

11 January 2019

Our Reference: SYD18/00502/02 (A25424479)
Department Ref: SSD 9210

Director
Social & Other Infrastructure Assessments
Department of Planning & Environment
GPO Box 39 SYDNEY NSW 2001

Attention: Scott Hay

Dear Sir/Madam,

**MASTERPLAN FOR PROPOSED SAINTS PETER AND PAUL ASSYRIAN PRIMARY SCHOOL
IN KOSOVICH PLACE, CECIL PARK**

Reference is made to Department's correspondence dated 5 November 2018 on proposed Saints Peter and Paul Assyrian Primary School in Cecil Park which was referred to Roads and Maritime Services (Roads and Maritime) to comments in accordance with *State Environmental Planning Policy (Infrastructure) 2007*. Roads and Maritime appreciates the opportunity to review this application.

Roads and Maritime has reviewed the submitted information and noted that the proposal is for a two (2) stage development. In Stage-1 there would be 210 students (K-6) with 12 staff and 39 off-street parking. In Stage-2, which is the final stage there would be total on 665 students (K-6) with total of 35 staff and same 39 off street parking. The proposal also include 30 drop-off and pick-up spaces with 44 additional vehicle queuing area without affecting drop-off and pick-up operations and this facility will be constructed in Stage-1 of the development.

In terms of trip generation proposed school would generate approximately 240 trips during morning and afternoon peak hours in Stage-1 development (as per 1.85 students per car). For the ultimate development the school would generate approximately 580 trips during morning and afternoon peak hours based on 80% of the students will use private vehicle. Given the remote site location and poor public transport facility and considering it is a primary school it is unlikely that 20% of 665 students will use other mode of transport (such as, bus, cycling, walking).

From the submitted SIDRA modelling report it was noted that 47 vehicles will turn right into Kosovich Place from Wallgrove Road during morning peak hour against 1021 opposite direction traffic (including 107 turning left into Kosovich Place from Wallgrove Road), in Stage-1 development. And in ultimate development 83 vehicles will turn right into Kosovich Place from Wallgrove Road during morning peak hour against 1120 opposite directional traffic.

Roads and Maritime Services

Considering Wallgrove Road is an 80 km/hr speed zone road and right turning traffic has to negotiate with heavy volume of through traffic Roads and Maritime does not support proposed right turn bay (CHR) treatment on Wallgrove Road at Kosovich Place intersection. This would be a potential safety hazard for right turn traffic as motorists have to wait for a safe gap which could frustrate the drivers due to the high through traffic volume. In addition, Roads and Maritime does not support proposed banning of right turn from Kosovich Place into Wallgrove Road as this would increase unnecessary pressure at the roundabout of Wallgrove Road and Villiers Road.

As you are aware that NSW Government in conjunction with Roads and Maritime is working to achieve its goal 'Toward Zero'. To achieve this goal Roads and Maritime with the assistance of CRS (Centre for Road Safety) adopted a Safe System Approach with the principles that people are human and sometimes make mistakes but a simple mistake shouldn't cost anyone their life (<https://towardszero.nsw.gov.au/safesystem>). Therefore, Roads and Maritime's responsibility is to implement a road system which not only keep us moving but safe and protected.

Based on the above and considering safety for the school children Roads and Maritime suggest a roundabout at the intersection of Kosovich Place and Wallgrove Road. It would improve the safety for turning traffic and also would reduce the approach speed at the subject intersection.

Any inquiries in relation to this development application can be directed to Ahsanul Amin, A/Senior Land Use Assessment Coordinator on 8849 2762 or e-mail at development.sydney@rms.nsw.gov.au.

Yours sincerely,



Pahee Rathan
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Sydney Division – North West Precinct