

19 March 2024

TfNSW reference: STH24/00156
Your reference: DA10.2024.5.1 (CNR-66076)

Senior Town Planner
Murray River Council
By Email: cobrien@murrayriver.nsw.gov.au
CC: admin@murrayriver.nsw.gov.au

Attention: Chris O'Brien

DA10.2024.5.1 (CNR-66076) – Proposed New K-7 Educational Establishment – 'Blessed Carlo Catholic College' – Lot 76 DP751159 – Corner of Lignum Road and Kiely Road, MOAMA

Dear Chris,

Transport for NSW (TfNSW) is responding to the DA10.2024.5.1 referred on 26 February 2024.

TfNSW has reviewed the information and has no objections to the proposed development provided the conditions in Attachment 1 are included in the development consent.

TfNSW notes that in determining the application under Part 4 of the *Environmental Planning & Assessment Act 1979* it is the consent authority's responsibility to consider the environmental impacts of any road works that are ancillary to the development (such as removal of trees, relocation of utilities, stormwater management, etc). Depending on the nature of the works, the Council may require the developer to submit a further environmental assessment for any ancillary road works.

On Council's determination of this matter, please forward a copy of the Notice of Determination to TfNSW. If you have any questions, please contact me on 0417 508 107 or email development.south@transport.nsw.gov.au.

Yours faithfully



Cam O'Kane
Case Officer, Development Services South

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DA10.2024.5.1 (CNR-66076) – Proposed New K-7 Educational Establishment – 'Blessed Carlo Catholic College' – Lot 76 DP751159 – Corner of Lignum Road and Kiely Road, MOAMA

Context

TfNSW notes for this DA:

- The key state road is the Cobb Highway. The site is remote from the classified road network and has frontage to Lignum Road & Kiely Road which are classed as local roads within a 50 kmh speed zone;
- Council is seeking advice from TfNSW to assist in its assessment under clause 3.58 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*;
- The development proposes construction and operation of a new educational establishment, known as Blessed Carlo Catholic College, to cater for K-7 students. The school is to be developed to accommodate a total of 120 students including COLA, carparking, bus bays and associated landscaping as per **Attachment 2**;
- The proposal is supported by a Statement of Environmental Effects (SEE) prepared by Salvestro Planning dated December 2023 and a Traffic Impact Assessment Report (TIA) prepared by TrafficWorks Pty Ltd dated October 2022;
- The SEE states that vehicular access to the school is proposed for Lignum Road as Kiely Road has been identified as a future open space corridor. Physical measures shall be installed and maintained at Kiely Road intersections to ensure that vehicular access directly to the subject site from Kiely Road is denied;
- The TIA anticipates that the proposed school will generate 321 vehicles per hour (VPA) in the AM Peak and 255 VPA during the PM Peak;
- TfNSW notes that upon completion of the Arthurs Estate development, students from the east of the Cobb Highway may utilise the intersection of Boyes Road/Nicholas Drive with the Cobb Highway when travelling to the proposed school. The TIA anticipates the proposed school (when fully developed) will contribute 8% of the movements towards the total volume of traffic and the aforementioned intersection;
- Consideration should also be given to active travel routes including safe pedestrian crossings to assist students who live east of the Cobb Highway to travel to the proposed college. TfNSW notes the existing crossing to the north of the intersection of the Cobb Highway with Boyes Street / Nicholas Drive.

General Conditions

1. The following requirements shall be complied with in relation to the implementation and maintenance of the School Zone at full cost to the development;
 - 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

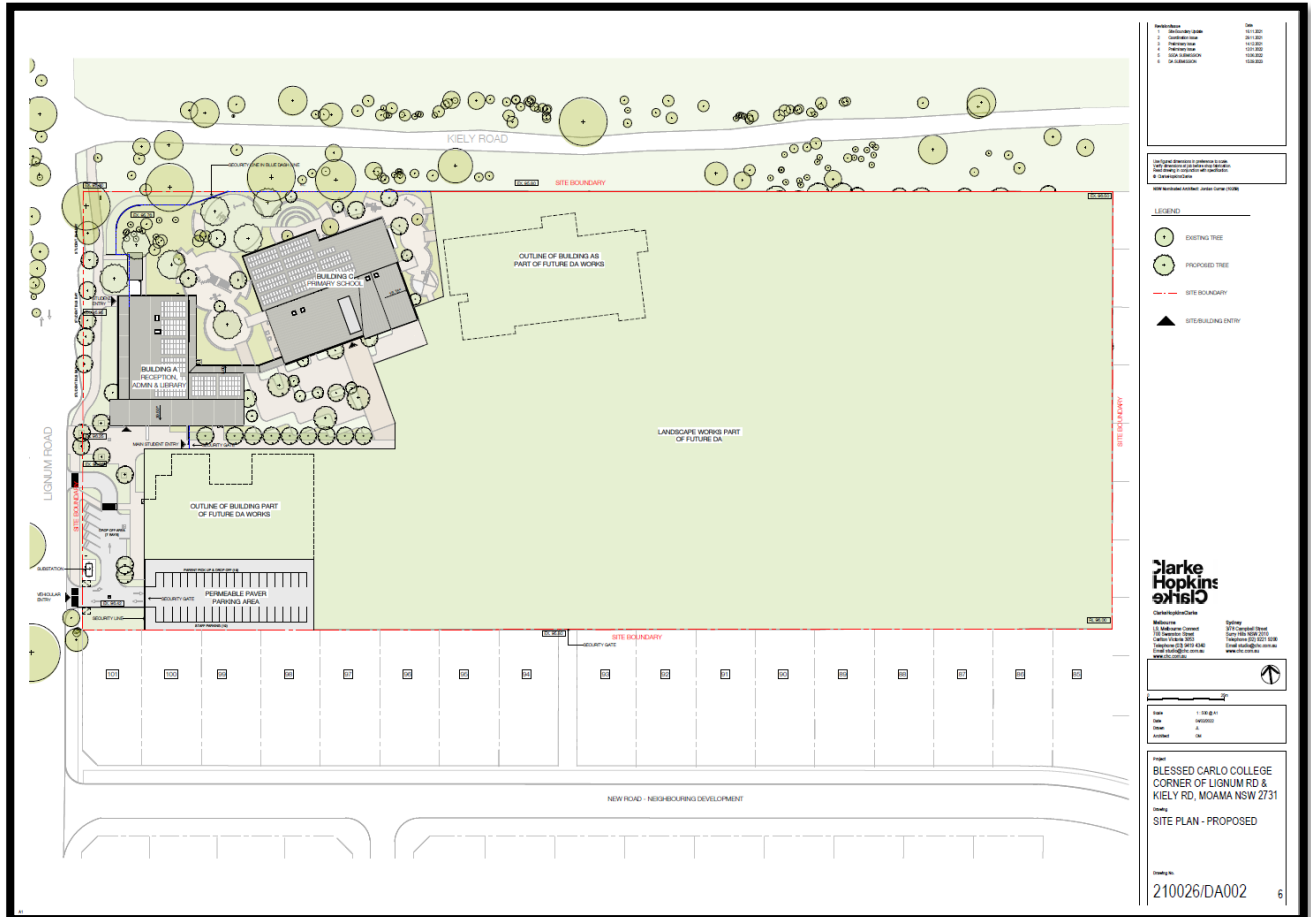
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to occupation of the site. The developer/landowner should liaise with the TfNSW Community Partnering Riverina Precinct Team regarding the above (Joanne Cheshire, Senior Manager Community and Place Partner – 02 6923 6586).

- 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 bays on Lignum 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 – 02 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/t dm>.
 - b The plan shall address the operational and supervision requirements and route for access of students to the site including those who reside on the eastern side of the Cobb 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 Diocese of Wilcannia-Forbes (DWF) 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. TfNSW Rural and Regional Contracts team can be contact via rrcontracts@transport.nsw.gov.au .
 - b A minimum of 8 months before the occupation/use of the development as a school, the Diocese of Wilcannia-Forbes (DWF) 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. A detailed 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 as well as addressing

access and parking for vehicles. The Plan shall include, but not be limited to, the following matters which are to be addressed by suitably qualified person(s):

- a Strategies to manage traffic volumes and movement anticipated during construction activities.
 - b Management of loading and unloading of materials on the development site and not from the adjoining road reserves;
 - c Identify strategies and procedures for the parking of construction worker vehicles that will minimise impact on existing parking availability within the area.
 - d Measures to minimise the impact of construction traffic on the surrounding road network.
 - e Complaint management and contingency measures.
6. Prior to commencement of construction, physical measures are to be installed in Kiely Road at its intersection with the Cobb Highway, its intersection with Kirchhofer Street/Racecourse Lane and its intersection with Lignum Road to ensure that vehicular access directly to the subject site from Kiely Road is denied.



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