle parking rate (per cent)	Existing approval recommended minimum provision (115 students, 12 full-time staff)	Proposed modification recommended minimum provision (154 students, 12 full-time staff)
Staff	3 to 5	1	1
Student/ visitors	5 to 10	6	8
Total		7	9

Table 1 indicates the proposed modification to increase student number by 39 students will result in an increase in the recommended minimum bicycle parking provision in accordance with *NSW Planning Guidelines for Walking and Cycling* from seven spaces to nine spaces.

A total of 13 bicycle parking spaces will be provided as part of Stage 1 as outlined in Condition E17 of Development Consent SSD-8926 which therefore meets the recommended minimum provision.

Transport Impact Appraisal

The anticipated increase in traffic generation from the proposed modification has been estimated based on the anticipated mode share of students as outlined in the Transport Impact Assessment prepared by GTA dated 8 August 2018 completed as part of the SSD application. The proposed modification only seeks to increase the number of students in Stage 1, with Stages 2 and 3 slightly reducing to ensure the overall student and staff numbers remain within the existing approval. As such, Table 2 sets out the anticipated increase in travel by each mode of transport.

Table 2: Anticipated number of students by mode for Stage 1

Mode	Mode share (per cent)	Anticipated number of students (existing approval)	Anticipated number of students (proposed modification)	Change
Train	13	15	20	5
Bus	10	12	15	3
Car – Driver	0	0	0	0
Car – Passenger (single passenger)	20	23	31	8
Car – Passenger (three passengers)	40	45	62	17
Bicycle	5	6	8	2
Walking	12	14	18	4
Total	100	115	154	39

Considering the above, Table 3 sets out the anticipated increase in traffic generation as a result of the proposed modification.

Table 3: Anticipated increase in traffic generation for Stage 1 as a result of proposed modification

Mode	Anticipated number of students	AM peak hour (vehicles)	PM peak hour (vehicles)	Daily (vehicles)
Car – Driver	0	0	0	0
Car – Passenger (Single passenger)	8	8	8	16
Car – Passenger (three passengers)	17	6	6	12
Total	25	14	14	28

Table 3 indicates the proposal is expected to result in an increase of up to 14 vehicles per hour during both the AM and PM school peak hours. This increase is considered minor and is not expected to compromise the function of the surrounding road network. Further to this, the proposed modification only seeks to increase student numbers in Stage 1, this would result in Stages 2 and 3 slightly reducing so that the end state student and staff numbers remain within the existing approval. As such, the anticipated transport impact from proposed 154 students for Stage 1 would be minimal and the overall development of the school would remain within the approved 728 students and 48 full time equivalent staff for Stage 3 and therefore is considered acceptable.

I trust the above provides the necessary information. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Karen McNatty
Associate Director