

Our Reference:  
Your Reference:  
Contact:  
Telephone

RDC 10M1799 – SYD10/00670  
DA878/2010  
Stella Qu  
8849 2520

**SRDAC**

**SYDNEY  
REGIONAL  
DEVELOPMENT  
ADVISORY  
COMMITTEE**

The General Manager  
Camden Council  
DX 25807  
CAMDEN

Attention: Ron Dowd

**PROPOSED PRIMARY SCHOOL  
NO. 955 COBBITTY ROAD, ORAN PARK**

Dear Sir/Madam,

I refer to the abovementioned development application (DA 878/2010), which was referred to the Roads and Traffic Authority (RTA) for comment under the provision of State Environmental Planning Policy (Infrastructure) 2007.

The subject development application was considered by the Sydney Regional Development Advisory Committee on 9 September 2010.

The Committee raises road safety concerns with the proposed new school being located directly adjacent a high speed rural road environment (signposted at 80km/hr with a design speed of 90km/hr). On road safety grounds, consideration should be given to relocating the proposed school to a low speed urban road environment (i.e. 50km/hr local road speed environment).

Further to the above, it is noted that the applicant proposes two stages for the access arrangement for the proposed school with the first stage allowing for all vehicular movements on Cobbitty Road on a temporary basis until such time that a future road (Stage 2) is constructed by an adjacent land owner from the northern boundary of the subject site into Oran Park. Once this future road is constructed to the north of the proposed school, the applicant proposes that the access off Cobbitty Road be restricted to left in/left out only. However, the Committee recommends that any vehicular access off Cobbitty Road be determined on the basis that this driveway will be the only vehicular access to service the proposed school as there is no guarantee that the future road to the north of the site will ever be constructed and directly linked into the proposed school.



Given that the proposed driveway on Cobbitty Road is likely to be a permanent access arrangement with all movements permitted, the Committee requests that the following requirements be incorporated into the development consent (if the development application were to be approved):

- I. The applicant shall provide the necessary infrastructure on Cobbitty Road to provide safe pedestrian connectivity between the proposed school and Harrington Park, as well as facilitate safe and efficient vehicular turning movements to/from the site. In this regard the developer shall construct traffic signals and associated civil works on Cobbitty Road at the proposed school access road intersection, which shall be constructed at no cost to the RTA or Council.

The configuration of the proposed signalised intersection shall be as follows:

- a) Dual approach and departure lanes shall be provided on Cobbitty Road.

*Comment: If this section of Cobbitty Road is not upgraded to a four lane divided carriageway, prior to construction of Stage 1 of the proposed school, the RTA will permit the traffic signals to operate with single lane approach and departure on Cobbitty Road on an interim basis until such time that this section of Cobbitty Road is upgraded by others to a four lane divided carriageway.*

- b) On road safety grounds, a left turn deceleration lane shall be provided on Cobbitty Road for the left turn entry into the proposed school and shall be designed and constructed in accordance with the RTA's Road Design Guide.

*Comment: The provision of a left turn deceleration lane into the proposed school may require land dedication from the subject site to maintain a minimum footway width of 3.5 metres, which shall be at no cost to the RTA or Council. The land dedication shall be executed, prior to the release of the Construction Certificate.*

- c) The school access road approach to the proposed signalised intersection shall consist of an exclusive left turn lane and dual right turn lanes and these lanes shall extend for a minimum distance of 40 metres within the subject site.
- d) A right turn storage bay shall be constructed on the eastern approach to the proposed signalised intersection. The length of this right turn storage bay shall be based on detailed SIDRA analysis, which shall be submitted to the RTA with the detailed signal design plan of the proposed intersection. However, it shall be noted that the length of the right turn storage bay requires approval of the RTA under Section 87 of the Roads Act, 1993.

*Comment: The provision of the right turn storage bay into the proposed school may require land dedication from the subject site to maintain a minimum footway width of 3.5 metres, which shall be at no cost to the RTA or Council. The land dedication shall be executed, prior to the release of the Construction Certificate.*

- e) A minimum road shoulder width of 2.0 metres shall be provided on both sides of Cobbitty Road.
- f) In accordance with RTA policy, signalised pedestrian phases shall be provided on all legs of the intersection.

2. The signalised intersection shall be designed to ensure that the largest vehicle (bus) can enter and exit the subject site in accordance with Austroads and RTA requirements.
3. The signal design plans shall be designed in accordance with the RTA's Road Design Guide, RTA's Traffic Signal Design Manual and other Australian Codes of Practice. Particular reference shall be made to Section 15.11 of RTA's Traffic Signal Design Manual which specifies special requirements for traffic signals on entries to private developments.

In this regard, the developer is required to create an easement to allow the RTA to locate traffic signal components on their private property, or in lieu, dedicate a section of their property as public road to allow the RTA to locate and maintain traffic signal components.

4. The above works shall be designed in accordance with the RTA's Road Design Guide, RTA's Traffic Signal Design Manual and other Australian Codes of Practice and endorsed by a suitably qualified chartered Engineer (i.e. who is registered with the Institute of Engineers, Australia).

Certified copies of the traffic signal and civil design plans for all works on Cobbitty Road shall be submitted to the RTA for consideration and approval prior to the release of any Construction Certificate by the Certifying Authority and commencement of any road or traffic signal works. The RTA fees for administration, plan checking, civil works inspection and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter into a Major Works Authorisation Deed (WAD) for the abovementioned traffic signal and civil works. The Works Authorisation Deed (WAD) will need to be executed prior to the RTA's assessment of the detailed design plans. The Construction Certificate shall not be released by the Certifying Authority until such time the WAD is executed.

5. The traffic signals and civil works on Cobbitty Road shall be fully constructed and operational prior to the release of any Occupation Certificate by the Principle Certifying Authority.
6. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
7. The developer shall pay an upfront fee to cover the costs of the operational maintenance of the proposed traffic signals for a period of 10 years, which shall be fully paid, prior to the release of the detailed signal design plan. The applicant will be advised of the amount of this fee upon submission of the detailed signal design plan.
8. No Stopping signs shall be provided on both sides of Cobbitty Road, which covers the entire frontage of the subject site. The No Stopping signs shall be referred to Council's Local Traffic Committee for review and approval.
9. 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.

The Roads and Traffic Authority (RTA) is responsible for speed management along all public roads within the state of New South Wales. That is, the RTA 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 RTA to install the 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, at least six (6) weeks prior to student occupation of the site, for review and approval by the RTA:

- 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:
  - School property boundaries
  - All adjacent road carriageways to the school property
  - All proposed school access points to the public road network and any conditions imposed / proposed on their use.
  - All existing and proposed pedestrian crossing facilities on the adjacent road network
  - All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings).
  - All existing and proposed street furniture and street trees.

For further information regarding the school speed zone, please contact the RTA's Speed Management Officer on 8849-2745.

10. School Zone signs and pavement marking patches must be installed in accordance with RTA's approval / authorisation, guidelines and specifications.
11. All School Zone signs and pavement markings must be installed prior to student occupation of the site.
12. All School Zone signs and pavement markings are to be installed at no expense to the RTA.
13. The Developer must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.
14. Following installation of all School Zone signs and pavement markings the Developer must arrange an inspection with the RTA for formal handover of the assets to the RTA. The installation date information must also be provided to the RTA at the same time.

**Note:** Until the assets are formally handed over and accepted by the RTA, the RTA takes no responsibility of the School Zones / assets.

15. All roadworks/regulatory signposting associated with the proposed development shall be at no cost to the RTA.

In addition to the above, the RTA provides the following advisory comments to Council for its consideration in the determination of the development application:

16. It is noted that the traffic report submitted with the current development application has not provided any information with regard to bus services and bus stops to service the proposed school. Council should consider requesting further information from the applicant with regard to provision of bus stops and associated laybacks and bus services associated with the proposed school.

17. Due to the changes required to the layout of the proposed development as a result of the requirement for a signalised intersection on Cobbitty Road, Council should consider requesting an amended layout of the development for review, prior to the determination of the development application.
18. The provision of off-street car parking and bicycle storage should be provided to the satisfaction of Council.
19. The layout of the proposed car parking areas, and driveway associated with the subject development (including, grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) should be in accordance with AS2890.1- 2004.
20. A Demolition and 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.
21. All vehicles are to enter and leave the site in a forward direction.
22. All vehicles should be wholly contained on site before being required to stop.

Any further enquiries in relation to this matter can be directed to Stella Qu on telephone 8849 2520.

Yours faithfully



James Hall

**A/Chairman, Sydney Regional Development Advisory Committee**

23 November 2010