



1 December 2017

RMS Reference: SYD16/00261 (A20074130)
DP&E Ref: SSD 7503

Director
Department of Planning and Environment
320 Pitt Street
Sydney NSW 2000

Attention: Adam O'Connor

Dear Adam,

EXHIBITION OF EIS ULTIMO PUBLIC SCHOOL, 47-53 JONES STREET, ULTIMO (SSD 7503)

Reference is made to the Department of Planning and Environment (DP&E) letter dated 30 October 2017, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment. It is noted that the application proposes driveway relocation works on Wattle Street and therefore requires Roads and Maritime's concurrence under Section 138 of the *Roads Act, 1993*.

Roads and Maritime has reviewed the submitted application and provides the following comments for the consideration of DP&E (and to be addressed by the applicant in the Response to Submissions):

1. The property has frontages to local and state roads. The applicant should address the considerations of Clause 101(2a) of the State Environmental Planning Policy (Infrastructure) 2007 to the satisfaction of the Department of Planning and Environment.
2. As previously advised, Roads and Maritime has concerns with the proximity of the proposed driveway to the traffic signals at the intersection of Wattle and Quarry Streets. The driveway should be located as far as practical from the traffic control signals in order to improve driver sight distances to the signals.

Roads and Maritime would not normally accept a new driveway in such close proximity to traffic signals on a classified road. However, in light of the information provided, Roads and Maritime would raise no objection to the access in-principle subject to the driveway being designed in accordance with Roads and Maritime requirements, being located as far as practical from the traffic control signals and subject to a road safety audit being carried out on the final design with no adverse impact to safety identified.

3. The swept path of the longest vehicle (including garbage trucks, maintenance and delivery vehicles) entering and exiting the subject site, as well as manoeuvrability through the site to loading areas, is to be in accordance with Austroads requirements. The swept path diagrams provided with the Transport Assessment show that service vehicles would straddle lanes 2

and 3 on Wattle Street to turn into the property. Roads and Maritime requires that vehicles turn into the property from kerbside lanes (ie lane 4 & 3).

Given this, Roads and Maritime requires amended swept path and access design plans to be submitted, prior to the determination of the application, to demonstrate that the service vehicles are able to turn from the eastern kerbside lanes only, without encroachment into other traffic lanes.

4. The largest vehicle entering the property should be wholly contained on site before being required to stop. The gate to the property across the Wattle Street access is to remain open at all times during school hours to ensure that vehicles are not required stop prior to entering the property. Alternately, the proposed security gate would need to be recessed such that the largest vehicle can be contained wholly on site before being required to stop.
5. Vehicles should be able enter and exit the property simultaneously. That is, the driveway should be a minimum of 5.5 metres wide for the first six metres from the property boundary.
6. The No Stopping restrictions on Wattle Street will need to be extended, at no cost to Roads and Maritime, as identified in Section 3.5.4 of the Transport Assessment.
7. The design of the loading and parking areas should be in accordance with AS2890.1- 2004, AS2890.6-2009 and AS2890.2 – 2002 for heavy vehicle usage. Parking provision should be in accordance with Council's requirements.
8. A significant number of pedestrians will access the site at the start and end of the school day. Pedestrian safety is to be considered in the vicinity. Careful consideration should be given to ensuring that landscaping and fencing does not restrict driver sightlines to pedestrians and other road users, both within the car park and on the frontage roads.
9. Transport for NSW should be consulted in relation to the impacts to bus zones on Jones Street.
10. A Construction Traffic Management Plan (CTMP) should be prepared in consultation with TfNSW Sydney Coordination Office, City of Sydney Council and Roads and Maritime.

Roads and Maritime cannot provide its concurrence to the proposed driveway on Wattle Street based on the information provided. The amended plans and swept path plans to address the above issue at point 3 should be provided as part of the Response to Submissions.

If you have any further inquiries in relation to this development application Kerry Ryan would be pleased to take your call on 8849 2008 or e: development.sydney@rms.nsw.gov.au

Yours sincerely



Rachel Nicholson
Senior Land Use Planner
Network Sydney – South East Precinct