

26 March 2018

Our Reference: SYD17/00943/02 (A1613418)
DP&E Reference: SSD 8614

Director
Social and Other Infrastructure Assessments
GPO Box 39
SYDNEY NSW 2001

Attention: **Navdeep Shergill**

Dear Ms Harragon

**SSD8614 – New Hurlstone Agricultural High School
2 College Street Richmond**

Reference is made to your correspondence dated 22 January 2018, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) for comment.

Roads and Maritime has reviewed the submitted documentation and provides the following comments for your consideration in the determination of the application:

Flood Evacuation

1. The application does not provide any details about consultation with INSW and the State Emergency Service in relation to the impact of the proposed development on the regional flood evacuation route (Hawkesbury Nepean Flood Risk Management Strategy). This matter was raised in the previous response from Roads and Maritime dated 4 August 2017. The applicant is requested to consult with INSW and the State Emergency Service to ensure that the safety of students and staff is adequately considered for the proposed development.

Upgrades required on the Londonderry Road and Vines Drive intersection

2. The submitted Traffic report indicates that 50% of vehicles will be arriving and departing the school via the intersection of Londonderry Road and Vines Drive, which is currently under priority control arrangements. Given the likely increase in traffic movements negotiating this intersection and the Londonderry Road and Southee Road intersection, it is requested that the applicant should realign the Londonderry Road/Vines Drive intersection so that it forms a cross intersection with Southee Road.

Plans with a concept design should be submitted to Roads and Maritime for further review and concurrence in accordance with Section 138 of the *Roads Act 1993*.

Roads and Maritime Services

Safety Issues

3. The Traffic report states that approximately 50% of vehicles will be arriving and departing the school from Blacktown Road through the University via College Drive and Campus Drive. This may encourage motorists to “rat run” through the narrow turning roads within the campus to reach the school which is not appropriate. The school would need to discuss and negotiate the promotion of such a route with the University of Western Sydney and additional traffic calming measures would need to be implemented to increase safety for the pedestrians that access the school and university from the railway line.
4. The proposed development will generate additional pedestrian and cyclist movements in the area. Pedestrian and cyclist safety is to be considered in the vicinity.
5. A significant number of vehicles and pedestrians will access the site at the start and end of the school day. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network and 40km/hr School Zones are to be installed in accordance with the conditions below. The consent authority should ensure that parking, drop-off and pick-up zones and bus zones are incorporated in accordance with Roads and Maritime standards.

Roads and Maritime is responsible for speed management along all public roads within the state of New South Wales. That is, Roads and Maritime is the only authorised organisation that can approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales.

Therefore, the Developer must obtain written authorisation from Roads and Maritime to install School Zone signs and associated pavement markings, and/or remove/relocate any existing Speed Limit signs.

To obtain authorisation, the Developer must submit the following for review and approval by Roads and Maritime, at least eight (8) weeks prior to student occupation of the site:

- a. A copy of Council’s development Conditions of Consent
- b. The proposed school commencement/opening date
- c. Two (2) sets of detailed design plans showing the following:
 - i. School property boundaries
 - ii. All adjacent road carriageways to the school property
 - iii. All proposed school access points to the public road network and any conditions imposed/proposed on their use
 - iv. All existing and proposed pedestrian crossing facilities on the adjacent road network
 - v. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings).
 - vi. All existing and proposed street furniture and street trees.

School Zone signs and pavement marking patches must be removed and installed in accordance with Roads and Maritime approval/authorisation, guidelines and specifications.

All School Zone signs and pavement markings must be installed prior to student occupation of the site.

The Developer must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.

Following installation of all School Zone signs and pavement markings the Developer must arrange an inspection with Roads and Maritime for formal handover of the assets to Roads and Maritime. The installation date information must also be provided to Roads and Maritime at the same time. **Note:** Until the assets are formally handed-over and accepted by Roads and Maritime, Roads and Maritime takes no responsibility for the School Zones/assets.

Traffic Impact Assessment

6. The proponent has not modelled the development traffic impacts on the intersection of Londonderry Road and Southee Road as requested in Roads and Maritime's SEARs response.
7. Traffic modelling undertaken for the Blacktown Road and Campus Drive intersection indicates that the level of service is likely to deteriorate from LoS C to LoS F in 2027. Lengthy delays will be experienced by those trying to exit Campus Drive, particularly turning right onto Blacktown Road. While the consultant accepts these delays on the basis the impact is on traffic within the campus grounds and thus won't impact the main road traffic flow, Roads and Maritime does not consider this to be satisfactory. Drivers frustrated by lengthy delays tend to take greater risks and the potential for accidents increases and safety at the intersection will decrease. It is also noted that the adjacent intersection of Blacktown Rd, Lennox St and Bourke St while operating at LoS A has a poor accident history of 19 accidents in 5 years.

On-site Car Parking

8. The proposed school is located some 600m from the closest State Road (Londonderry Road) the parking arrangements and is unlikely to affect the main road network. However "No Stopping" should be installed along the length of both sides of Vines Drive to ensure the narrow carriageway remains clear for two way traffic, including passing buses. It is understood the school proposes to take the existing parking area known as P47, which is currently dedicated to university patrons, and allocate it to the school parking lot. This will mean university staff and students will be required to find alternate parking.
9. It is also proposed that the P47 car park (which is located adjacent to the school site) will be increased in size from 142 spaces to approximately 220 spaces with a bus zone for 5 buses plus a car drop off and pick up zone. It is noted that adjustments to the car park will be considered as a separate application from that of the school. This should not be the case. The application for the proposed car park should be undertaken in conjunction and conditionally with the application for the proposed school to ensure that an appropriate carpark, Bus Bay and drop off / pick up area has been completed and is functional prior to the school opening.
10. The carpark layout shown in figure 4.1 is not ideal as buses are utilising the same area as the parent car park and the drop off / pick up zone. There needs to be physical separations. Furthermore, the carpark does not meet Council's DCP of 276 spaces.
11. It is noted there will be 70 bicycle spaces allocated and there are no bike paths within the university grounds. Roads and Maritime support Vines Road being widened to allow a

3.5m carriageway in each direction, with appropriate footpaths and crossings implemented in conjunction with a school zone. "No Stopping" should be installed along its length on both sides.

Other comments/requirements

12. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage.
13. The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to the consent authority for approval, which shows that the proposed development complies with this requirement.
14. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate.

If you have any inquiries in relation to this application please contact me on 8849 2413 or at development.sydney@rms.nsw.gov.au.

Yours sincerely,



Rachel Cumming
Senior Land Use Assessment Coordinator
North West Precinct