NSW GOVERNMENT | Education

Mr. Jason Maslen
Team Leader, School Infrastructure Assessments
Department of Planning Industry and Environment
GPO Box 39
SYDNEY NSW 2001

23 September 2021

Dear Mr Maslen

New Primary School at Murrumbateman (SSD-11233241)
Request for additional information

I refer to your letter dated 14 September 2021 requesting a response to the comments, including recommend conditions, made by Yass Valley Council (Council) in its letter dated 10 September 2021. Please find below the School Infrastructure NSW (SINSW) response to the key items.

1. Bus Bay on Barton Highway Frontage

The Barton Highway is a classified State road and is therefore managed by Transport for New South Wales (TfNSW). As noted in the *Response to Submissions Report* prepared by Mecone (August 2021), TfNSW in its initial response to the request for SEARs, which indicated a potential bus bay on the Barton Highway, responded they would not permit a school bus stop on the Barton Highway, stating that:

> *TfNSW will not permit the inclusion of a school bus stop and pedestrian access to the proposed development from the Barton Highway. In order to be consistent with clause 101(2)(a) of State Environmental Planning Policy (Infrastructure) 2007, all vehicular access to the site is to be from Fairly (sic) Street.*

TfNSW confirmed this position in its response to the exhibited EIS and in follow-up correspondence to School Infrastructure during preparation of this RtS (see **Attachment A** for TfNSW response to the exhibited EIS). The correspondence notes that:

> *No vehicular or pedestrian access is proposed directly to the Barton Highway. This is consistent with the provisions of SEPP (Infrastructure).*

Provision of a bus bay on the Barton Highway was also discussed at a meeting on 12 July 2021 with representatives of Council and TfNSW. Following this meeting, TfNSW confirmed that it was not appropriate to provide a bus stop and pedestrian access on the Barton Highway.

Further, we note it is usual practise for the Department to publish government agency comments on SEARs, however the TfNSW advice is not on the major project register.

2. Pedestrian Pathway and Right of Carriageway

SINSW has considered Council's request to extend the right of carriageway to include the pedestrian access to 47 Rose Street. This request to enable uncontrolled public pedestrian access through school property is not supported by SINSW to ensure the safety of staff and students, and to protect Department of Education property.

3. Construction Management

- Contractor Parking – A *Construction Traffic and Pedestrian Management Sub-Plan* will be submitted with the *Construction Environmental Management Plan* to the Department prior to commencement of construction and can be made available to Council.
- Saturday work hours – The project is unable to accept not working on Saturdays. The project is one within a portfolio of stimulus projects being delivered by SINSW to support the economic recovery of COVID-affected regions through job growth and creation. To achieve that aim it is essential that the revenue associated with the project is expended into COVID-affected economies as soon as possible, which will include working on Saturdays (among other strategies being deployed by SINSW). Note that the construction site is not anticipated to run at full capacity on Saturdays, however, the ability to work on Saturdays will provide an avenue to mitigate against the impact of possible future COVID restrictions on construction activities. It is also noted that the site is not adjacent to any residential housing and therefore will cause limited noise disruption to residents. Concerns over project-related parking can be addressed in the future management plans referred to in the point above.

4. Traffic Generation and Intersection Upgrades

Overall, it is considered that the traffic impact associated with the School has been adequately assessed, and based on the assessment undertaken, it is evident that the additional traffic generated by the school does not warrant any intersection upgrades.

Further details in response to the concerns raised by Council in relation to traffic generation and intersection upgrades are as follows:

Fairley Street / Barton Highway

As noted in the *Transport Assessment* prepared by the Ason Group (10 June 2021) submitted with the EIS, the key intersections analysed are anticipated to perform at good levels of operation during the school morning and afternoon peak periods with or without the presence of the school. The assessment notes that the Barton Highway / Fairley Street intersection currently operates at Level of Service (LoS) B and all other adjacent intersections modelled operate at LoS A.

The analysis indicated that for the 2023 year and 2033 year with a 2% compounded growth, that the key intersection of Barton Highway / Fairley Street would continue to operate at LoS B, whilst the remaining intersections would continue to operate at LoS

A. All adjacent intersections will continue to operate with ample spare capacity once the school is in operation and a maximum 95th percentile queue of 1 metre during the morning school peak of the 2033 future horizon year at the Barton Highway / Fairley Street intersection. All of the associated 'degree of saturation' levels are well below 1, which suggests that the network is operating under capacity.

The SIDRA-modelled movement summaries attached to the *Transport Assessment* indicates little delay or queuing to right turn movements onto the Barton Highway.

The *Transport Assessment* provided additional sensitivity analysis with a conservative 3% compounded growth to traffic for the 2023 year and 2033 year. Once again, movement summaries indicated that the right turning movements out of Fairley Street onto the Barton Highway for 2033 will have an average delay of 25 seconds (AM Peak) and 16.8 seconds (PM Peak), with queue length of 3.6m in the worst case scenario.

The modelled LoS, delay and queue lengths are considered to be satisfactory in accordance with the RMS Level of Service Guidelines and do not warrant any intersection upgrades as a consequence of the school development.

Hercules Street / Barton Highway

Due to Council's concerns over the potential queuing and delay for right turn movement from Hercules Street onto the Barton Highway as a result of the school development a further SIDRA analysis has been prepared. Ason Group has conservatively modelled this intersection based on all movements performing a right turn out of Hercules Street onto the Barton Highway.

The following table summarises the performance of the Hercules Street approach / right turn movement during the AM peak based on the SIDRA analysis:

	Time Period	Level of Service	95th percentile queue (m)	Average Delay (seconds)	Degree of Saturation
2023 (3% growth) + Development Traffic	AM	LoS B	4.1	25.9	0.340
2033 (3% growth) + Development Traffic	AM	LoS C	4.6	28.6	0.383

The results of the SIDRA analysis further reinforces that, even with the introduction of bus movements, and by assigning all vehicle movement to right turn movement out of the Hercules Street intersection, the intersection continues to operate at LoS C in the 'worst case' scenario (with the modelling assuming a 3% compounded growth over 12 years applied to the background traffic). LoS C is considered satisfactory in accordance with the RMS Level of Service Guidelines.

The expected, and more realistic scenario is for delays and queue lengths to be more akin to the scenario modelled for 2023.

Based on the analysis, it is not considered that an intersection upgrade at Hercules Street / Barton Highway is required.

The detail of the additional SIDRA analysis movement data is provided as **Attachment B**.

South Street / Barton Highway

As noted in the *Transport Assessment,* the traffic analysis prepared assumed that traffic associated with the on-site 'Kiss and Drop' is largely expected to arrive via the Fairley Street / Barton Highway intersection – due to a shorter travel time – rather than by alternative routes.

It is understood that Council is also concerned that the future school bus departing from the Fairley Street bus stop may travel along Rose Street onto South Street. Details of the future bus route are subject to on-going engagement with TfNSW, and its appointed bus operator, which will typically consider the following in the planning of school bus routes:

- further safety assessments to be conducted by the bus operator
- level of uptake of the School Student Transport Scheme, and
- location of students enrolled at the school.

The likely traffic impact at the South Street / Barton Highway intersection associated with the school is considered to be limited and does not warrant additional upgrade based on the analysis undertaken.

Fairley Street / Rose Street and North Street / Rose Street Intersections

Council has raised concerns over the need to upgrade the Fairley Street / Rose Street and North Street / Rose Street intersections.

To investigate these concerns, Ason Group has undertaken a review of:

- the traffic survey data collected
- projected traffic, pedestrian and cyclist movements expected for the initial operation of the School
- the level of traffic, including the increase in traffic associated with the School, and
- likely increases in pedestrian movement based on de-personalised data

Based on its analysis, Ason Group has determined that the intersections of Fairley Street / Rose Street and Rose Street / North Street do not meet the reduced warrants as per the TfNSW Supplement to AS1742.10 (Version 3.1, 16 March 2021) for the installation of pedestrian crossings.

The volume of traffic and SIDRA analysis prepared and documented in the *Transport Assessment* prepared by Ason Group also confirmed that these intersections will continue to function well in both 2023 and 2033 model years.

It is further noted that a Road Safety Audit has also been commissioned to review the SSD design, and the *Transport Assessment* and *Preliminary School Travel Plan* prepare by Ason Group, and found no requirement to upgrade the two intersections concerned.

If you have any further queries please do not hesitate to contact the undersigned or Sarah Kelly on 0419 125 237.

Yours sincerely,

L. MacDonald

Lachlan MacDonald
Senior Project Director
School Infrastructure NSW

Attachments:

- Attachment A: TfNSW response to the exhibited EIS
- Attachment B: Ason Group SIDRA Movement Summary (Barton Hwy & Hercules Street)

Attachment A - TfNSW response to the exhibited EIS

NSW Department of Education
Level 8, 259 George Street Sydney NSW 2000 GPO Box 33 Sydney NSW 2001 T 02 9273 9200
www.schoolinfrastructure.nsw.gov.au

SWT20/00150
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16 July 2021

The Manager
Department of Planning Industry & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Navdeep Shergill

SSD 11233241 – PROPOSED PRIMARY SCHOOL, LOT 302 DP1228766, FAIRLEY STREET, MURRUMBATEMAN.

I refer to your correspondence regarding the subject Application which was referred to Transport for NSW (TfNSW), for assessment and comment.

From the information provided it is understood that the proposal is for the establishment of a primary school with a student capacity of approximately 370 students with associated facilities (car parking, play areas, fencing, bus bay, kiss and ride facilities, etc). The subject site has frontage to Fairley Street and the Barton Highway within a 50 km/h speed zone. The Barton Highway is a classified "state" road.

In relation vehicular and pedestrian traffic matters the application is supported by an Environmental Impact Statement prepared on behalf of the Department of Education by Mecone dated June 2021, a Traffic Impact Assessment prepared by Asongroup dated June 2021 and a Preliminary School Transport Plan prepared by Asongroup dated June 2021.

TfNSW has completed an assessment of the DA, based on the information provided and focussing on the impact to the state road network. Based on the documentation submitted TfNSW notes the following in relation this application:

- No vehicular or pedestrian access is proposed directly to the Barton Highway. This is consistent with the provisions of SEPP (Infrastructure) as noted in table 5.2 of the Environmental Impact Statement;
- The development of the site as a school has been developed and considered in the supporting documentation on the basis of vehicular and pedestrian access to Fairley Street and pedestrian/cycling access via the shared pathway network along the southern boundary of the site;
- Fencing is to be located around the school grounds with gateways to defined access arrangements for pedestrians to the school grounds and deny access from the road reserve of the Barton Highway;
- The development is to provide for 40 car parking spaces and kiss and drop facilities on site. Consideration should be given to the use of this kiss and drop area for buses to utilise for school excursions outside of the peak times for the kiss and drop facility;

- A bus is to be provided on Fairley Street. The supporting documentation states that Students are to be escorted and supervised when using the bus facilities. Operational measures are required to be implemented to comply with this commitment for the lifetime of the school;
- Operation of the kiss and ride facility relies on a turnover of a maximum of 2 minutes per vehicle. Operational measures are required to be implemented to ensure this turnover for the lifetime of the school;
- Vehicular access to the site is proposed from Fairley Street which is accessed via its intersection with the Barton Highway. The intersection is constructed with a Channelised Right Turn (CHR)/ Auxiliary Left Turn (AUL) intersection treatment. The assessment of the potential traffic impact on this intersection has been undertaken and advises tah the intersection can accommodate the additional traffic loading;
- Pedestrian access is proposed via the frontage of the site to Fairley Street and the existing shared pathway network provided to the southern boundary of the subject site. The development promotes the use of the shared pathway for pedestrian and cycling access to the school;
- The School Transport Plan (STP) has been submitted as a preliminary document and would require further consultation and development prior to adoption. This is to be finalised in consultation with the relevant bodies prior to occupation and operation of the premises as a school;
- The TIA identifies that the operational requirements for occasional use of the Oval on the eastern side of the Barton Highway would be addressed in the School Travel Plan as part of the SSDA.
- The school buildings and play areas have been landscaped and orientated away from the Barton Highway to minimise interaction with and distraction for motorist on the Barton Highway;
- Digital signage is to be located and oriented to Fairley Street. No signage is proposed to be orientated towards the Barton Highway;
- a proposed bypass of Murrumbateman has been proposed for the future with the preferred corridor for the bypass being located to the east and remote from the proposed school site. The proposed timing for the construction of the bypass is not finalised at this stage.
- Written authorisation is required from Transport for NSW to install the School Zone and any associated signs and pavement markings. The final details for the establishment of the school zone will need to be further discussed with Transport for NSW.

TfNSW emphasises the need to minimise the impact of proposed development on the existing public road network and maintain the level of safety, efficiency and maintenance along the road network. As the proposed development has frontage to the Barton Highway within a 50 km/h speed zone the following suggested conditions are appropriate for road safety reasons.

Transport for NSW has assessed the Application based on the documentation provided and would raise **no objection subject to conditions** on the basis that the Consent Authority considers the points outlined above in its assessment of the applications and ensures that the development is undertaken in accordance with the information submitted as amended by the inclusion of the suggested conditions listed in **Attachment 1.**

TfNSW highlights that in determining the application it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary (proposed or deemed necessary) to the development. This may include the need for further environmental assessment for any ancillary road works.

Upon determination of this matter, please send a copy of the Notice of Determination to development.south.west@transport.nsw.gov.au.

Any enquiries regarding this correspondence may be referred to Maurice Morgan, TfNSW (South Region), phone (02) 6923 6611.

Yours faithfully

Maurice Morgan
Team Leader, Development Services South

Attachment 1

1. The following requirements shall be complied with in relation to the implementation and maintenance of the School Zone;'
   a A school zone that complies with current TfNSW requirements is required to be implemented within the adjoining road network. The developer/landowner shall provide details on the school zone and the associated speed zone reductions (e.g. location of required signage, pavement marking, etc) to TfNSW for approval at least 12 weeks prior to occupation of the site. The developer/landowner should liaise with the TfNSW Community Partnering South East Tablelands Precinct Team regarding the above (Vanessa Wilson, Senior Manager Community and Place Partner – 4253 2618).
   b Installation of all required/approved school zone signage, speed management signage and pavement markings is to be undertaken as part of the development and are to be in place prior to occupation/use of the development as a school.
   c Following installation of school zone signage, speed management signage and associated pavement markings, as required by condition 2 above, the developer/landowner must arrange an inspection with TfNSW for formal approval/handover of assets. The handover of assets must occur prior to the commencement of occupation of the development.
   d The approved school zone shall be maintained in accordance with approvals issued by TfNSW for the life of the development.

2. The indented bus bay on Fairley Road shall comply with Austroads Guide to Road Design (2021) Part 3: Geometric Design (refer to Figure 4.63). Before finalising the indented bus bay design contact shall be made with the TfNSW Rural and Regional Contracts team (Tanya Jennison, Commercial Manager Southern Region – 4253 2683) to discuss the number of buses required to service the site and the suitability of the indented bus bay (e.g. its length to cater for the required/determined number of buses).

3. The following requirements shall be complied with in relation to the implementation of the School Travel Plan ;
   a Prior to occupation of the school premises the Travel Plan shall be finalised in consultation with Council and Transport for NSW,

   Note: Transport for NSW has developed a Travel Plan Toolkit designed for developing and implementing a Plan. This toolkit provides the steps, templates and resources for developing a Travel Plan and may be accessed at: https://www.mysydney.nsw.gov.au/travelchoices/tdm.
   b The plan shall address the operational and supervision requirements and route for access of school children to the oval on the eastern side of the Barton Highway,
   c Every 6 months the operation of the travel plan shall be reviewed with the travel plan being updated annually. As part of updating the travel plan consultation should be had with Council, TfNSW and the school community/parents.

4. The following requirements shall be complied with in relation to the implementation of the Bus Services
   a Before the commencement of construction the NSW Department of Education shall contact the TfNSW Rural and Regional Contracts team and provide the required information to enable the school to be registered on the School Student Transport Scheme (SSTS) portal which will allow students to enrol for a bus pass.
   b A minimum of 8 months before the occupation/use of the development as a school, the NSW Department of Education shall contact the TfNSW Rural and Regional Contracts team to enable discussions with bus operators. This is required to ascertain whether TfNSW can vary existing school bus routes under a Bus Service Alteration Request (BSAR) with existing buses or determine if a new service is required.

5. Any new pedestrian crossing to be provided should be raised to slow vehicle speed in line with the safe systems approach (i.e. wombat crossing). The design should comply with Austroads Guide to Road Design and Guide to Traffic Management including applicable supplements. The details on any proposed pedestrian crossings shall be submitted to the Yass Valley Council Local Traffic Committee for review and comment before the submission of a detailed design to Council as part of obtaining Section 138 approval under the Roads Act 1993.

6. A Traffic Management Plan shall be prepared for construction activities and submitted prior to the commencement of works. The management plan is to address access and parking and maintain safe access for pedestrians and cyclists and access and parking for vehicles to meet the continued operational needs of the current hospital facility. The Plan shall include, but not be limited to, the following matters which are to be addressed by suitably qualified person(s):
    a Construction traffic access to the site with no access available from the Barton Highway
    b Strategies to manage traffic volumes and movement anticipated during construction activities.
    c management of loading and unloading of materials on the development site and not from the adjoining road reserves;
    d Identify strategies and procedures for the parking of construction worker vehicles that will minimise impact on existing parking availability within the area.
    e measures to minimise the impact of construction traffic on the surrounding road network including the restriction on access for large vehicles during the morning and afternoon peak traffic periods along the Barton Highway.
    f Complaint management and contingency measures.

7. Works associated with the proposed development shall be at no cost to Transport for NSW.

Attachment B – Ason Group SIDRA Movement Summary (Barton Hwy & Hercules Street)

NSW Department of Education
259 George Street Sydney NSW 2000 GPO Box 33 Sydney NSW 2001 T 02 9273 9200
www.schoolinfrastructure.nsw.gov.au

MOVEMENT SUMMARY

Site: 101 [2023 AM Base - Barton Highway x Hercules Street 3% + DT (Site Folder: 2023 AM Base 3% + Development Traffic)]

Network: N101 [2023 AM Base 3% + Development Traffic (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Barton Highway														
1	L2	25	12.5	25	12.5	0.230	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	58.7
2	T1	407	7.5	407	7.5	0.230	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	58.7
Approach		433	7.8	433	7.8	0.230	0.4	NA	0.0	0.0	0.00	0.03	0.00	58.7
North: Barton Highway														
8	T1	602	5.8	602	5.8	0.319	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	26	8.0	26	8.0	0.024	7.3	LOS A	0.0	0.3	0.48	0.63	0.48	47.5
Approach		628	5.9	628	5.9	0.319	0.4	NA	0.0	0.3	0.02	0.03	0.02	59.4
West: Hercules Street														
10	L2	1	0.0	1	0.0	0.340	9.9	LOS A	0.5	4.1	0.86	0.99	1.05	15.5
12	R2	73	14.5	73	14.5	0.340	25.9	LOS B	0.5	4.1	0.86	0.99	1.05	26.7
Approach		74	14.3	74	14.3	0.340	25.7	LOS B	0.5	4.1	0.86	0.99	1.05	26.6
All Vehicles		1135	7.1	1135	7.1	0.340	2.0	NA	0.5	4.1	0.07	0.09	0.08	55.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2033 AM Base - Barton Highway x Hercules Street 3% + DT (Site Folder: 2033 AM Base 3% + Development Traffic)]

Network: N101 [2033 AM Base 3% + Development Traffic (Network Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Barton Highway														
1	L2	24	4.3	24	4.3	0.237	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.7
2	T1	423	7.5	423	7.5	0.237	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	58.7
Approach		447	7.3	447	7.3	0.237	0.3	NA	0.0	0.0	0.00	0.03	0.00	58.7
North: Barton Highway														
8	T1	626	5.9	626	5.9	0.332	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	27	7.7	27	7.7	0.026	7.4	LOS A	0.0	0.3	0.48	0.64	0.48	47.4
Approach		654	6.0	654	6.0	0.332	0.4	NA	0.0	0.3	0.02	0.03	0.02	59.4
West: Hercules Street														
10	L2	1	0.0	1	0.0	0.383	11.0	LOS A	0.6	4.6	0.88	1.01	1.11	14.4
12	R2	76	13.9	76	13.9	0.383	28.6	LOS C	0.6	4.6	0.88	1.01	1.11	25.5
Approach		77	13.7	77	13.7	0.383	28.4	LOS B	0.6	4.6	0.88	1.01	1.11	25.4
All Vehicles		1178	7.0	1178	7.0	0.383	2.2	NA	0.6	4.6	0.07	0.09	0.08	55.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.