



Our ref: STH17/00123/04  
Contact: Andrew Lissenden 4221 2769  
Your ref: SSD 8640

12 June 2018

Adam O'Connor  
School Infrastructure Assessments  
Department of Planning and Environment  
BY EMAIL: [social.infrastructure@planning.nsw.gov.au](mailto:social.infrastructure@planning.nsw.gov.au)

**STATE SIGNIFICANT DEVELOPMENT 8640 – LOT 2 DP 520158 (NO.480) ARGYLE STREET, PICTON - PICTON HIGH SCHOOL REVELOPMENT**

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Dear Adam

Roads and Maritime Services (RMS) refers to your correspondence dated 8 May 2018 regarding the above State Significant Development (SSD) application.

RMS as a result of its assessment notes the following:

- The Department of Planning and Environment (DPE) is seeking advice from RMS to assist in its assessment under Clause 104 of *State Environmental Planning Policy (Infrastructure) 2007*;
- RMS has provided pre lodgement advice to the NSW Department of Education and their consultants on the proposed re-development. This advice was provided both verbally in meetings (which included council) and in written correspondence. The last advice provided prior to RMS submitting comments for inclusion in Secretaries Environmental Assessment Requirements is dated 15 January 2018 (refer to Attachment 1);
- The DA proposes the redevelopment of Picton High School. The proposal involving demolition works, the reuse of existing buildings, construction of new school buildings, reconfiguration of existing access and pick up/drop off areas as well as a new school entry/exit point for vehicles via Wonga Road, landscaping works and additional car parking. The development when complete resulting in an increase in student numbers to 2,000 as well as an increase in staff numbers;
- Vehicular access for buses, cars and service vehicles is to be obtained from either Argyle Street or Wonga Road. A number of changes to the existing road network on both Argyle street and Wonga Road are proposed as part of the SSD application; and
- Argyle Street, at this location, is identified as a regional classified road with Wonga Road being identified as a local road. Both roads are managed by Wollondilly Shire Council.

Noting the comments above and specifically the classification of the roads, RMS wishes to advise that it considers it is more appropriate for council to determine if proposed access arrangements are acceptable from a network perspective (i.e. acceptable in terms of their design as well as safety and efficiency). As such, RMS believes that it has more of an advisory and support role in relation to developments on classified regional roads such as that being proposed under SSD 8640.

To assist DPE in its assessment RMS is providing the following comments on SSD 8640 for its information and consideration:

- Lot 1 DP 520158: RMS notes that the submitted Environmental Impact Statement (e.g. Figure 2) and supporting plans (e.g. architectural plans, etc) refer to Lot 1 DP 520158, shown by orange colour on Attachment 2 to this letter, as RMS owned land. As detailed in pre lodgement advice, Lot 1 DP 520158 was dedicated as public road on the registration date of the same DP (i.e. 16/6/66). This portion of land is council owned and is not RMS owned land;
- Level of Details: As outlined in pre lodgement advice that has been provided by RMS, concept plans for the proposed works in Argyle Street that contain a greater level of detail should be provided. These plans should be to scale, and include but not be limited to, legal lot/road reserve boundaries, existing line marking, proposed new line marking, new signage, location of existing infrastructure (i.e. power poles, light poles, etc), road carriageway/lane widths at various locations, measurements for all new proposed infrastructure (e.g. length and width of turn bays, pedestrian thresholds), etc. This level of detail is required so as to demonstrate compliance with relevant standards, to ensure the proposed/required works can fit within the existing road reserve area or if they cannot what changes are required and to enable Council to undertake an assessment of impacts as well compliance with applicable Austroads requirements. At this time, what has been submitted are sketch plans that do not contain adequate information to undertake the required assessment as detailed above. As such, the applicant should be requested to provide the above detail to council for review and comment prior to the determination of SSD 8640.
- Swept Path Assessment: RMS notes that the submitted Traffic and Accessibility Impact Assessment (prepared by TDG, Ref: 14584 to 180404 final v2, dated 4 April 2018) contains an evaluation of turning manoeuvres for buses based on a 14.5m long rigid bus accessing and leaving the site. The swept path assessment provided (refer to Attachment E in the TDG report) shows that this size bus is unable to access or leave the bus parking area fronting Argyle Street without encroaching onto the adjoining pedestrian/footpath areas, kerb and gutter, etc. The assessment provided for the Argyle Street frontage shows buses entering into the bus parking/kerb side lane as well as exiting from the bus parking/kerb side lane. Noting that during drop off and pick up times buses will be parked in the kerb side lane, the assessment provided should also detail the manoeuvre of a 14.5m bus into and from the bus parking area travel lane in as well as onto Argyle Street. RMS suggests that the applicant be requested to update their turning path plans and associated required works to demonstrate that manoeuvres for these buses can be contained within the formed road area. The plans provided should comply with Austroads requirements (e.g. speeds used, required clearances, etc);
- Roads Act 1993: RMS notes the Environmental Impact Statement details that an approval is not required under the *Roads Act 1993* in order to permit the proposed development to occur (i.e. Table 5). RMS advises that as the current proposal is seeking to undertake work on Argyle Street which is a I classified regional road, these works and/or structures will require consent from council and concurrence from RMS under Section 138 of the *Roads Act 1993*. Generally, should the developer be able to demonstrate to council that a proposed treatment and/ or work on a classified regional road is acceptable and complies with relevant standards, RMS would issue its concurrence to council under Section 138;

- School Zones: RMS notes that proposed development will require amendments to existing school zones. This including, but not limited to, a new school zone in Wonga Road. Limited details have been provided as part of the SSD application on this school zone or changes that may be required to the existing school zone in Argyle Street. The extent of the school zones must be determined in consultation with RMS's Safer Around Schools Project Officer. It is therefore suggested that the developer or their agent make contact with Kristian Pinochet at RMS on 4221 2580 post any approval being issued and prior to submission of a Section 138 application to Council;
- SIDRA: RMS acknowledges that an assessment of intersection operations has been undertaken using SIDRA modelling. Electronic copies of the modelling have not been provided to review as requested in previous advice issued. Electronic copies of this modelling should be provided to council for its review as well as details on any defaults that have been changed along with supporting justification for these changes; and
- Environmental Impacts: The environmental impacts of the proposed roadworks within both the Argyle Street and Wonga Road road reserves need to be adequately considered. These impacts include traffic and road safety impacts as well as other impacts such noise, flora and fauna, heritage and impact to community.

If you have any questions please contact Andrew Lissenden on (02) 4221 2769.

RMS requests that any further correspondence relating to this SSD is emailed to 'development.southern@rms.nsw.gov.au'.

Yours faithfully



Chris Millet  
Manager Land Use  
Southern Region

Cc: *Adam.OConnor@planning.nsw.gov.au;*  
*Michael.Buckley@wollondilly.nsw.gov.au;* and  
*Mike.Nelson@wollondilly.nsw.gov.au*



Our ref: STH17/00123/03  
Contact: Andrew Lissenden 4221 2769

15 January 2018

Ian White  
Mace Australia Propriety Ltd  
BY EMAIL: [Ian.White@macegroup.com](mailto:Ian.White@macegroup.com)

## **PRE LOGEMENT ADVICE – LOT 2 DP 520158, 480 ARGYLE STREET, PICTON – PICTON HIGH SCHOOL REDEVELOPMENT (SSD17\_8640)**

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Dear Ian,

Roads and Maritime Services (RMS) refers to your email dated 8 December 2017 and subsequent update emails from the RMS dated 13 December 2017 and 20 December 2017 regarding your request for pre lodgement advice relating to Sate Significant Development (SSD) application 17\_8640.

RMS has reviewed the information provided (i.e. Draft Transport and Accessibility Assessment Report dated 17 November 2017 and associated Traffic Schematic Designs with reference SK01-0301 and SK01-3011 dated 20 November 2017) and offers the following comments for your consideration:

- **Argyle Street:** As has been previously advised, Argyle Street, at this location, is identified as a regional classified road managed by Wollondilly Shire Council. As such, RMS considers that it is more appropriate for council to determine if proposed access arrangements are acceptable from a network perspective (i.e. acceptable in terms of safety and efficiency). It is noted that the development will require referral to RMS in accordance with the provisions of Clause 104 of *State Environmental Planning Policy (Infrastructure) 2007*. Given the above, RMS is of the view that it has more of an advisory and support role in relation to developments on classified regional roads. The comments as detailed below and provided in previous correspondence should however be addressed in any updated assessment provided as part of the SSD application.
- **Level of Detail:** It is noted that the provided report is a draft and is currently incomplete/missing some detail (e.g. missing Section 1, missing Section 4.2, missing Figure 6, yellow highlighted sections are incomplete, missing Section 8, incomplete in Section 9.5, 10, 11, 12, 13 and 14, missing Appendix, etc). As such, RMS is unable to undertake a detailed review and provide comprehensive comments on the submitted report. In addition, the plans provided are diagrammatic/pictorial and as such they can only be assessed in principle as no dimensions or scaled layouts have been submitted.
- **Intersection Modelling:** SIDRA modelling should, at minimum, be provided for the intersection of Argyle Street/Wonga Road and Argyle Street/each proposed school access point (for both cars and buses).

This being required as the amended design will generate additional traffic that will utilise these intersections which needs to be considered and adequately mitigated if an acceptable level of service is not maintained. If the development is to be undertaken in stages the modelling should be undertaken for each stage. The modelling provided needs to consider, but not be limited to, the following:

- Full development of the site (including full development for each stage);
- AM and PM peaks volume;
- Existing traffic volumes with and without development and 10 year projected volumes with and without the development;
- Midblock performance of Argyle Street having regard for the impacts of kerbside parking and any other facilities associated with school access that are to be provided; and
- The base SIDRA models must be calibrated with onsite observations in the AM and PM peak. This can be done by measuring existing queue lengths and delays.

Electronic copies of all SIDRA files needs to be provided to RMS for review. The above analysis is to include an assessment of the adequacy of the lane arrangements, storage bay lengths, etc. The modelling must have regard for the typical school zone peaks and extended 30 minute shoulder periods of 7.30am to 10.00am and 2.00pm to 4.30pm as well as the impacts on through traffic as a result of any proposed kerbside parking. Please note that Wollondilly Shire Council may identify additional intersections that may require SIDRA modelling. Further discussions should be had with Council in this regard.

Should the above modelling identify that an acceptable level of service is not maintained, the updated assessment will need to identify suitable infrastructure required to ameliorate any traffic impacts and safety impacts associated with the development.

- Argyle Street Access: It is noted that a swept path analysis has not been submitted at this time. A preliminary review of the Argyle Street bus access arrangements has indicated that a 12.5m bus may potentially not be able to utilise the facility as it is currently shown (i.e. entry, internal manoeuvrability of that many buses at any one time). Confirmation will need to be provided as to the maximum size bus that will use the bus drop off/pick-up area for the life of the development. In addition, a swept path analysis needs to be undertaken to demonstrate that each proposed bus space is usable. If a long rigid bus (14.5m) will use the facility, it too should be shown in any swept path analysis provided.

In addition, RMS is of the view that the geometry along Argyle Street as shown in the Traffic Schematic Designs (i.e. exit end of the bus set down area) can be improved. Specifically the edge line for the shoulder and the redundant pavement due to the right turn bay provision. Available sight distances to all proposed access points must be checked and detailed in any updated report (refer to comments below under the 'Sight Distance' heading for additional details). It is noted that access to the southern staff car parking area will be entry only. Details are required on how this access point will be constrained to entry only (i.e. prevent the exit of vehicles).

- Wonga Road Access: RMS notes that the amended design proposes an additional access for pedestrians/students, cars, trucks and buses via Wonga Road. As this access point will provide the school with a direct access to a public road that has a speed limit of above 40km/h, a school zone is required to be provided in Wonga Road. No details have been provided as part of the information that has been reviewed. The extent of the school zone must be determined in consultation with RMS's Safer Around Schools Project Officer. It is therefore suggested that contact be made with Kristian Pinochet on 4221 2580.

In addition, a preliminary review of the proposed bus drop off/pick-up area in Wonga Road has indicated that the bus that parks to rear of the first bus may not be able to be contained in the designated area (potentially overhang into the travel lane). A longer splay approach is needed so that a bus can park properly and not impede through movements (refer to *Austrroads Guide to Road Design Part 3* - Figure 4.51). A swept path analysis has not been submitted at this time and should be provided for both the proposed bus bays as well as the roundabout/turning circle area.

Available sight distances at the Argyle Street/Wonga Road intersection must be checked and detailed in any updated report (refer to comments below under the 'Sight Distance' heading for additional details).

- **Sight Distance:** It is noted that a sight distance assessment at the proposed access points onto Argyle Street has not been provided at this time. Sight distance needs to be checked to all proposed access and egress points as it may be restricted by on street parking, etc (refer to *Austrroads Guide to Road Design Part 4A* - Section 3). Plans showing sight distances that will be available for the proposed access/egress points are required. Cars and buses are to be separately assessed. The assessment provided must identify any necessary works required to achieve safe intersection sight distance at the access points in accordance with *Austrroads Guide to Road Design*.
- **Pedestrian Access:** Consideration should be given to minimising the number of pedestrian crossing points across Argyle Street. Details on how pedestrians/school children will be directed to any identified pedestrian crossing point also needs to be detailed (e.g. provision of pedestrian fencing to help minimise hap hazard crossing of the road by school children). All pedestrian refuges provided should be designed in accordance with TDT2011/01a. Regard must be had for impacts the location of these may have on adjoining land in separate ownership (i.e. 468 Argyle Street). Available sight distances to any new pedestrian kerb ramps needs to be checked and detailed on the submitted plans (refer to *Austrroads Guide to Road Design Part 4* - Table 8.1).

It is noted that the plans provided do not show a footpath on the western side of Argyle Street. A footpath on the western side of Argyle Street should be provided, if car parking to be used by the school is to be provided, as it will assist in facilitating pedestrians using the refuges to be provided. Pedestrian access within and through the site also needs to be considered and addressed in any updated assessment provided (e.g. the visitor parking area and taxi drop off zone should be linked via footpath so as to ensure pedestrians do not need to walk through the car park area where vehicles would be reversing).

- **Car Parking Provision:** RMS notes that the assessment of car parking to be provided to service the proposed development is currently incomplete. RMS recognised that there is a limited ability to further increase car parking on Argyle Street. Any updated assessment provided must demonstrate that sufficient space will be provided to cater for the car parking demand the development will generate (e.g. teacher, visitor and students for each stage and the whole development). Car parking areas referenced in any updated report should be identified on the supporting plans.

RMS would encourage the provision of a space for a set-down and pick up area for students including details on any associated strategies to be implemented (refer to [http://roadsafety.transport.nsw.gov.au/stayingsafe/schools/dropoff\\_pickup.html](http://roadsafety.transport.nsw.gov.au/stayingsafe/schools/dropoff_pickup.html) for additional details). RMS would also encourage sufficient car parking and any associated facilities to be provided within the development site, noting that the expansion of existing facilities/providing more facilities within Argyle Street may have adverse impacts on efficiency and safety along Argyle Street. Regard should also be had for potential parking implications the proposed development may have on adjoining land uses.

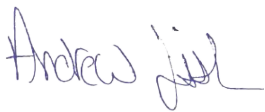
- Service Vehicles: Limited information is provided within the draft assessment on service vehicle access, type of service vehicles that will require access, associated swept path diagrams, etc. Any updated assessment provided must detail how servicing of the site will occur.
- Road Works: Any changes to the existing road infrastructure (e.g. in Argyle Street and Wonga Road) must be clearly identified. As such, scaled concept plans are required that show legal lot/road reserve boundaries, existing line marking, proposed new line marking, new signage, location of existing infrastructure (i.e. power poles, light poles, etc), road carriageway/lane widths at various locations, etc. The plans provided must demonstrate that the works proposed can be constructed within the road reserve. If required works cannot be constructed within the road reserve details on appropriate legally binding agreements that will be put in place to ensure that the appropriate land required to construct the works can be obtained must be detailed. The environmental impacts of any road works within the road reserve must be adequately considered. These impacts include, but are not limited to traffic and road safety impacts as well as other impacts such as noise, flora and fauna, heritage and impact to the community.
- Survey Work: The Draft Transport and Accessibility Assessment Report details that survey work was undertaken on 3 July 2017 (refer to Section 3.5.3 on Page 10). A review of the Picton High School website has indicated that this date was during a period when the school was not operational (last day of Term 2 was 30 June 2017). Clarification is therefore required.
- Application Type: From the information that has been provided it is unclear as to what planning pathway is to be taken (e.g. is the proposal for a concept development application that does not seek to carry out works, is it for a concept proposal and one or more stages of the development, etc). The information submitted with the SSD application must clearly detail what approval is being sought, the scope of works and the associated application process. It is the view of RMS that the consideration of impacts, including construction impacts, needs to be undertaken as part of any initial concept/masterplan stage. As detailed in Planning Circular PS17-003, further discussion may be required with Council/the consent authority in this regard.

Please note that the above is pre lodgement advice based on the information provided. The RMS position is subject to change, dependant on the information in any future SSD application.

Should you require any further information in relation to the above please contact Andrew Lissenden on 4221 2769.

Please ensure that any further email correspondence is sent to [development.southern@rms.nsw.gov.au](mailto:development.southern@rms.nsw.gov.au).

Yours faithfully



Andrew Lissenden  
A/Manager Land Use  
Southern Region

Cc: [council@wollondilly.nsw.gov.au](mailto:council@wollondilly.nsw.gov.au) (Attention: Mike Nelson);  
[information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)

Form 1 D 6 250 129 OFFICE USE ONLY

**PLAN OF SUBDIVISION OF LOTS 6 & 7**  
**D.P. 3007 BEING THE LAND IN**  
**CERT. OF TITLE VOL. 7302 FOL. III.**

Registered: *K.R. 16/6/66*  
 C.A. 367 of 24-2-1966  
 Title System: TORRENS  
 Purpose: Subdivision  
 Ref. Map: Parish  
 Last Plan: D.P. 3007

Mem./Shire/City/Wallandilly.....  
 Town or Locality: Ricker  
 Parish: Counidjah  
 County: Camden Scale: A. Chains to 1 Inch.

A copy of this plan has been catalogued M2028557 in the Department of Lands.

DIAGRAM  
 Scale 1 Chain to 1 Inch

Signatures: *[Signature]* Shire Clerk.  
*A. S. Middleton* President.  
*[Signature]* Minister for Education.

I, *[Signature]* of Registrar General, hereby certify that the survey represented in this plan is accurate and has been made (1) by me (2) under my immediate supervision in accordance with the Survey Practice Regulations, 1933, and was completed on 24/2/66.

Date: 24/2/66 (Signature) *[Signature]* Council Clerk.

\* NOTE - This part of certificate to be deleted where the application is only for the opening of a new road or where the land to be subdivided is wholly outside the area of operations of the Metropolitan Water Sewerage and Drainage Board.

CONVERSION TABLE ADDED IN REGISTRAR GENERAL'S DEPARTMENT

DP 520158

LINKS	METRES
0.32	0.054
0.95	0.191
2.13	0.428
2.5	0.465
18.76	3.774
20.7	4.164
71.65	14.414
71.7	14.424
100	20.117
100.43	20.205
125	25.145
125.06	25.155
233.1	46.892
237.7	47.818
351	70.610
351.1	70.630
351.15	70.640
408.4	82.157
626.05	125.941
1000	201.168
1318	265.189
1410.6	285.768
1482.3	298.191
1483.05	298.342

AC RD P	SQ M
- - 29	733.5

AC RD P	HA
14 - 10	5.691

M.P.D. SURVEYORS REFERENCE

0810529.0

I, Jack Hayward Wilson, Registrar General for New South Wales, certify that this negative is a photograph made as a permanent record of a document in my custody this 23rd day of April, 1976.

*[Signature]*