

From: COMAN Malgy
To: [Iona Cameron](#)
Cc: [DPE PSVC Social and Other Infrastructure Mailbox](#)
Subject: St Francis Catholic College (SSD 8832)
Date: Tuesday, 7 August 2018 11:23:55 AM

RMS Reference: SYD17/01458/03

DP&E Reference: SSD 8832

Hi Iona,

Reference is made to your email dated 9 July 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:

1. The Edmondson Park area is currently undergoing development and it is likely that the majority of the student drop off and staff vehicle movements will be through the Camden Valley Way/Rynan Avenue, Camden Valley Way/Gellibrand Road and Camden Valley Way/Bernera Road intersections. However the submitted Traffic Report does not consider the impacts of the potential 2000 extra vehicle movements on these intersections. Roads and Maritime requests that the applicant amend the traffic analysis to determine the impacts on Camden Valley Way during the following periods; 8am-9:30am, 6am-10am, 2:30pm-4pm, and 3pm-7pm.
2. Section 5 within the submitted Traffic Report provides assumptions for the AM peak vehicle movements but not for the PM peak vehicle movements. It is not clear why the PM peak vehicle movements were not determined, especially when these times may coincide with vehicle movements from the Edmondson Park Town Centre.
3. 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.

- 4. The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.
- 5. 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.
- 6. 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 Council for approval, which shows that the proposed development complies with this requirement.
- 7. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.
- 8. Roads and Maritime will be reviewing the new roundabout proposals on the local road network via the Local Traffic Committee.

Please let me know if you have any questions.

Regards,

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