



ptc.

4th December 2024

Roseville College SWELL
Centre
Operational Transport
and Access Management
Plan



Issue:	Date	Issue details	Author	Reviewed
1	29/08/2024	Draft	OL	SW/AM
2	27/09/2024	Final	OL/JJ	AM
3	02/10/2024	Final	OL/JJ	AM
4	16/10/2024	Final	OL/JJ	AM
5	03/12/2024	Final (updated to address comments)	OL/JJ	AM

For the attention of:

Contact:

Andrew Morse

+61 2 8920 0800

+61 414 618 002

andrew.morse@ptcconsultants.co

Steve Wellman

+61 2 8920 0800

+61 421 810 979

steve.wellman@ptcconsultants.co

Olivia Lin

+61 2 8920 0800

+61 410 292 973

Olivia.lin@ptcconsultants.co

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Suite 502, 1 James Place, North Sydney NSW 2060

info@ptcconsultants.co | (+61) 2 8920 0800 | ptcconsultants.co

ABN 85 114 561 223

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1. Introduction

1.1. Overview

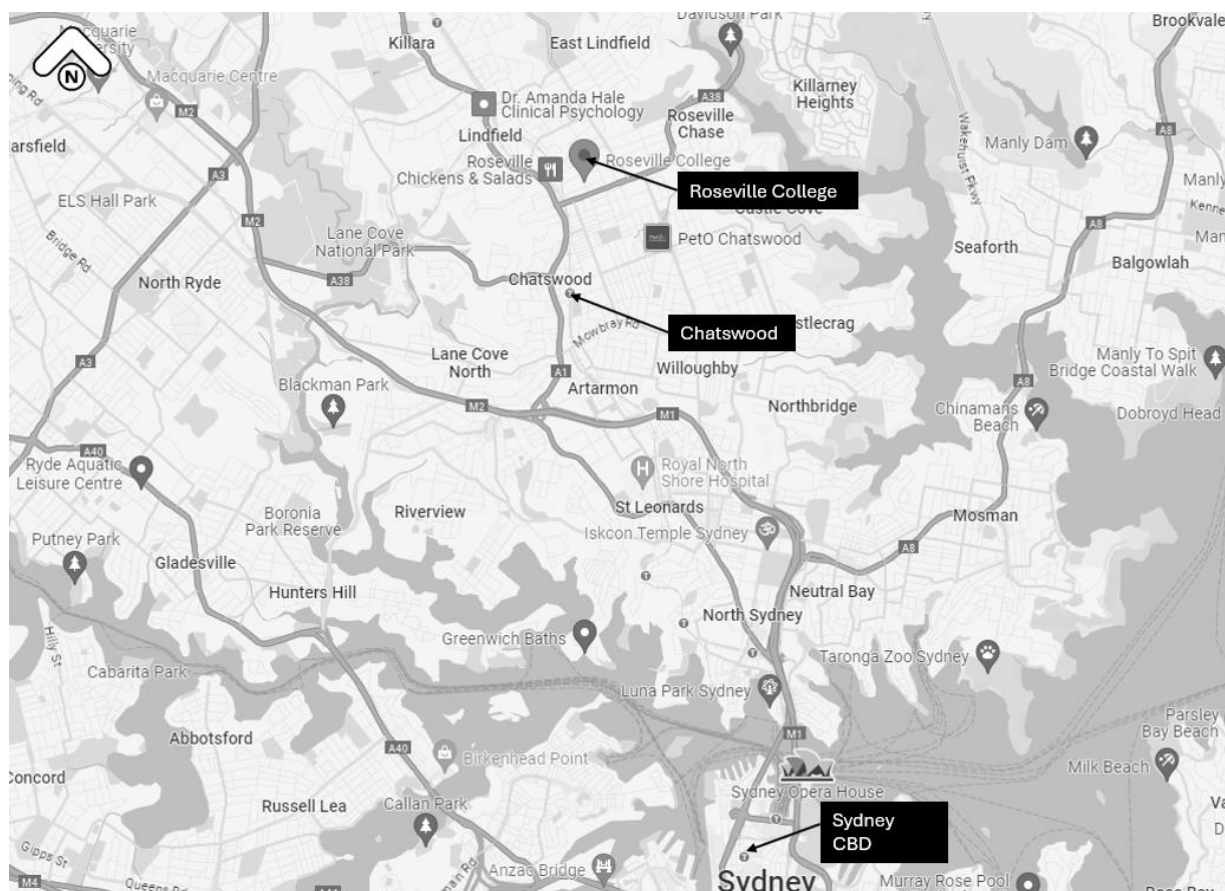
ptc. has been engaged by EPM Projects Pty Ltd on behalf of Roseville College (the School) to prepare an Operational Transport and Access Management Plan (OTAMP) as required under its Development Consent SSD-9912 for the Sport and Wellbeing Centre project. This OTAMP has been prepared in accordance with Condition of Consent No. D22.

The report presents operational management measures and plans for various transport activities associated with the School, such as pedestrian & cyclist access, bicycle and car parking, pick-up and drop-off, etc., for students, parents and staff.

1.2. School Location

The School is located at 27 Bancroft Avenue, in the Ku-ring-gai local government area (LGA), in the northern region of the Sydney metropolitan area.

The development site is approximately nine kilometres (km) north of the Sydney Central Business District (CBD) and 1.2 kilometres north of Chatswood. The school site in its regional context is shown in Figure 1.



Source: Google Map, modified by ptc.

Figure 1 - Regional Context

The site is bounded by Bancroft Avenue to the north, the Roseville Lawn Tennis Club and Recreation Avenue to the east, Victoria Street to the south and a low-density residential area to the west.

The site in its local context is shown in Figure 2.



Source: Google Map, modified by ptc.

Figure 2 – Local Context

1.3. Existing Campus Layout

The existing campus buildings are concentrated in the central and southern parts of the site, arranged around a central courtyard. The northern part of the site includes three former dwellings with frontage on Bancroft Avenue, which now house the school’s main reception and administration areas. The campus layout is shown in Figure 3.

Upon the completion of the Project, the College will have three outdoor sports courts in the north-eastern part of the site and an underground 25 metre swimming pool.

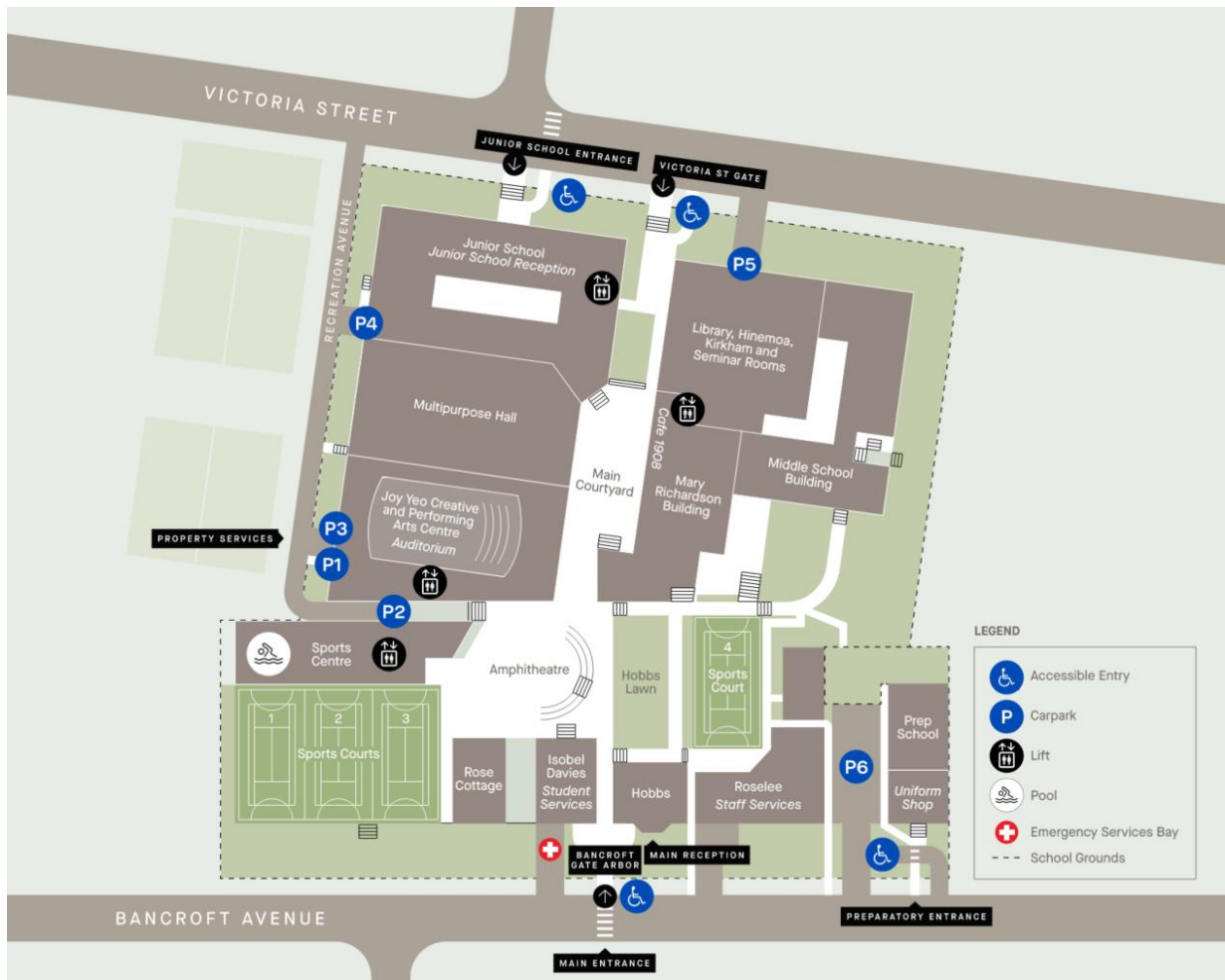


Figure 3 - Roseville College Campus Layout

2. School Transport Access

2.1. School Access Plan

Figure 4 displays a map of the school's transportation access arrangements, including access points and parking areas.

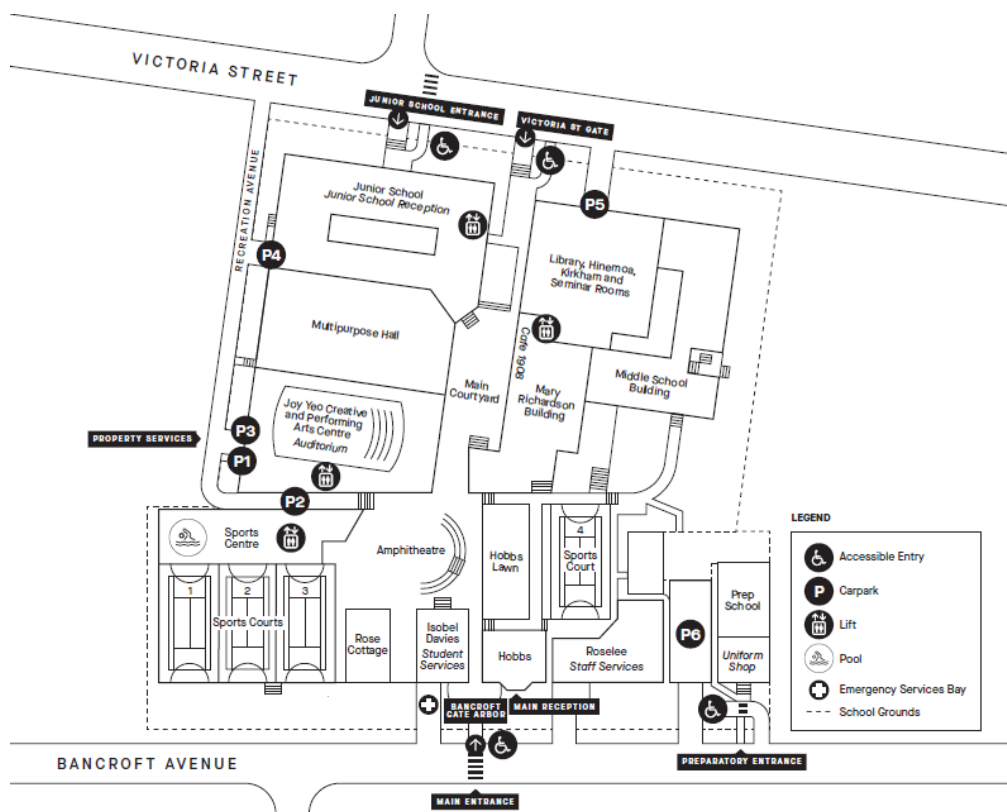


Source: nearmap, modified by ptc.

Figure 4 - Access Arrangement

As indicated, a total of 178 on-site parking spaces are allocated for members of the School. The proposed new basement parking, which includes Level 1 and Level 2, will provide an additional 48 spaces on the northeast side of the campus. These spaces can be accessed from the existing parking area through a connection on Level 1. However, the integration with the new basement parking will result in a loss of one space in the current JYC parking area. The JYC parking and the new basement parking will be accessible via Recreation Avenue. Additionally, there are 33 parking spaces located in the library's foreground and basement, accessible from Victoria Street, and 24 spaces on the northwest side of the campus, accessible from Bancroft Avenue.

Spaces within the College's carparks (P1 – P6) will be assigned to College employees for parking during school hours. Community members, including participants of swimming lessons, will have access to Level 1 in P2 outside of school hours. In the case of a College event, parking arrangements will be communicated in advance with attendees ahead of time. This will enable the College to allocate the most appropriate carpark in proximity to the College event.



2.2. Pedestrian & Cyclist Access

Pedestrian access to the campus is provided from both Bancroft Avenue (See Figure 6) and Victoria Street (See Figure 5). The school’s main pedestrian access is from Bancroft Avenue.



Source: Google Map Street View

Figure 5 - Pedestrian Access Gate at Victoria Street



Source: Google Map Street View

Figure 6 - Pedestrian Access Gate at Bancroft Avenue

2.3. Bicycle Parking and End-of-Trip Facilities Access

Roseville College has eight bicycle parking spaces and (existing) associated end of trip facilities provided on-campus.

2.4. School Bus Access

The school bus drop-off/pick-up area is located on Bancroft Avenue at the intersection with Glencroft Avenue. The length of the bus zone can accommodate the two currently used minibuses (Figure 7) as well as the larger 57 seat coaches used to provide the School's private bus services for students.

When not in use, the School's two mini-buses are parked in a secure carpark on Recreation Avenue, as shown in Figure 7.

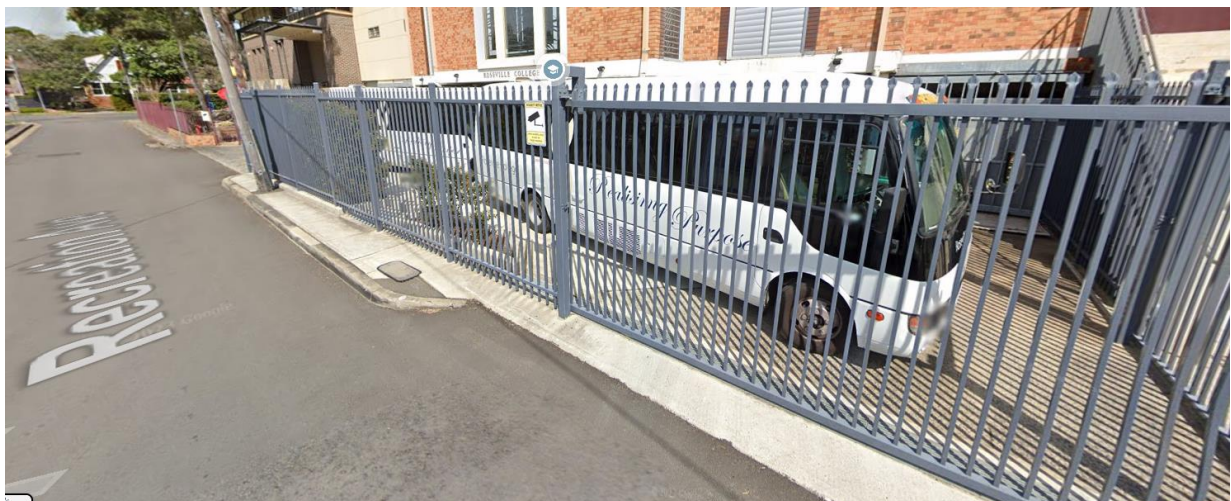


Figure 7 - School Bus Bays

2.5. Drop-off and Pick-up

Prep School carpark: two dedicated on-site carparks for parents of preparatory students.

Bancroft Ave: There is a dedicated DOPU area for Senior School students on Bancroft Ave with capacity for approximately 8 vehicles. A dedicated member of staff supervises Bancroft Avenue.

Victoria Street: Dedicated DOPU area on Victoria Street for Junior School and Senior School students with capacity for approx. 13 vehicles. Two members of staff supervise and assist JS students into cars. Staff members have walkie-talkies and a megaphone to speed up the process and keep cars moving.

Staggered dismissal times between P-2, 3-6 and 7-12 to alleviate traffic congestion.



Source: Near map, modified by **ptc**.

Figure 8 - On Street Parking near Roseville College

No Parking and 1/2P parking restrictions are in effect from 7 am to 9 am and 2:30 pm to 3:30 pm. A recent parking survey indicates that demand in the No Parking area peaks at 4:20 pm, with approximately ten out of thirteen car spaces occupied. This peak is mainly due to senior students involved in extracurricular activities.

2.6. Service Vehicle and Emergency Vehicles

Recreation Avenue also provides access to the school’s loading dock. Waste collection access is provided from Recreation Avenue.

Emergency access is dependent on the individual emergency, either from Victoria Street or Bancroft Avenue.

3. Operational Management Plan

3.1. Day to Day Operational Management

Day-to-day operational measures required are based on any transport activities that may occur in the vicinity of the School, which are summarised in Table 1 and detailed in the following sub-sections.

Table 1 - Transport Operational Measures Assessment and Checklist

Transport Activities	On-site	Adjacent to site	Management measures
Site entries, pedestrians and vehicles	Y	Y	Y
General Drop-off and Pick-up	N	Y	Y
Buses	N	Y	Y
Delivery and service vehicles	Y	N	Y

The detailed operational management measures and daily transport plan are presented below.

3.1.1. Site Entries

The opening and closure of all school access gates are carried out and monitored by dedicated staff on a daily basis. The access gates generally open between 6:00 am – 6:00 pm on weekdays and 7:00 am – 2:00 pm on Saturdays. The school's operation hours will be 8:30 am – 3:15 pm on weekdays.

Student groups will be directed to use specific access gates to monitor and control numbers to avoid congestion on footpaths. Parents and carers are communicated with the specific access gate arrangements for drop-off and pick-up activities.

3.1.2. Drop-off and Pick-up

It is beneficial to disperse the pick-up and drop-off locations to reduce the number of vehicles arriving/ leaving simultaneously in a concentrated area. The School has different pick-up and drop-off locations, as presented in Section 2.5. The operational arrangement and measures are listed below and communicated to parents.

- Year 7-11 students: No parking available at school.
- Year 12 students: park and walk is promoted for senior students. The School keeps a record of students vehicle registration to monitor parking compliance.

This strategy will be communicated to all parents and carers, as well as senior students. This can be done via the school diary and handbooks. It allows the efficient use of the drop-off and pick-up zones during busy times—at the beginning and end of the school day.

Drivers shall pull into the kerb and remain in control of the vehicle while an identified supervising adult from the School community assists students in exiting or entering the vehicle.

The following management measures shall be put in place:

- **Victoria Street:**
 - One staff member is located on Victoria Street each morning to assist with the drop-off of Junior School students.

- In the afternoon, two staff members are located on Victoria Street to supervise the pick-up of Junior School students. The afternoon period is usually more congested and requires greater supervision, hence the allocation of two members of staff in the afternoon.
- Junior School students being picked up wait behind the school gate under the supervision of a staff member until their name is called out for pick-up.
- Parents/Guardians in Junior School have a name card in their vehicle.
- Supervising JS teachers use walkie talkies and a megaphone to communicate to the staff member located at the school gate supervising the waiting students.
- The student is called to the front and assisted into the private vehicle, as required.
- Junior School families are reminded of this process on a termly basis.
- **Bancroft Avenue:**
 - One staff member is located on Bancroft Avenue in the morning and the afternoon to supervise the Senior School student arrival and departure on Bancroft Avenue.
 - The majority of Senior students walk to the train station, while a small minority of Senior students are picked up by car.
 - The staff member also supervises students catching the Roseville College private bus service.
 -
 -
 - Parents/guardians of K-Yr12 students are not to exit their vehicles to pick up students to bypass the process.
 - Vehicles are not to make U-turns on the local roads. This is to increase safety and reduce potential queuing.

Left-out movement will be enforced at the primary school car park.

Staff and parents/guardians should be informed at the beginning of each year and receive a mid-year reminder about the correct pick-up and drop-off behaviour.

3.1.3. Buses/ Train

Students using public buses or trains to travel to school will be dropped off at the Boundary Street and Hill Street bus/ train stops.

A staff member is stationed near the site entry on Bancroft Avenue each morning and afternoon to supervise student movement to/from the train station and Hill Street bus stop. This staff member also supervises students arriving and departing on the College's private bus service.

An RMS crossing supervisor is stationed on the Victoria Street pedestrian crossing to assist students crossing the road to the Boundary Street bus stop.

One staff member will be positioned at the Boundary Street bus stop in the afternoon to help students get onto the correct buses/ trains.

Students are most at risk in the minutes after getting off the bus/ train. Therefore, students are encouraged to:

- Wait until the bus has gone, then cross the road at a designated crossing.

- Wait at the bus stop and stand at least one step back from the road's edge.
- Always wait until the bus has gone, then use zebra crossings to cross.

3.1.4. Parking

Staff

- Staff are encouraged to arrive and depart outside of the pick-up and drop-off peak times to reduce conflicts with parents/guardians.
- Staff should be informed of these measures at the beginning of each year and shall be reminded throughout the year as required.

Parents / Carers / General

- Drivers must park safely and legally, even if it means walking further to the school access gate.
- Parking signs are planned with children's safety in mind. All vehicles must slow down to 40km/h in the school zone and stay aware of crossings.
- Drivers must always park and turn legally around the school and never double park, as it puts children at risk.
- Manoeuvres such as U-turns and three-point turns are dangerous and should not be made.
- Parking in the bus zones should not occur, and the rear footpath side door should be used to get in and out of the car.

3.1.5. Service Vehicles and Emergency Vehicles

Delivery Vehicles

Small deliveries can occur throughout the day upon prior arrangement with the School. Delivery vehicles can use the loading zone and parking spaces along local roads.

Any larger deliveries shall be booked prior to the delivery.

Service Vehicles

The main waste collection/service compound is located on Recreation Avenue; the area is designed to accommodate general waste, recycling, and skip bins. Vehicles shall enter and exit the waste collection/servicing area in a forward direction

Waste collection generally takes place between 1:30 to 2:00 pm during the week.

The general waste and recycling will be emptied weekly with the following schedule:

- General Waste bins: Daily, Monday – Friday
- Paper & Cardboard Recycling bins – Mon / Wed / Fri

Any changes must be discussed with the School and recorded in this document.

The northern section of Recreation Avenue lacks a footpath, unlike the southern section. With increased vehicle traffic as a result of the development, the school supports any additional on-street measures that Council may implement to improve the safety of this road section, such as provision of speed humps and/or reduced speed zone signage.

The college shall install signage within their own property boundary to improve driver awareness of pedestrian activity. This will take the form of signage to the effect of “beware of pedestrian activity”..

Emergency Vehicles

Should any emergency occur and require the attendance of emergency services, the staff member reporting the emergency should advise emergency services of the following information by phone:

- The nature and exact location of the emergency
- The nearest access gate for emergency vehicle and personnel entry

Should an evacuation be required, staff members are to supervise and manage students at emergency assembly points and meet emergency personnel at the access gate where emergency services have been advised for entry.

If an evacuation is not required, a staff member should be appointed to meet emergency personnel at the access gate where emergency services have been advised for entry.

4. Communication

Implementing an OTAMP will not be successful without parents' awareness and compliance. Therefore, the college will communicate its operational measures and plans for day-to-day and special event operations to parents.

4.1. Channels

The school will utilise a combination of communication channels to send different messages to parents. The channel used will depend on the type of message and how often the message needs to be repeated. The following platforms will be used by the school to communicate its operational measures and plans for day-to-day and special event operations to parents:

- New parent information kit – Parents will receive a handbook at the beginning of each year. This The Parent handbook will include information on transport options to/from the school, including bus route maps and timetables, information on how to obtain an Opal Card, information on appropriate behaviour during pick-up and drop-off, etc.
- Newsletter – The School Newsletter will be used to communicate information on transport and safe drop-up/pick-up procedures, as required.
- School website – will include information on transport options to the school, focusing on active and public transport. Shall be updated as required.
- Roseville College Parent Association – regular meetings with the community to discuss issues and ways to resolve them. In this forum there is the potential to discuss survey transport requests, eg demand for additional private bus services.

4.2. Travel Access Guide

As part of the School Transport Plan, a Travel Access Guide (TAG) has been prepared. The TAG includes some of the operational measures and plans in the OTAMP. It will be available on the school website, school inductions (new starters, returning students), print and e-newsletters.

The TAG communicates the following operational measures and plans from the OTAMP:

- School transport and access arrangements
- Transport access (footpaths, bicycle infrastructure, public transport)
- School onsite bicycle parking arrangements
- School car parking arrangements
- School drop-off and pick-up arrangements
- End-of-trip facilities (staff)

5. Monitoring and Review

The OTAMP outlines operational measures and plans and ensures they are regularly monitored and reviewed.

Monitor

Dedicated staff will monitor and supervise the School's day-to-day and event transport operations. Any issues, concerns, or progress will be monitored and raised.

All school staff share the responsibility of monitoring. Should any concerns be observed, all staff are to report them to a dedicated staff member or their supervisor.

Review

The review will be supported by monitoring as outlined above. Any feedback received via various communication channels and data from travel surveys, as outlined in the School Transport Plan, will be utilised to understand any issues justifying amendments or updates to the OTAMP.

The review of the OTAMP will be undertaken as follows:

- Regular review: The School will review the implemented operational measures and plans every year to assess and act upon any issues observed or changes/improvements required.
- Ad-hoc review: If significant changes or issues render the current measures ineffective, the OTAMP must be promptly reviewed and updated to ensure swift implementation of new operational measures.

Appendix 1. Relevant CVs of Authors

experience
ptc. team;



Andrew Morse Managing Director

- Civil Eng Higher National Certificate, Bristol (UK),
- AITPM

Andrew is a highly skilled Traffic Engineer with more than three decades of experience in the industry. He is a member of the Australian Institute of Traffic Planning & Management (AITPM) and is a co-author of the AS2890 suite of Australian Standards, making him a respected and knowledgeable expert in the field.

Andrew began his career as a Civil Engineering Technician with Arup in Bristol, UK, before specializing in Traffic Engineering when he joined Pinnacle Transportation in 1998. In 1999, he relocated to Sydney, where he has been working as a Traffic Engineer since 2000.

Andrew's dedication and expertise have earned him many accolades in the industry, and in recognition of his achievements was promoted to the position of Managing Director of ptc. after 10 years serving as a director.

Throughout his career, Andrew has successfully managed numerous projects across a wide range of sectors, including retail, commercial, residential, entertainment, and transportation, including airports. His expertise has been recognized by industry conferences, local radio, and TV, where he has provided his opinions and insights as a leading expert in the field.

Andrew is also a respected expert witness in the Land & Environment Court of NSW, where his experience and knowledge have been instrumental in helping clients to achieve favourable outcomes.

Overall, Andrew is an accomplished Traffic Engineer with a wealth of experience and expertise in the industry. He is dedicated to providing innovative and effective solutions to his clients, and his deep knowledge of the field makes him a valuable asset to any project.



Steve Wellman Project Director

- Civil Eng Higher National Certificate, Southampton Solent University (UK),
- MIED

Steve is a qualified Civil Engineer and has been a member of the **ptc.** team since February 2014.

Steve has over 30 years' experience as a Traffic and Civil Engineer for both local authority & private enterprises in the UK & Australia, providing design advice on a wide range of projects during all stages of the design and construction process.

In 2009, Steve relocated to Sydney and during this time he has been a Senior Engineer overseeing the design and management of civil design projects, including intersection & road improvement schemes and various traffic related projects, including residential, retail, education and transport developments. Projects include, the New Sydney Fish Markets and Green Square, Zetland.

In 2020, Steve was promoted to Project Director, a role which involves managing and overseeing the day to day operation of the Traffic Engineering team as well as the wide range of projects being undertaken.



Jake Jansen Senior Traffic Engineer

- BE (Civil), University of New South Wales

Jake began working at **ptc.** as a graduate traffic engineer and progressed his career to reach Senior Engineer level in 2024. During his university studies, Jake worked at City of Sydney Council where he developed his passion and experience for traffic engineering and transport infrastructure.

He has experience from local council in the civil design of pedestrian and road infrastructure, and an understanding of the interconnectedness between infrastructure and traffic engineering.

At **ptc.**, Jake has worked on a variety of projects including Green Square, Zetland and Harbourside, Darling Harbour, which have granted him experience in the preparation of traffic impact assessments, SIDRA modelling and the assessment of car park design and compliance.

Additionally, Jake is qualified to prepare Construction Traffic Management Plans and has worked on a wide range of developments to expand his knowledge and experience in this field.



Olivia Lin Traffic Engineer

- MPE, BCE (with Hons)
- Engineer Australia (EA) member
- AITPM Member
- Senior Road Safety Auditor (Level 2)

Olivia is a civil engineer with 6 years of experience in transport engineering and modelling in Australia. She has worked on transport assessment, road safety, and concept design for various projects.

Olivia is skilled in traffic modelling, using the SIDRA software, AIMSUN, and PTV VISSIM.

Additionally, Olivia is qualified to prepare Construction Traffic Management Plans and has gained knowledge and experience by working on a diverse range of developments.

She brings to **ptc.** her experience preparing traffic studies for public organisations such as TfNSW and major infrastructure projects in Sydney.

Appendix 2. Consultation with Authorities

TfNSW was issued the submitted revision of the OTAMP on 21 October 2024 and replied on 23 October 2024 confirming no objections. A copy of this correspondence is attached at on the following pages.

Ku-ring-gai Council was issued the submitted revision of the OTAMP on 21 October 2024. We have received no acknowledgement or reply from Council despite a follow-up on 28 October 2024. Council finally responded on 5 November 2024, after the OTAMP was submitted to DPIE. It's feedback is attached and largely overlapped with DPIE's own feedback which has now been addressed in this revision. Relevant correspondence is attached on the following pages.

Jordan Graham

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Sent: Wednesday, 23 October 2024 11:51 AM
To: Jordan Graham
Cc: Mario Kamel; Roseville Anglican College Sport and Wellbeing Centre; Development CTMP CJP; Development Sydney
Subject: RE: SSD-9912 - Operational Transport & Access Management Plan (OTAMP)

Hi Jordan,

TfNSW have reviewed the OTAMP and have no objections to it.

Regards,

Maryam Yadak

Precinct Manager
Operations Planning
Coordinator-General Division
Transport for NSW

M 0437575239 | E maryam.yadak@transport.nsw.gov.au
transport.nsw.gov.au



Transport
for NSW



(optional) I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

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From: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Sent: Tuesday, October 22, 2024 9:20 AM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Subject: FW: SSD-9912 - Operational Transport & Access Management Plan (OTAMP)

Good morning,

Please let me know if this is not for your team.

Regards,

Michelle Elms

Land Use Administration Officer
Planning, Integration and Passenger
Planning and Programs
Transport for NSW

transport.nsw.gov.au

Level 4, 4 Parramatta Square, 12 Darcy Street,
Parramatta NSW 2150



**Transport
for NSW**



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL

From: Jordan Graham <jgraham@epmprojects.com.au>
Sent: Monday, October 21, 2024 4:35 PM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Mario Kamel <mkamel@epmprojects.com.au>; Roseville Anglican College Sport and Wellbeing Centre <1710AC@projects.infopoint.com.au>
Subject: SSD-9912 - Operational Transport & Access Management Plan (OTAMP)

You don't often get email from jgraham@epmprojects.com.au. [Learn why this is important](#)

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To whom it may concern,

We write on behalf of The Anglican Schools Corporation t/a Roseville College with regards to State Significant Development, reference: SSD-9912.

Please find enclosed an Operational Transport & Access Management Plan (OTAMP) which has been prepared in accordance with Condition D22 of the Consent.

We invite TfNSW feedback on the management plan by Friday, 1 November 2024 prior to final lodgement with the Department.

Please don't hesitate to contact me if you have any queries.

Kind regards,



project management
development management
town planning
building advisory
facilities management

Jordan Graham
Associate
M +61 431 157 506

planning today, shaping tomorrow

epmprojects.com.au
Follow on LinkedIn

Sydney
Level 13, 67 Albert Avenue
Chatswood NSW 2067
T +61 2 9452 8300

Brisbane
Level 3, 240 Queen Street
Brisbane QLD 4000
T +61 7 3532 4031

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Jordan Graham

From: Amy Ayling <aayling@krg.nsw.gov.au>
Sent: Tuesday, 5 November 2024 8:57 AM
To: Jordan Graham
Cc: Joseph Piccoli; Ross Guerrero; Brodee Gregory; Roseville Anglican College Sport and Wellbeing Centre; Mario Kamel
Subject: RE: SSD9912 - Roseville College - 29 Bancroft Avenue, Roseville - Condition D22 Operational Transport & Access Management Plan (OTAMP)

Dear Jordan, thank you for your email. Please see below our feedback on the OTAMP.

The OTAMP appears to address all the parts of condition D22 except for part (f) and part (g) (extract below):

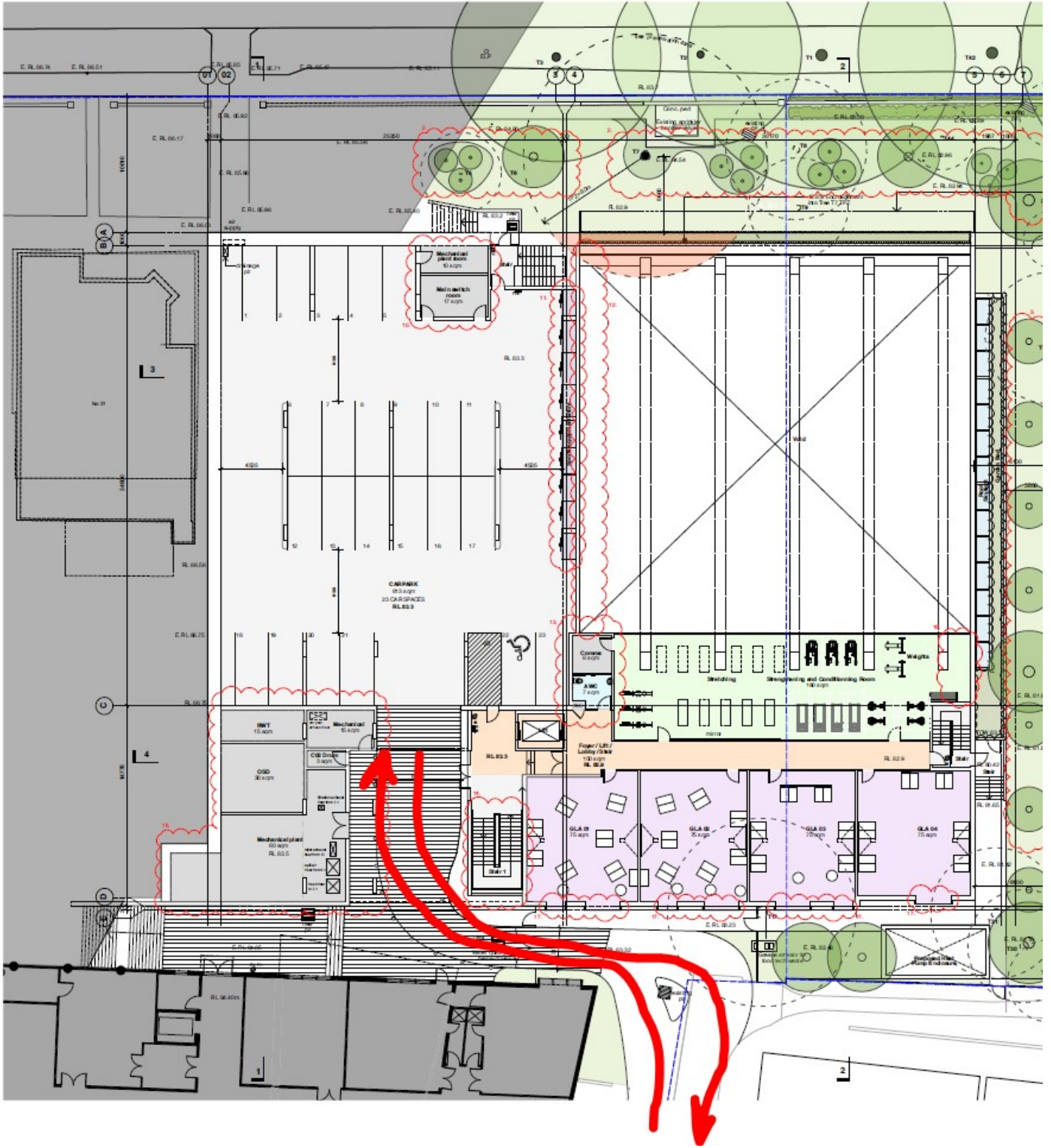
Operational Transport and Access Management Plan

- D22. Prior to the commencement of operation of the development, an Operational Transport and Access Management Plan (OTAMP) for the site must be submitted to the satisfaction of the Planning Secretary. The OTAMP must:
- (a) be prepared by a suitably qualified consultant in consultation with Council and TfNSW;
 - (b) detail the location and operational management procedures associated with all drop-off and pick-up zones by private vehicle, including staff management/traffic controller arrangements;
 - (c) detail the location and operational management procedures for the drop-off and pick-up of students by buses and coaches along Bancroft Avenue, including staff management/traffic controller arrangements;
 - (d) detail delivery and service vehicle access and management arrangements;
 - (e) address potential traffic impacts on the surrounding road network and include mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing drop-off and pick-up zones;
 - (f) detail car parking arrangements and management associated with the proposed use of school facilities by community members;
 - (g) detail vehicle access and management arrangements at Recreation Avenue to ensure safe pedestrian movements are maintained to the public recreation path connecting Bancroft Park to the end of Recreation Avenue; and
 - (h) include a monitoring and review program.

The OTAMP is to be implemented during core school hours and during any out-of-hours activities at the site.

There appears to be no discussion in the OTAMP on car parking arrangements and management associated with the proposed use of school facilities by community members.

While there is some indirect discussion on vehicle access and management arrangements at Recreation Avenue, there were no details as to how these arrangements ensure safe pedestrian movements connecting to Bancroft Park.



This is relevant because there will be increased vehicle movement in the northern section of Recreation Avenue (which connects to the new car park entrance), and this northern section of Recreation Avenue does not have a footpath like the southern end does:



Some discussion around the management of this section to ensure safe pedestrian movement (e.g. possible speed cushions, creation of a 10km/h shared zone) would be useful.

Many thanks

Amy Ayling • Team Leader Development Assessment • Ku-ring-gai Council
9424 0000 • aayling@krg.nsw.gov.au • krg.nsw.gov.au



From: Jordan Graham <jgraham@epmprojects.com.au>
Sent: Monday, November 4, 2024 12:27 PM
To: Amy Ayling <aayling@krg.nsw.gov.au>
Cc: Joseph Piccoli <piccoli@krg.nsw.gov.au>; Ross Guerrera <rguerrera@krg.nsw.gov.au>; Brodee Gregory <bgregory@krg.nsw.gov.au>; Roseville Anglican College Sport and Wellbeing Centre <1710AC@projects.infopoint.com.au>; Mario Kamel <mkamel@epmprojects.com.au>
Subject: RE: SSD9912 - Roseville College - 29 Bancroft Avenue, Roseville - Condition D22 Operational Transport & Access Management Plan (OTAMP)

Hi Amy,

Thanks for the reply. I have since submitted to DPE for its review and so I will do my best to consider and incorporate your feedback when its received on 6/11.

Kind regards,



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Jordan Graham
Associate
M +61 431 157 506

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From: Amy Ayling <aayling@krg.nsw.gov.au>
Sent: Monday, 4 November 2024 12:23 PM
To: Jordan Graham <jgraham@epmprojects.com.au>; Mario Kamel <mkamel@epmprojects.com.au>; Roseville Anglican College Sport and Wellbeing Centre <1710AC@projects.infopoint.com.au>
Cc: Joseph Piccoli <piccoli@krg.nsw.gov.au>; Ross Guerrera <rguerrera@krg.nsw.gov.au>; Brodee Gregory <bgregory@krg.nsw.gov.au>
Subject: RE: SSD9912 - Roseville College - 29 Bancroft Avenue, Roseville - Condition D22 Operational Transport & Access Management Plan (OTAMP)

Dear Jordan

Thank you for your email. We have forwarded the OTAMP to Council's Strategic Traffic Engineer to review. We anticipate providing you any feedback by Wednesday 6/11/24.

Many thanks

Amy Ayling • Team Leader Development Assessment • Ku-ring-gai Council
9424 0000 • aayling@krg.nsw.gov.au • krg.nsw.gov.au



From: Jordan Graham <jgraham@epmprojects.com.au>
Sent: Monday, November 4, 2024 10:04 AM
To: CallCentre <callcentre@krg.nsw.gov.au>
Cc: Mario Kamel <mkamel@epmprojects.com.au>; Roseville Anglican College Sport and Wellbeing Centre <1710AC@projects.infopoint.com.au>
Subject: RE: SSD9912 - Roseville College - 29 Bancroft Avenue, Roseville - Condition D22 Operational Transport & Access Management Plan (OTAMP)

Hello,

As we've had no acknowledgement or reply to the below request, we will proceed to submit the attached OTAMP to The Planning Secretary in accordance with the consent.

Kind regards,



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From: Jordan Graham
Sent: Monday, 28 October 2024 9:47 AM
To: callcentre@krg.nsw.gov.au
Cc: Mario Kamel <mkamel@epmprojects.com.au>; Roseville Anglican College Sport and Wellbeing Centre <1710AC@projects.infopoint.com.au>
Subject: RE: SSD9912 - Roseville College - 29 Bancroft Avenue, Roseville - Condition D22 Operational Transport & Access Management Plan (OTAMP)

Hello,

Just a follow up reminder that we invite your feedback on the attached OTAMP by this Friday.

Please don't hesitate to contact me if you have any queries.

Kind regards,



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Jordan Graham
Associate
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From: Jordan Graham
Sent: Monday, 21 October 2024 4:38 PM
To: callcentre@krg.nsw.gov.au
Cc: Mario Kamel <mkamel@epmprojects.com.au>; Roseville Anglican College Sport and Wellbeing Centre <1710AC@projects.infopoint.com.au>
Subject: SSD9912 - Roseville College - 29 Bancroft Avenue, Roseville - Condition D22 Operational Transport & Access Management Plan (OTAMP)

To whom it may concern,

We write on behalf of The Anglican Schools Corporation t/a Roseville College with regards to State Significant Development, reference: SSD-9912.

Please find enclosed an Operational Transport & Access Management Plan (OTAMP) which has been prepared in accordance with Condition D22 of the Consent.

We invite Council feedback on the management plan and for comments to be submitted by Friday, 1 November 2024, following which the plan will be submitted to the Planning Secretary for approval.

Please don't hesitate to contact me if you have any queries.

Kind regards,



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Jordan Graham
Associate
M +61 431 157 506

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