



19 December 2018

Our Reference: SYD17/01699/03 (A25261357)
DP&E Reference: SSD 8865

Director
School Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: **Aditi Coomar**

Dear Sir/Madam,

REDEVELOPMENT OF ST ANTHONY OF PADUA CATHOLIC SCHOOL – 125-165 TENTH AVENUE AND 140-170 ELEVENTH AVENUE, AUSTRAL

Reference is made to your correspondence dated 19 November 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 application and requests the following information for further assessment of this application:

1. Roads and Maritime does not provide approval under Section 87 of the *Roads Act 1993* to the installation of traffic signals at the Fourth Avenue/Eleventh Avenue and Fourth Avenue/Tenth Avenue intersections as part of this application. It is not clear what the proponent's justifications are for the proposed traffic signals and whether warrants have been met in accordance with Traffic Signal Design Manual Section 2 – Warrants.

If the site satisfies the warrants, it does not necessarily mean that a traffic control light is the best solution. All traffic data should be analysed and alternative treatments considered to determine the optimum solution.

An alternative intersection treatment/design will need to be considered by the proponent to efficiently and safely manage vehicle and pedestrian traffic, subject to Council's satisfaction.

2. Roads and Maritime requests further information for the pedestrian crossings on Tenth and Eleventh Avenue as proposed in section 3.14 of the Traffic Report. Please note that a warrants assessment is required for each new pedestrian crossing on the road network.
3. Chapter 3 of the Traffic Report does not clearly differentiate between the potential traffic generation rates of the three proposed uses at this site, i.e. the school development under Stage 1, the new church development and the new school facilities. These different uses are

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likely to have different traffic impacts on the surrounding road network at different times during the week, which should be considered in the traffic assessment.

4. It is not clear what current traffic surveys of the surrounding road network and surveys of existing and similar schools were undertaken for the traffic assessment and modelling.
5. Further information is requested regarding the determination of trip distribution and what assumptions and evidence was used to determine travel demands for this development (e.g. expected travel demands for car trips, bus trips and other travel modes).
6. Additional development traffic at the intersections with Bringelly Road and Cowpasture Road need to be considered in the traffic assessment.
7. Roads and Maritime requests a copy of the SIDRA 7 traffic modelling summary outputs and electronic files for further review and comment.

Upon receipt of the above information, Roads and Maritime will assess the information and provide a response accordingly.

Roads and Maritime also provides the following comments for the Department's consideration in the determination of this application:

1. Roads and Maritime also does not provide approval under Section 87 of the *Roads Act 1993* to the installation of traffic signals at the Edmondson Avenue/Eleventh Avenue intersection.
2. 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 to 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.

3. 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.
4. 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.
5. 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.
6. The Department of Planning and Environment should be satisfied that adequate parking arrangements for staff are provided on-site.
7. The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.

Any inquiries in relation to this Application can be directed to Malgy Coman on 8849 2413 or development.sydney@rms.nsw.gov.au.

Yours sincerely,



Pahee Rathan
A/Senior Land Use Assessment Coordinator
North West Precinct