

Our Reference: SYD12/00603
Your Reference: 445/2012
Contact: Stella Qu
Telephone: 8849-2520

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

SRDAC

The General Manager
Camden Council
DX 25807
CAMDEN

Attention: Ryan Prichard

**CONSTRUCTION OF ORAN PARK PRIMARY SCHOOL
THE NORTHERN ROAD, ORAN PARK**

Dear Sir/Madam,

Reference is made to Council's correspondence dated 14 March 2012 with regard to the abovementioned Development Application which was referred to Roads and Maritime Services (RMS) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) discussed the proposed development at its meeting held on 6 June 2012 and provides the following comments:

1. RMS advises that any consideration or request for the installation of Traffic Control Signals (TCS) at the intersections of Dick Johnson Drive/South Circuit and South Circuit/Road No. 22 are under separate approval mechanisms from RMS to determine if traffic signals are the most appropriate intersection control treatment. Any future proposal or request for TCS at sites within Oran Park will be considered separately by RMS when a technical justification, based on a warrant assessment, can be met or can be demonstrated. Current analysis indicates that TCS for the subject intersections, at this time, does not satisfy warrant criteria.

Nevertheless, although signals may not be installed now, provision should be made to ensure that the road geometry of any conceptual layout is in accordance with the relevant design guidelines for the provision of future possible TCS and predicted future requirements based on the modelling analysis undertaken.

2. Consideration should be given for the establishment of a road reservation at the north-west corner of the subject site to accommodate future traffic control device(s) at the intersection of Dick Johnson Drive/South Circuit which allows additional lane capacity at the intersection to be provided in the future upon installation of traffic signals if it is warranted. In this regard, alternative interim traffic facilities should be considered for this location.

Roads and Maritime Services of New South Wales

3. Concerns are raised with regard to insufficient road carriageway width of South Circuit for bus manoeuvring and parking activity to occur concurrently. In this regard, the travelling routes and turning paths of buses should be submitted to Council for review to ascertain optimal geometric layout of the roadway to service the schools.
4. Based on the long-term transport needs for Oran Park, a transport infrastructure implementation plan, as part of the school site should be considered and provided for road infrastructure staging. A staging plan should be provided to demonstrate how the staging infrastructure works will be provided to serve the development of the school site at different stages in an efficient and safe manner for all users.
5. Consideration should be given to minimise the number of vehicular accesses along South Circuit, especially along the southern side for the residential premises to minimise potential vehicular and pedestrian conflicts.
6. The drop off/pick up areas should be designed and provided to Council's satisfaction.
7. Pedestrian facilities and network pathways should be provided to Council's satisfaction. Consideration should be given to provide pedestrian link connectivity to the future Julia Creek pedestrian and bicycle paths.
8. 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.

Roads and Maritime Services (RMS) is responsible for speed management along all public roads within the state of New South Wales. That is, RMS 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 RMS to install the School Zone signs, flashing lights 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 RMS:

- 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 RMS's Speed Management Officer on 8849-2745.

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

Note: Until the assets are formally handed over and accepted by RMS, RMS takes no responsibility of the School Zone(s) / assets.

14. All works/regulatory signposting associated with the proposed development are to be at no cost to RMS.

In addition, RMS has provided the following comments to Council for its consideration in the determination of development application:

15. Car parking provision to Council's satisfaction.
16. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002.
17. 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.
18. All vehicles are to enter and leave the site in a forward direction.

Any inquiries in relation to this development application can be directed to Stella Qu on telephone 8849 2520 or via email at Stella.Qu@rms.nsw.gov.au.

In addition to the above, I wish to confirm the creation of a Working Party with representatives from Council, Landcom & RMS. The Working Party has been established to review the broader road infrastructure requirements for the precinct and agree on the traffic facility needs over the short & long term. It is anticipated the Working Party will establish an agreed way forward for future development and the associated road related infrastructure for the precinct.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Chris Goudanas', with a stylized, flowing script.

Chris Goudanas

Chairman, Sydney Regional Development Advisory Committee
Land Use Planning and Assessment Manager

31 July 2012