

**Proposed Expansion of
Magdalene Catholic High School**

1 Sedgwick Street, Smeaton Grange

TRAFFIC AND PARKING ASSESSMENT REPORT

15 May 2018

Ref 18118

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1. INTRODUCTION

This report has been prepared to accompany a development application to Camden Council for the proposed expansion of *Magdalene Catholic High School* located at 1 Sedgwick Street, Smeaton Grange (Figures 1 and 2).

The proposal involves the construction of a new two-storey General Learning Area (GLA) building on the site.

The new GLA building is intended to provide the school with the necessary modern facilities for specialised classes as well as providing more flexibility of timetabling and additional event space.

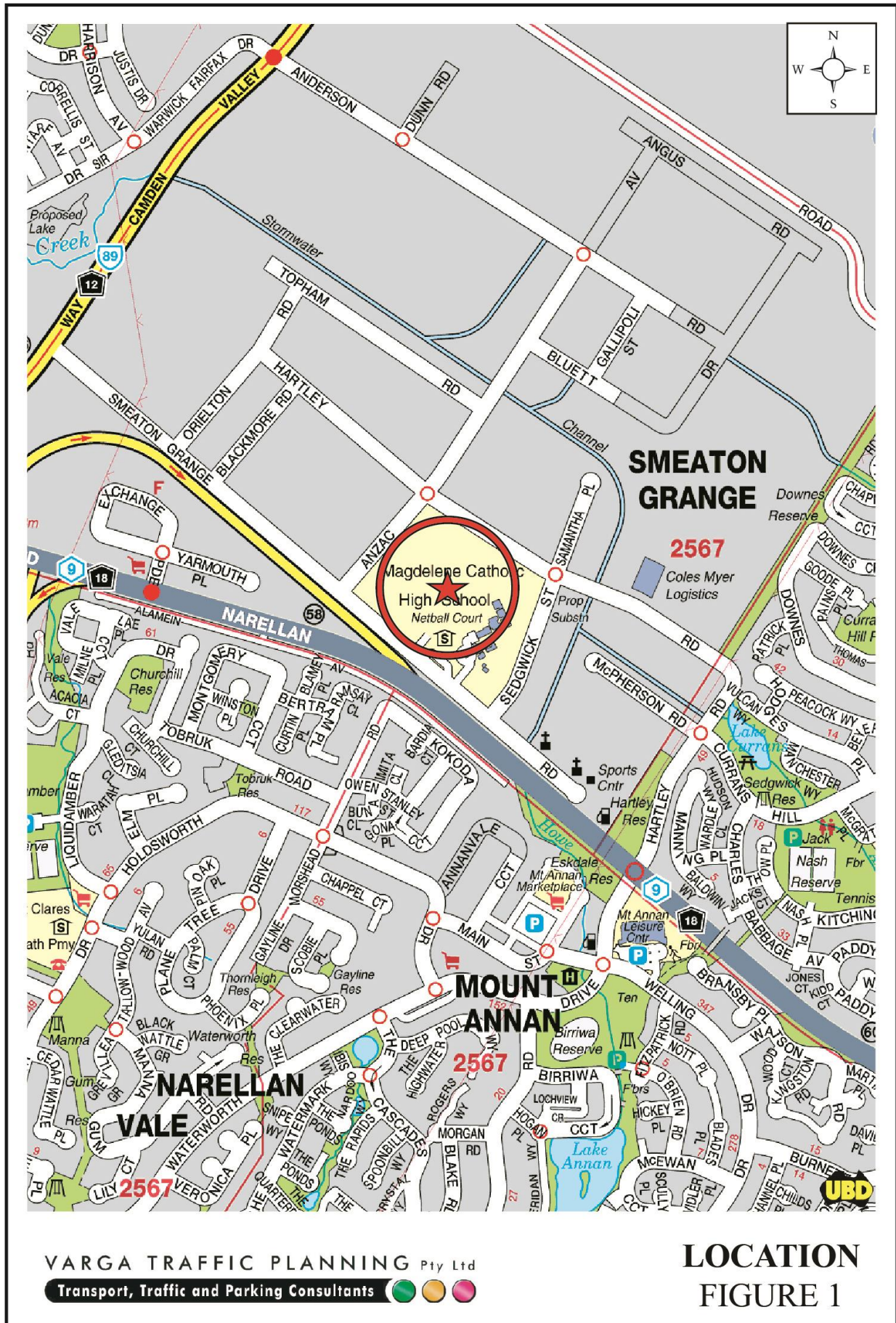
It is pertinent to note that there will *not* be any increase in student enrolment numbers as a consequence of this application.

Off-street car parking will continue to be provided in existing on-site parking areas and no additional car parking facilities are proposed nor required.

The purpose of this report is to assess the traffic and parking implications of the development and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- estimates the traffic generation potential of the development proposal, and assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards

- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.





2. PROPOSED DEVELOPMENT

Site

The Magdalene Catholic High School is located in the suburb of Smeaton Grange, bounded by Smeaton Grange Road to the south, Sedgewick Street to the east, Hartley Road to the north and adjoining industrial properties to the west.

The site has street frontages approximately 280 metres to Smeaton Grange Road, approximately 430 metres in length to Sedgewick Street, approximately 160 metres in length to Hartley Road and occupies an area of approximately 10 hectares.

The school has been operating with a stable population of around 1,020 students with 81.6 full-time equivalent staff since 2012.

Off-street parking is primarily provided in an at-grade open-air car park for staff and parents, and a grassed parking area for students.

The school is also configured with an approximate 100 metres long, 8 metres wide school bus drive-through facility off Smeaton Grange Road.

Proposed Development

The proposed development will involve the construction of a new two-storey General Learning Area (GLA) building on the site.

The new GLA building is primarily intended to provide the school with the necessary modern facilities to run more specialised classes as well as providing more flexibility of timetabling and additional event space.

There will *not* be any increase in student enrolment numbers as a consequence of this application.

Off-street car parking will continue to be provided in existing on-site parking areas and no additional car parking facilities are proposed nor required.

Vehicular access, loading and servicing arrangements for the school will remain as per existing.

Plans of the proposed development have been prepared by *Alleanza Architecture* and are reproduced in the following pages.





Architect

ALLANZA ARCHITECTURE

7/02/2018 4:55:34 PM

Client

MAGDALENE CATHOLIC HIGH SCHOOL NARELLAN, NEW GLA FACILITIES

Address

TRUSTEES OF THE ROMAN CATHOLIC CHURCH - DIOCESE OF WOLLONGONG

SULLIVAN GRANGE ROAD NARELLAN NSW 2567

Project

MAGDALENE CATHOLIC HIGH SCHOOL NARELLAN, NEW GLA FACILITIES

Site

1/10/2017

Arch

1/10/2017

1/10/2017

1/10/2017

1/10/2017

Drawn

Checked

Approved

1/10/2017

1/10/2017

1/10/2017

North

1/10/2017

Scale

1:1000

Part Site Plan

DA02

17114

1/10/2017

PRELIMINARY

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

Camden Valley Way (east of Narellan Road) is classified by the RMS as a *State Road* and provides the key north-south road link in the area, linking Smeaton Grange and Casula. It typically carries two traffic lanes in each direction with opposing traffic flows separated by wire rope safety barriers.

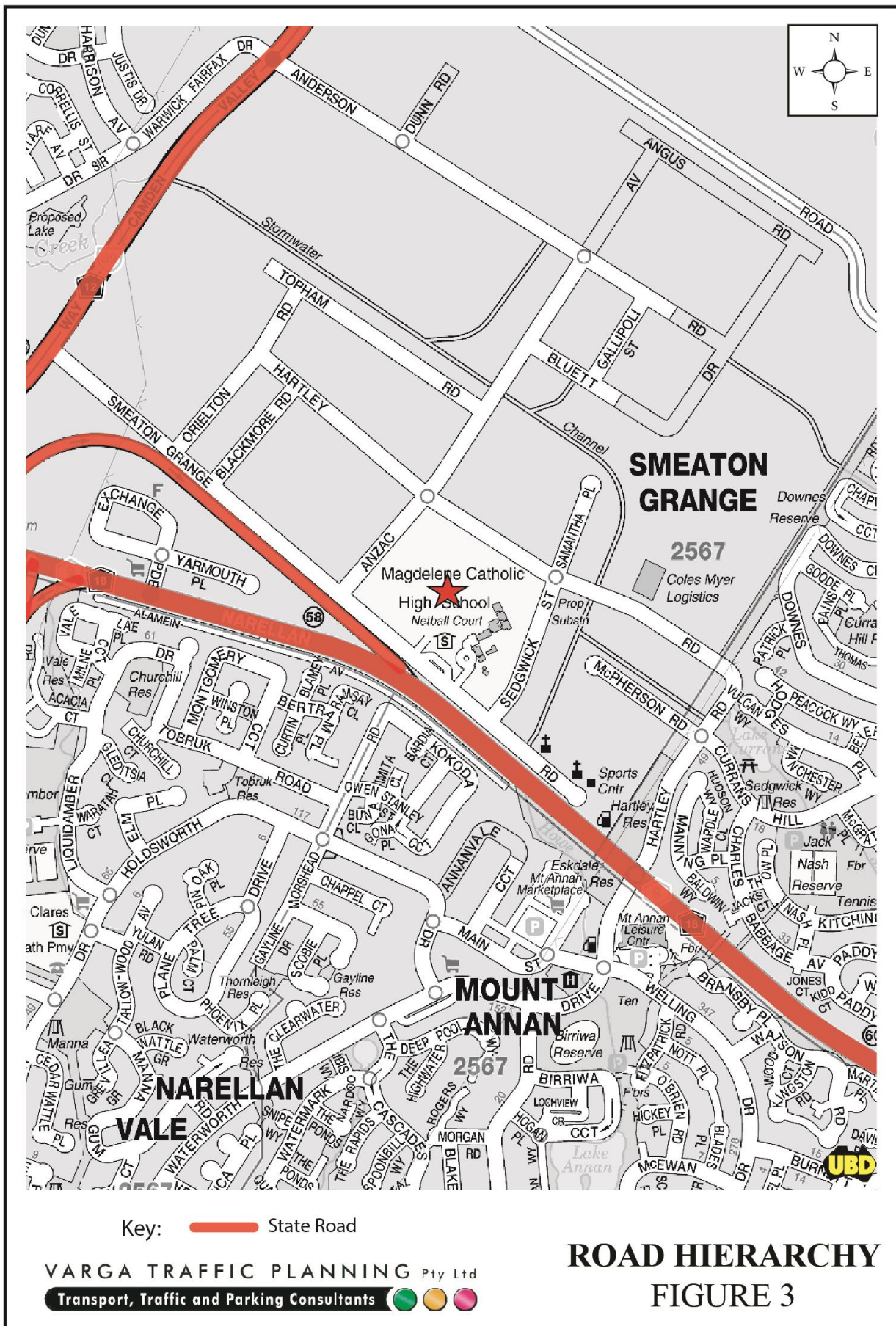
Narellan Road is classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Smeaton Grange and Campbelltown. It typically carries two to three traffic lanes in each direction with opposing traffic flows separated by a central median island.

Smeaton Grange Road, Sedgewick Street and Hartley Road are local, unclassified roads that are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted at selected locations on both sides of these roads.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- an 80 km/h SPEED LIMIT which applies to Narellan Road
- a 60 km/h SPEED LIMIT which applies to Smeaton Grange Road, Anzac Avenue and Sedgewick Street
- a 40 km/h SCHOOL ZONE SPEED LIMIT in Smeaton Grange Road in the vicinity of the school





- TRAFFIC SIGNALS in Narellan Road where it intersects with Hartley Road/Waterworth Drive
- ROUNDABOUTS in Hartley Road where it intersects with Anzac Avenue and Sedgwick Street.

Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network during the weekday morning and afternoon commuter peak periods.

In this instance, there will not be any change in student enrolments or staff numbers as a consequence of the development proposal and as such, there will not be any change in the volume of traffic activity generated by the existing school.

Accordingly, it is clear that the proposed development will not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the school are illustrated on Figure 5.

As can be seen, a section of NO STOPPING restriction that apply along both sides of Smeaton Grange Road in the vicinity of the school, and there are generally no kerbside parking restrictions that apply elsewhere.

Off-Street Car Parking Provisions

The off-street car parking requirements applicable to the school are specified in the *Camden Council Development Control Plan 2011, Section B5 Access and Parking* document in the following terms:

Education Establishments – Schools:

1 car parking space per full time equivalent staff member, plus

1 car parking space per 100 students, plus

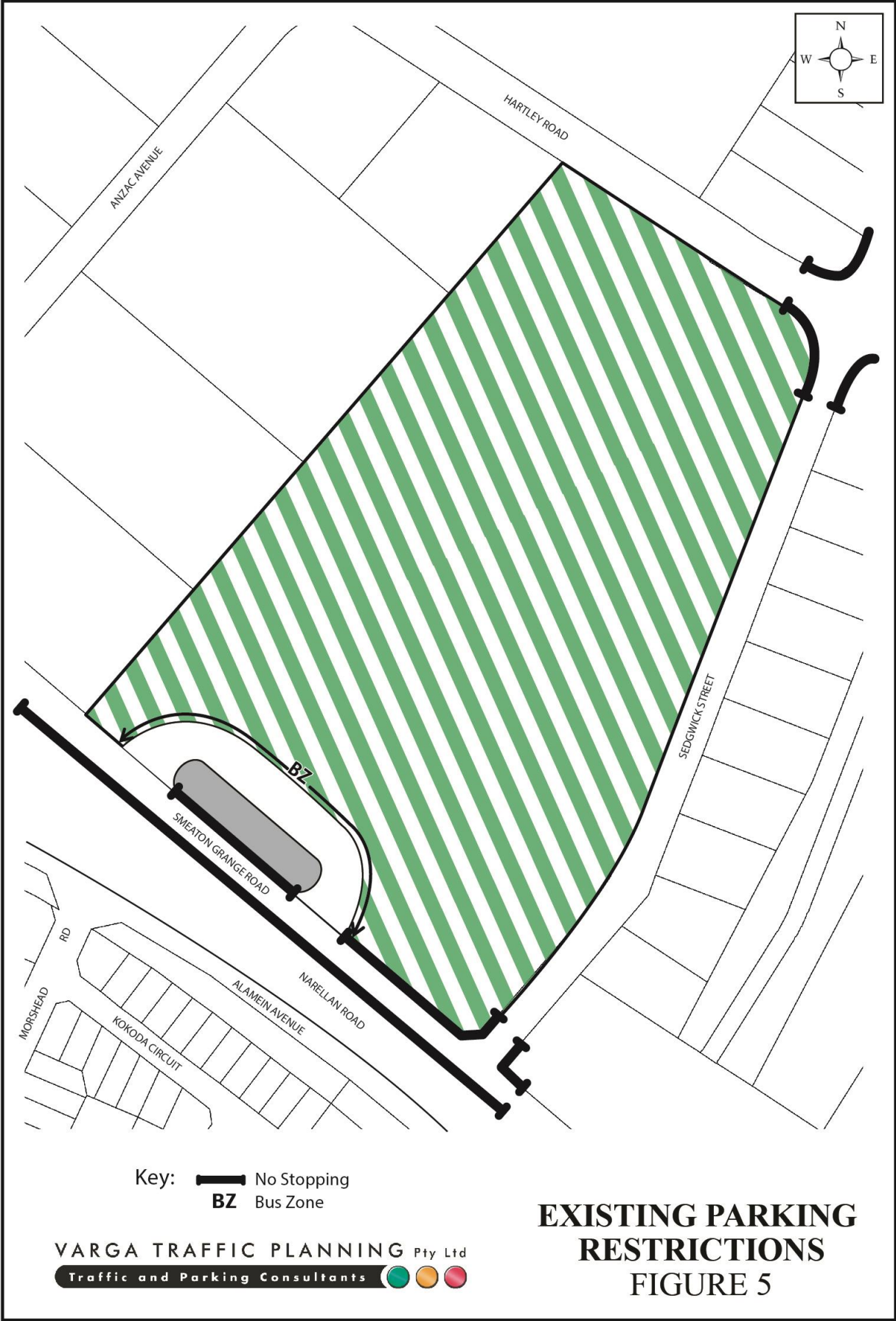
1 car parking space per 5 students in year 12 where appropriate.

Adequate space is also required for delivery vehicles, a drop-off/pick-up area and buses as appropriate.

Application of the above parking requirements to the existing enrolment and staff numbers yields an off-street parking requirement of 119 parking spaces, as set out below:

	Nos	Car Parking Requirement
Existing Yr 7-11 Enrolment:	878	8.8 spaces
Existing Yr 12 Enrolment:	142	28.4 spaces
Full Time Equivalent Staff:	81.6	81.6 spaces
TOTAL:		118.8 spaces

The school currently makes provision for a little over approximately 110 line-marked parking spaces in a large, *previously approved* at-grade open air car parking area, and at various locations around the internal vehicular access driveway.



It is noted however, that under Sub-Clause 35(9) of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017* the DCP controls do not apply to the site. It is pertinent to note in this regard that the proposed development involves replacement of the existing buildings. In addition, there will not be any increase in student enrolments or staff numbers as a consequence of the development proposal and accordingly, there will *no* change in the parking requirements of the existing school.

Conclusion

In summary, the existing parking facilities satisfy the relevant requirements specified in Council's Parking Code and it is therefore concluded that the proposed development will not have any unacceptable parking implications.