

Hansen Yuncken
Sydney Corporate Park
Building 1, L3, 75-85 O'Riordan Street
Alexandria NSW 2015

Attn: Paul Todhunter – Project Manager

RE: Murrumbateman Public School SSD RFI

Dear Paul

Reference is made to the response to submissions from Yass Valley Council, Transport for NSW (TfNWS) and NSW Department of Planning, Industry and Environment (DPIE) with respect to SSDA submission for the new school in Murrumbateman (Reference SSD – 11233241). Our responses to the submissions are provided in the table below.

Further to the comments below, DPIE have queried the width of the footpath leading to/from the Bus Bay along Fairley Street and the overall pedestrian management in the area. Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling provides guidance on the suggested width requirements for pedestrian footpaths. It states that the clear footpath widths are dependent on the following factors:

- If high pedestrian volumes are anticipated
- If the pedestrian path is adjacent to a traffic or parking lane
- If the pedestrian path is combined with bicycle facilities
- If the pedestrian path is to cater for people with disabilities
- Of overtaking of path users is expected.

The submitted plans showed a pedestrian footpath leading to/from the proposed bus bay on Fairley Street with a clear width of 2.5m.

A fence has since been proposed to be installed along the length of the pedestrian footpath leading to/from the proposed bus bay on Fairley Street to the school. The fencing installation will reduce the clear width of the footpath to 2.3m.

The reduced footpath width is wider than the required minimum for wheelchair users to pass and marginally below the suggested minimum of 2.4m which allows for high pedestrian volumes, as stipulated in Table 5.1: Width Requirements for pedestrian paths of Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling.

Given that the majority of cyclists will be utilising the southern entrance and that the proposal provides at least two entrances to/from the school, the reduction in width is not expected to significantly impact on the pedestrian usage of the footpath.

As such, the width of the pedestrian path is sufficient to cater for the anticipated pedestrian movements associated with the proposed new school in Murrumbateman.

The Final STP will include operational management procedures regarding the staff responsibilities with respect to the supervision of students between the school and the proposed bus stop on Fairley Street. It is also noted that recent school infrastructure projects allow for the engagement of personnel to act in a School Travel Co-Ordinator role for the initial 13 months post opening to assist with the implementation of the School Travel Plans.

Submissions		
No.	Yass Valley Council Submission	Ason Response
1.1	<p>School Bus Bay</p> <p>While Council's preference has always been that it be accommodated on site, it is recognised that the limited area of the site constrains this option. We continue to urge TfNSW to reconsider the option of an indented bus bay on the Barton Highway frontage, with pedestrian barriers. This would allow a bay of sufficient length to accommodate buses, and not require staggering of bus arrival times or queuing elsewhere on the road network. It would also allow children to wait on the school grounds prior to bus arrival, thus providing options for weather shelter as well as removing the requirement for students to be accompanied by staff off the school grounds. Council would be supportive of the existing bus stop/shelter located immediately to the south on the Barton Highway to be removed and replaced with this bay, which could also be utilised by other (commuter) public transport buses in the evening en route to Yass.</p> <p>Council is concerned about the student safety issue which will be created by students having to cross the Murrumbateman Health Hub driveway/carpark to get to and from buses. Again, this would rely on staff supervision off site of every child travelling by bus- which in our experience in other schools in the Yass Valley, is not guaranteed. In addition Fairley Street is a very narrow street, which was not designed to accommodate a bus bay and the associated movements associated with it. There are also commercial developments proposed on the site adjacent to the Health Hub which will also increase traffic conflicts at this point.</p> <p>Council is concerned with buses and other vehicles exiting back onto the Barton Highway turning right (south). While the traffic study indicates there is some spare capacity at these intersections, the wait times – particularly in the mornings will be significant, especially at Hercules Street, given the traffic volumes travelling into Canberra for work each day. Council urges consideration of upgrades to the intersection of Barton Highway and Hercules Street to support the buses and other vehicles turning right at this location.</p>	<p>TfNSW in their initial response to the SEARs (dated 4 December 2020) provided the following with respect to access to/from Barton Highway:</p> <p><i>"In regards to this proposal the primary interests for TfNSW are in the road network, traffic and transport issues and the safety of road users accessing and passing the proposed development on the Barton Highway. For this reason 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 Street."</i></p> <p>This position was again clarified by TfNSW letter dated 16 July 2021 (SWT20/00150, SF2-2-/219826).</p> <p>On this basis, the proposed bus stop is to remain along Fairley Street.</p> <p>The Final STP will include operational management procedures regarding the staff responsibilities with respect to the buses. It is also noted that recent school infrastructure projects allow for the engagement of personnel to act in a School Travel Co-Ordinator role for the initial 13 months post opening to assist with the implementation of the School Travel Plans.</p> <p>In relation to the intersection of the Barton Highway / Hercules Street intersection, it is noted that based on the assessment prepared, the school is likely to attract 3 buses to service the school in the medium term (i.e., Year 3 – 5 post school opening). This equates to 6 additional movements at the intersection of Barton Highway / Hercules Street intersection. This level of additional traffic does not warrant the upgrading of the intersection of Barton Highway / Hercules Street intersection as part of the proposed school project.</p>
1.2	<p>South Pedestrian Entry</p> <p>This entry location is subject to resolution of the existing Aboriginal Land Claim over the Crown Land where there is an existing pedestrian path. From our discussions with NSW Crown Lands, it is understood it applies to LOT:7300 DP:114411. In the event that this claim is successful, access from this point is not available.</p> <p>While locating an entry here provides connectivity into the older established part of the Murrumbateman community, the location of the bicycle parking/storage adjacent to the southern gate presents a security concern, as there will be no surveillance of this area- particularly during class times. It is suggested that this bicycle parking be relocated adjacent to Block C.</p>	<p>The bicycle storage location has been relocated, near Block C.</p> <p>With respect to security, the bicycle parking is located within the fenced area of the school and therefore is considered to be secure, with video surveillance or similar installed.</p>
No.	TfNSW Submission	Ason Response
1	<p>School Zone</p> <p>The following requirements shall be complied with in relation to the implementation and maintenance of the School Zone;</p> <p>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</p>	<p>A school zone shall be implemented as per the requirements, submitted to TfNSW for approval at least 12 weeks prior to occupation of the site.</p>

	<p>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).</p> <p>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.</p> <p>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.</p> <p>d) The approved school zone shall be maintained in accordance with approvals issued by TfNSW for the life of the development.</p>	
2	<p>Indented Bus Bay on Fairley Street</p> <p>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).</p>	<p>The indented Bus Bay on Fairley Street shall comply with Austroads Guide to Road Design (2021) Part 3: Geometric Design (figure 4.63).</p>
3	<p>School Travel Plan</p> <p>The following requirements shall be complied with in relation to the implementation of the School Travel Plan ;</p> <p>a) Prior to occupation of the school premises the Travel Plan shall be finalised in consultation with Council and Transport for NSW,</p> <p>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.</p> <p>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,</p> <p>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.</p>	<p>The STP shall be finalised in co-ordination with the appointed School Principal, Council and TfNSW and submitted as a Final to both agencies.</p> <p>Reviews shall be conducted as required by Condition of SSD.</p>
4	<p>Bus Services</p> <p>The following requirements shall be complied with in relation to the implementation of the Bus Services:</p> <p>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.</p> <p>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.</p>	<p>Noted – will be completed as requested.</p>

5	<p>Pedestrian Crossings</p> <p>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.</p>	Any new pedestrian crossing shall be provided as raised crossings (wombat crossings) and designed in accordance with the Austroads Guide to Road Design and Guide to Traffic Management, including applicable supplements.
6	<p>Traffic Management Plan</p> <p>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):</p> <p>a) Construction traffic access to the site with no access available from the Barton Highway</p> <p>b) Strategies to manage traffic volumes and movement anticipated during construction activities.</p> <p>c) management of loading and unloading of materials on the development site and not from the adjoining road reserves;</p> <p>d) Identify strategies and procedures for the parking of construction worker vehicles that will minimise impact on existing parking availability within the area.</p> <p>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.</p> <p>f) Complaint management and contingency measures.</p>	A Traffic Management Plan shall be prepared in accordance with these requirements and submitted to the relevant authorities for approval.
7	Works associated with the proposed development shall be at no cost to Transport for NSW.	Noted. Works shall be at no cost to Transport for NSW
No.	DPIE Submission	Ason Response
1	<p>The Environmental Impact Statement (EIS) identifies that the existing on-site carpark is to be used to cater for construction worker parking demand and that off-street parking is minimised. The Response to Submissions (RtS) must further address potential construction vehicle parking impacts in the instances where there is likely to be overflow on-street parking required, the capacity of the surrounding streets and measures to ensure that construction worker parking does not detract significantly from existing on-street parking supply.</p>	<p>Hansen Yucken anticipates having approximately:</p> <ul style="list-style-type: none"> 30 workers on site during early works such as earth works and building footings 80 workers average on site during the main works 40 workers on site during commissioning and defects. <p>The area of site to be retained for the staff carpark will be used for contractor parking and can accommodate approximately 25-30 car spaces depending on scheduling and whether double height construction sheds can be erected on site.</p> <p>Contractors will be encouraged to carpool to site whenever possible to reduce impact on existing on-street parking.</p> <p>During the main works phase HY is exploring options to have workers park across the Barton Highway in the Murrumbateman Oval parking which is extensive and lightly used during weekdays.</p>

2	The RtS must provide further justification for the assumed trip distribution rates set out in the EIS	<p>The assumed trip distribution rates were formulated based on:</p> <ol style="list-style-type: none"> 1. trip distribution based on traffic survey data 2. location of students based on de-personalised data provided by SINSW
3	The RtS must provide an updated assessment on the current pedestrian footpath network servicing the walking catchment of the development and identify areas that are required to be updated to service the requirements	Please refer to the Mecone Planning Response.
4	Given the high reliance on private vehicle trips, the RtS must include details of further investigation for the provision of additional school bus services to service the site or other measures to increase the non-private vehicle trip mode share. Consultation with bus providers must be undertaken.	Consultation with bus providers commenced in March 2021. Multiple contacts made with the nominated representative of TfNSW. Consultation will require a defined enrolment catchment, as well as refinement of potential catchment.

For any queries regarding this correspondence, please contact Tanya Chen, Wendy Zheng or the undersigned on (02) 9083 6601.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dora Choi', with a stylized flourish at the end.

Principal Lead – Traffic Management & Operations

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