

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 that 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 motorists 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

A handwritten signature in blue ink, appearing to read 'Maurice Morgan', with a stylized flourish at the end.

Maurice Morgan
Team Leader, Development Services South

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/tgm>.
 - 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.