

10 March 2025

File No: NTH24/00651/003

Your Ref: DA2024-60

General Manager
Muswellbrook Shire Council
PO Box 122
MUSWELLBROOK NSW 2333

Attention: Hamish McTaggart

DA2024-60, New K-12 Educational Establishment, Lot 11 DP1261496, 72-74 Maitland Street Muswellbrook

Thank you for referring the abovementioned Development Application to Transport for NSW (TfNSW) on 14 February 2025 for advice in accordance with Section 3.58 of State Environmental Planning Policy (Transport and Infrastructure) 2021.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy*.

Maitland Road (HW9), also known as the New England Highway, is a classified (State) road. Council is the roads authority for this road and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the additional information provided addressing matters raised in TfNSW previous correspondence dated 24 September 2024. TfNSW is unable to properly assess the potential impacts on the transport network due to insufficient information. TfNSW has identified the following matters for further consideration:

1. There is the potential for parents to drop-off and pick-up children from the shoulder of the New England Highway adjacent to Rutherford Road to avoid the school pick-up/drop-off area. It is likely that these children will cross the New England Highway unsafely, posing a significant safety concern.

As such, the Transport Type 5 Barrier Fence should be extended along the entire length of the median from Thompson Street to Rutherford Road.

2. The catchment area shown in the TIA indicates that 35% of students reside to the north of the site. These students can only access the site entrance via the Sydney Street / New England Highway intersection, and the Bell Street / New England Highway intersection. TfNSW notes that these intersections have not been modelled. Council should be satisfied that all relevant intersections have been considered and assessed.
3. Confirmation of the location of the proposed fencing should be clearly noted on the plans, and details regarding the current and proposed Over Size Over Mass (OSOM) clearance is still necessary for TfNSW to understand whether there will be impacts for

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the OSOM network. Further consultation may be required with Council and TfNSW regarding the location of the fence due to the vegetation in the median.

4. Details on the potential noise impacts from the New England Highway freight corridor have not been provided to TfNSW for review.
5. TfNSW notes there are existing “Loading Zone” and “No Stopping” signage along the frontage of the site. Council should be satisfied of these arrangements and details of the signage should be shown in the plans.
6. The construction of the new bus bay will require a geotechnical investigation. Any new pavement will be subject to a TfNSW Pavement Approval.
7. All new Drainage on Maitland Street will need to be designed and constructed in accordance with TfNSW QA Specification R11 Stormwater Drainage.
8. All new Kerb work on Maitland Street will need to be designed and constructed in accordance with TfNSW QA Specification R15 Kerbs and Channels (Gutters).
9. Removal of TfNSW sealed pavement is to be minimised as much as practical. Any pavement restoration that may be required is to be deeplift asphalt in accordance with TfNSW QA Specification R116 Heavy Duty Dense Graded Asphalt.

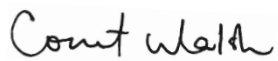
ADVICE TO CONSENT AUTHORITY

- The TIA outlines that a five-point manoeuvre is required for busses to exit designated parking bays in an emergency. Council should be satisfied that this is appropriate.
- The driveway/access(es) are to be constructed to Council standards.
- The delivery timeframe for the Muswellbrook Bypass is not yet confirmed. As such, Council should be satisfied that appropriate acoustic treatments identified by the noise assessment will be delivered as part of construction.
- The location of new bus stops should be provided by the school and are typically delivered by local council with input from TfNSW and local bus operators.
- As road works are required on Maitland Road (HW9), TfNSW will exercise the functions of the roads authority in accordance with Section 64 of the *Roads Act 1993* and require the developer to enter into a Works Authorisation Deed (WAD) with TfNSW. The applicant should ensure the strategic design for the works is prepared in accordance with TfNSW [Strategic Design Fact Sheet](#).

TfNSW is available to review any further information submitted in relation to the development application or to meet with Council and the Applicant to further discuss TfNSW comments. Should you require further information please contact Shelby Wells, Development Services Case Officer, on 1300 207 783 or 0429 155 086 or by emailing development.north@transport.nsw.gov.au

Yours faithfully

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Court Walsh
Team Leader Development Services
Transport Planning
Planning, Integration & Passenger

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