

Operational Transport and Access Management Plan 781 Merrylands Road, Greystanes

Prepared By



Assessed and Approved by



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REVISION SCHEDULE AND STAKEHOLDERS

Revision Schedule

Date	Version No.	Changes	By:
12/11/21	V1.0	Original TMP	MTE & GPS
17/12/2021	V2.0	Finalised TMP	MTE & GPS

Stakeholders

Document Owner
Greystanes Public School

Document Reviewers
Senior Traffic Engineer – M ^C Laren Traffic Engineering (MTE)

Document Approval			
Name	Version No.	Date	Approved?
Greystanes Public School	V2.0		
Daniel Fonken		17/12/21	Yes

Document Distribution
Teaching Staff
Administrative Staff
Parents & Carers of enrolled School Students

1 INTRODUCTION

This Operational Transport and Access Management Plan (OTAMP) has been prepared to address traffic & parking conditions within the Greystanes Public School (GPS) car parking areas, as well as the road network surrounding GPS, Merrylands and has been provided to address NSW Government Department of Planning and Environment Development Consent - Condition D24 for SSD 8778.

D24. An OTAMP is to be prepared for the school by a suitably qualified person, in consultation with Council, Transport for NSW and RMS, to the satisfaction of the Secretary, and must address the following:

- a) Detailed pedestrian analysis including the identification of safe route options- to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the Site in a safe and efficient manner during school start and finish;*
- b) the location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.);*
- c) the location and operational management procedures of the pick-up and drop-off parking located within Merrylands Road, including staff management/traffic controller arrangements;*
- d) the location and operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities during the hours of bus lane operations along Merrylands Road, including staff management/traffic controller arrangements;*
- e) delivery and services vehicle and bus access and management arrangements;*
- f) management of approved access arrangements;*
- g) potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing pick-up and drop-off parking in Merrylands Road;*
- h) car parking arrangements and management associated with the proposed use of school facilities by community members; and*
- i) a monitoring and review program.*

The OTAMP(s) must be submitted to the Secretary for approval prior to operation of the development.

The OTAMP(s) (as revised from time to time) must be implemented by the Applicant for the life of the development.

The above items to be included are addressed in the sections presented in **Table 1** below.

TABLE 1: DEVELOPMENT CONSENT ITEMS AND SECTION ADDRESSED IN THIS REPORT

Development Consent Item	Addressed Section Number
D24. An OTAMP is to be prepared for the school by a suitably qualified person, in consultation with Council, Transport for NSW and RMS, to the satisfaction of the Secretary, and must address the following:	Annexure A & Annexure B
(a) Detailed pedestrian analysis including the identification of safe route options- to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the Site in a safe and efficient manner during school start and finish;	3.4
(b) the location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.);	3
(c) the location and operational management procedures of the pick-up and drop-off parking located within Merrylands Road, including staff management/traffic controller arrangements;	3.3 & 5.2
(d) the location and operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities during the hours of bus lane operations along Merrylands Road, including staff management/traffic controller arrangements;	3.7
(e) delivery and services vehicle and bus access and management arrangements;	3.2 & 3.7
(f) management of approved access arrangements;	3.1
(g) potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing pick-up and drop-off parking in Merrylands Road;	4
(h) car parking arrangements and management associated with the proposed use of school facilities by community members; and	3.9
(i) a monitoring and review program.	3.8 & 5.3

The aim of the OTAMP is to manage and identify objectives of GPS in relation to traffic management within the school site during operating hours and ensuring that the school will operate in a safe and efficient manner for the local community and for parents and students / children associated with the school in an attempt to minimise risks / conflict between pedestrians and vehicles both on-site and along the site's frontage roads.

The operating hours of the school are from 8:55am to 2:55pm, Monday to Friday. Occasionally, there will be on-site events that occur outside of the typical class time such as parent-teacher meetings and student performances. This OTAMP has been prepared specifically for the subject site and is to be adhered to by all persons associated with or

accessing the site. The operations outlined in this document are to be implemented at all times during normal operating hours.

Relevant excerpts from this TMP will be included in documentation distributed to future students, staff and other related members of the school, as well as updated information to existing parents.

2 GENERAL OBJECTIVES

This Plan of Management provides guidelines and management practices for the day-to-day operation of the school with respect to the traffic, parking and pedestrian impacts of the school both internally and externally. The plan aims to ensure that the school:

- a) Operates in a manner consistent with good management;
- b) Operates with regard to the surrounding residential neighbourhood;
- c) Takes a proactive role in being a responsible neighbour / landowner within the Greystanes residential area;
- d) Operates in a manner so as not to disturb the surrounding residential area, and
- e) Operates in a manner whereby all users are accommodated in a safe and reduced risk environment;
- f) Operates in a manner that promotes the efficiency of the nearby road network within the Greystanes residential area.

3 TYPICAL OPERATION

3.1 Parking - General

- i. Staff only will have access to the on-site car parking spaces, as shown in **Figure 1**, at all times during the hours of operation. The gate shall remain closed to at all times except for vehicular entry and exit to prevent pedestrian access through the car park.
- ii. There is a total of 28 on-site car parking spaces for staff use only.
- iii. Staff/parents/visitors are requested to park vehicles only as permitted by signage.
- iv. Staff/parents/visitors must not double park in surrounding streets on any occasion. The drop off and pick up of students is from Merrylands Road and Bradman Street ONLY. This operation will be monitored to ensure compliance.
- v. Staff will direct parents/visitors to obey the TMP. In the event that parents / visitors and / or staff engage in unsafe parking behaviour at any time, this will be brought to the attention of School, Council and / or Police.
- vi. Parents must not undertake illegal U-turns in streets adjacent to the school.

3.2 Delivery and Waste Collection

- Delivery vehicles access the service area of the site via Merrylands Road staff car park driveway. Deliveries to the school occur between 8_{AM}-4_{PM} with the majority of deliveries occurring by vans and Small Rigid Vehicles (SRV). All delivery vehicles are to occur outside the peak drop-off and pick-up periods.
- Waste is currently collected weekly for general waste (kerbside via Merrylands Road) and fortnightly for paper/cardboard (on-site via Merrylands Road staff car park driveway), as shown in **Figure 1**. On-site waste is to be collected outside school operational hours. No change to the existing operation of the waste collection is proposed.



FIGURE 1: ON-SITE PARKING AND LOADING

3.3 Parking- Parent Drop-off / Pick-up for School

Parents / carers shall be aware that all drop-off / pick-ups are to occur from either Merrylands Road or Bradman Street.

The following procedure will be enforced during the morning drop-off and afternoon pick-up times:

- Mornings:
 - Students can be dropped off in the drop off zones in Bradman Street or along Merrylands Road.
 - Students are to enter/exit from the kerbside doors ONLY.
 - Parents are not to double park, blocking the through traffic flow lane within Bradman Street or Merrylands Road.
 - Parents are encouraged to be considerate of our neighbours – no blocking of driveways or using their driveways to turn around or excessive noise.
 - Parents are not to park within the pick-up / drop-off zone for longer than 2 minutes.
 - Parents are not to leave their vehicle when parked within the pick-up / drop-off zones.
- Afternoon:
 - Students can be picked up in the pick-up zones in Bradman Street or along Merrylands Road.
 - Students are to enter/exit the vehicle from the kerbside doors ONLY.

- Parents are not to double park, blocking the through traffic flow lanes within Bradman Street.
- Parents are encouraged to be considerate of our neighbours – no blocking of driveways or using their driveways to turn around or excessive noise.
- Parents are not to park within the pick-up / drop-off zone for longer than 2 minutes.
- Parents are not to leave their vehicle when parked within the pick-up / drop-off zones.
- In the event that 2-minutes have elapsed and the child has not arrived to the kerbside, the parent must vacate the pick-up zone.

The school will allocate staff to supervise the drop-off zones during the afternoon periods and all other peak drop-off and pick-up operations. Staff are to supervise students crossing the road. Parents who are considering visiting the school for an extended period or parents who walk their children to/from the front gate of the school are requested to park outside of the pick-up / drop-off zone. The location of the pick-up/drop-off zone is presented in **Figure 2**.



FIGURE 2: DROP-OFF AND PICK-UP ZONE

3.4 Pedestrian Movement

The school currently has three (3) pedestrian access points, two (2) on Merrylands Road and one (1) on Bradman Street. The surrounding area is currently well serviced by pedestrian facilities with footpaths and pedestrian crossings provided within the surrounding area. The locations of the pedestrian access points, locations of the pedestrian crossings and footpaths that do not require crossing a road (without a formal crossing) are presented in **Figure 3** below. The operation of the pedestrian movements in the surrounding area was observed as discussed in **Section 4** and found to operate satisfactorily with no safety issues observed.

The pedestrian crossing in Merrylands Road is manned by a TfNSW accredited crossing supervisor during the AM and PM peak school pick-up/drop-off period. The children's crossing in Bradman Street is monitored by a member of staff during the PM peak pick-up period, the staff member shall be located at the crossing prior to allowing children to leave the school grounds.

Pedestrians are to use the allocated pedestrian gates to enter the school with main pedestrian access point to the school's office on Merrylands Road.

No pedestrian access is to occur via the vehicular access along the western side of the site.

Pedestrians should always use the pedestrian crossing when crossing Merrylands Road and Bradman Street.



FIGURE 3: PEDESTRIAN FACILITIES AND ACCESS LOCATIONS

3.5 General Safety Tips

- All drivers shall comply with the 40km/h school zone operating from 8:00-9:30am and 2:30-4:00pm on school days
- Students are to be dropped off at the dedicated drop-off point along Bradman Street or along Merrylands Road as close to the site entry/pedestrian crossing as possible and should get in and out of the car through the rear kerb side door.
- Students are to only cross Merrylands Road and Bradman Street at the pedestrian crossing.
- Students are not to be hailed from across the road.
- Students to be reminded by parents of the 'STOP! LOOK! LISTEN! THINK!' routine every time an accompanied crossing is made of the road:
 - STOP! One step back from the kerb.
 - LOOK! For traffic to your right, left and right again.
 - LISTEN! For the sounds of approaching traffic.
 - THINK! Whether it is safe to cross.
 - Always look and listen for traffic as you cross the road.

3.6 School Activities

The following table indicates the types and frequencies of typical school activities which generate traffic.

TYPE	FREQUENCY
Daily drop off of children before school by cars	Generally, Monday to Friday 40 weeks a year
Daily pick up of children after school by cars	Generally, Monday to Friday 40 weeks a year
Daily drop off of children before school by bus	Generally, Monday to Friday 40 weeks a year
Daily pick up of children after school by bus	Generally, Monday to Friday 40 weeks a year

3.7 Buses

Buses will utilise the existing Bus Stop on Merrylands Road. The bus stop along the site frontage can accommodate up to three (3) buses at a time.

In cases where sport and excursions require four (4) or more buses to transport students, the school shall organise the buses to arrive at the school in a staggered arrangement, where practical to do so. This staggered arrangement will ensure the bus stop will have a maximum demand of two (2) buses at any one time. When this is not feasible, buses will use the school frontage of Merrylands Road as per the existing conditions.

The school will allocate staff to supervise and manage the bus stop in the afternoon periods.

3.8 Measures to Ensure the Amenity of Local Residents is Protected

The school is to actively review its traffic management and regularly communicate with the school community about appropriate traffic behaviour.

Review and communication takes place in staff meetings, both teaching and administration. The School Leadership Team acts on feedback from these reviews including modification of procedures and consequential updating of staff training as required.

Communication to parents will include regular advice regarding following of traffic management procedures in order to maintain the amenity of local residents.

The school currently contains its major “outside normal school times” activity (that is, the Open Day, Information Nights, Parent Teacher Interviews etc.) to a minimum.

The school is encouraged to respond to individual resident concerns about issues including traffic management and takes these into account in refining the processes.

Further, a yearly internal review will be undertaken of the Operational Transport and Access Management Plan, and the effectiveness of the Operational Traffic Management Plan in relation to traffic flow around the school.

3.9 Use of the School Facilities by Community Members

The school facilities are currently not open to community members outside of operating hours and as such do not require parking arrangements. It is noted that the hiring of the school facilities by community members is a service that is provided and is assessed on a case-by-case basis.

4 SITE VISIT

A site visit was undertaken on Wednesday 3rd November 2021 during the pick-up and drop-off periods of the school. The purpose of the site visit was to observe the local traffic environment with reference the existing OTAMP during the peak pick-up and drop-off time and observe if there are any issues with the operation of the surrounding streets.

4.1 Observations and Recommendations

The observations made during the site visit are summarised below:

4.1.1 General Findings

- The pick-up and drop-off operations generally operated satisfactorily with no significant safety concerns or traffic flow efficiency issues observed.
- No jay-walking from students or parents was observed within Merrylands Road or Bradman Street with crossing of the road occurring at the dedicated crossing areas.

4.1.2 AM drop-off period

- Children's crossing flags were marked with flags at the crossing in Merrylands Road with one (1) crossing attendant present.
- One (1) bus was observed to drop-off students. Two (2) staff were stationed at the drop-off location along Merrylands Road during the bus drop-off period.
- Drop-off occurred on both sides of Merrylands Road and along Taylor Street.
- U-turns were observed at the intersection of Merrylands Road / Taylor Street.
- Cars were parked along the site frontage for extended periods of time.
- Occasional drop-off of children was observed within the bus zone (1 occurrence observed)
- Many parents would park in the available parking spaces at Greystanes Sportsground off-street car park on the southern side of Merrylands Road and walk their child to the school gate. While there is no formalised signage or line marking the car park tended to operate in a clockwise direction with the eastern driveway acting as an entry driveway and the western driveway acting as an egress driveway.
- A vehicular queue extended from the pedestrian crossing in Merrylands Road to at most Kippax Street as a result of the high utilisation of the pedestrian crossing. The queue was typically 5-10 vehicles in length and dissipated quickly in breaks in the use of the crossing.
- Children's crossing flags were marked with flags at the crossing in Bradman Street.
- Nil (0) staff were stationed at the Bradman Street entrance.
- Some drop-off of students was observed within the "*No Stopping*" zone along Bradman Street.

4.1.3 PM pick-up period

- Some parents were observed waiting in their vehicles if parked close to the entry of the school prior to the end of school.

- Children's crossing flags were marked with flags at the crossing in Merrylands Road with one (1) crossing attendant present.
- Some parking in front of driveways occurred along Merrylands Road.
- Some parking in "*No Stopping*" areas occurred along Merrylands Road.
- Many parents would park in the available parking spaces at Greystanes Sportsground off-street car park on the southern side of Merrylands Road and walk to the entry gate of the school for their child. While there is no formalised signage or line marking the car park tended to operate in a clockwise direction with the eastern driveway acting as an entry driveway and the western driveway acting as an egress driveway.
- Parents were observed waiting in Bradman Street Park and at the entry gate for their children prior to the end of school.
- Unrestricted parking was generally fully utilised along Bradman Street with approximately 50/50 split between parents and other vehicles.
- Low traffic volumes and low speeds travelling along Bradman Street were observed.
- Parents also parked on Whalans Road to wait for their children.
- When school ended many children exited the school gate. Initially there was no teacher manning the exit gate or crossing area. It appeared a parent looked after crossing duties for a few minutes until a teacher in hi-vis arrived and took over.
- Children would only cross the road when an adult was assisting with the school crossing.
- The pick-up zone was not frequently used with parents preferring to park elsewhere and wait at the entrance to the school for their child.
- A car (not associated with the school) was parked on the northern side Bradman Street within the "*No Stopping*" area which resulted in some queueing back to the crossing as the parked car limited the ability of 2-way passing within Bradman Street.

4.1.4 Recommendations

The following recommendation should be implemented to the Operational Traffic Management Plan based upon site observations:

- The children's crossing in Bradman Street should be monitored by a staff member prior to the end of school to prevent students walking out to the crossing without adult supervision. This shall be implemented by the school and is detailed in **Section 3.4**.

5 EXPECTED BEHAVIOUR

5.1 Behaviour on Surrounding Streets

Parents are to adhere to motor traffic regulations including speed limits and parking controls.

Parents are advised that pedestrians have right-of-way on footpaths across driveways. Pedestrians should be allowed to safely traverse the pedestrian footpaths. Staff/parents/visitors are recommended to ensure eye contact is made with pedestrians prior to proceeding.

It is best practice if parents load and unload children from the kerbside of the vehicle (adjacent to the footpath) and not the traffic lane side of the parked vehicle.

Parents will be advised that parking will be monitored in both Merrylands Road and Bradman Street by school staff.

Parents are also not to undertake illegal U-turn manoeuvres in streets adjacent to the school.

Please note regular reminders of the Traffic Management Plan initiatives will be communicated to all families.

5.2 Staff Behaviour and Responsibilities

The responsibility of the staff within the pick-up and drop-off zone are the following:

- Encourage parents to not exit their vehicle when dropping off or picking up their children, though it is understood and expected that parents are more likely to drop off their child without exiting their vehicle than pick up in this manner.
- Encourage parents to not park for longer than 2 minutes within the drop-off / pick-up zone (as legally required under “No Parking” signage).
- Monitor parents who double park and park across driveways within Bradman Street and Merrylands Road and keep a recording of vehicle number plates and student’s names (where practical to do so).
- A record of offenders is to be detailed with the school and those who are repeat offenders shall be reminded of their expected behaviour while driving in the public roads surrounding Greystanes Public School.

Staff are not to direct traffic flow under any situation, unless in emergency situations.

5.3 Periodic Review of School Activity Traffic Management Plan

The school reviews its school activity traffic management plan annually and as the need arises. The school will also commission a Traffic and Safety Audit report on a regular basis that addresses the effectiveness and performance of traffic and pedestrian safety measures including this traffic management plan.



ANNEXURE A: AUTHORS CV's
(3 SHEETS)



Craig McLaren (Director)

RPEQ 19457

Craig is an acknowledged traffic consultant since the company inception in 1995. The company's primary function has been to serve both the public and private sectors focusing on traffic impact assessments, transport planning, special event transport planning, local area traffic management, road safety and expert evidence at Land and Environment Court, Supreme Court and the Commission of Inquiry.

Qualifications

Bachelor of Civil Engineering, UNSW, 1985

Graduate Diploma in Traffic Engineering, University of New South Wales, 1991

Accredited Level 3 Road Safety Auditor, 1998

Risk Management Workshop, September 2014

Professional Engineers Australia. RPEng 2017

Registered Professional Engineer Queensland 2017
RPEQ 19457

RMS Accredited Traffic Management Plan Designer
[2018]

Affiliations:

Member, Australian Institute of Traffic Planning and Management - AITPM

Member, Institute of Transportation Engineers USA
(Australian Branch) – ITE

Papers at Conferences

"Safe & Liveable Communities, Can You Have Both?" Georgia Institute of Transportation Engineers, St Simons Island, Georgia USA July 1999.

Experience:

McLAREN TRAFFIC ENGINEERING

1995 to date:

Director and experienced traffic engineer responsible for the conduct of all facets of traffic impact assessment ranging from report preparation, design advice and giving evidence at the Land and Environment Court.

SINCLAIR KNIGHT MERZ

1994 to 1995:

Executive Traffic Engineer. Responsible for the conduct of all facets of traffic impact assessment ranging from report preparation, design advice and giving evidence at the Land and Environment Court.

TRANSPORTATION PLANNING WORKSHOP

1989 to 1994:

Senior Associate. Responsible for the conduct of a vast number of traffic impact assessment report and gained invaluable experience in giving expert evidence before the Land and Environment Court.

ROADS AND TRAFFIC AUTHORITY, NSW

1988 to 1989:

Technical Secretary to the Regional Traffic Committee, Traffic Engineer, Traffic Engineering Section, involved in traffic/transport research, policy development and assisting councils in the application of the Authority's guidelines.

OVE ARUP TRANSPORTATION PLANNING

1985 to 1988:

Traffic Engineer. Involved in the preparation of traffic impact reports for a wide range of projects.

GUTTERIDGE HASKINS & DAVEY

1980 to 1982:

Trainee Civil Engineer. Involved in assisting with road and subdivision design and field surveying.

Daniel Fonken (Senior Traffic Engineer)

Experienced traffic engineer with experience in consulting with the public and private sectors on matters of transport planning, construction traffic management and traffic impact assessments.

Qualifications

Bachelor of Science Civil Engineering, University of Portland, Oregon USA, 2015

RMS Accredited Work Zone Traffic Management Plan Designer and Inspector (004 910 0455)

Experience:

McLAREN TRAFFIC ENGINEERING

2017 to date:

Daniel is an experienced Traffic Engineer and has significant experience working with both the public and private sectors on Small – Medium scale development. Daniel has been involved with over 250 projects to date in the following traffic related tasks and projects:

- Preparation & Review of Traffic Impact Assessments
- Expert Witness at NSW Land and Environment Court
- Construction Traffic Management Plans
- Concept Road and Carpark Designs
- SIDRA and AIMSUN Traffic Modelling
- Transport and Traffic Planning and Management
- Detailed Design Advice
- Invarion Rapid Plan

Significant Projects:

United Cinemas Development- Queanbeyan;

Wodonga Entertainment Precinct including a cinema, amusement centre and restaurants;

Leisure and Entertainment Precinct – Port Macquarie;

Rezoning Applications for:

- 1,000+ Units in Campbelltown, 200+ Units, Office and Supermarket in Crows Nest, and Office in Chatswood

Construction Traffic Management Plans for:

- Alterations and Additions to Greystanes Public School, Fairvale High School, Northern Beaches Christian School and Cleveland Intensive English High School;
- Seniors Housing Developments in Castle Hill and Riverwood;

Daniel Walker (Traffic Engineer)

Experienced traffic Engineer for the preparation and review of traffic and parking impact assessments for a wide range of land uses and scales. Skilled in traffic modelling and analysis, provision of detailed design advice for small and large scale developments.

Qualifications

Bachelor of Engineering (Honours) (Scholar), Class I, Civil Engineering, University of Wollongong, 2018

Accredited Level 1 Road Safety Auditor, 2020

Experience:

McLAREN TRAFFIC ENGINEERING

2016 to date:

- Preparation & Review of Traffic and Parking Impact Assessments
- Construction Traffic Management Plans
- Concept Road and Parking Designs
- SIDRA Traffic Modelling
- Transport and Traffic Planning and Management
- Detailed Design Advice for a variety of Land Uses
- Invarian Rapid Plan



**ANNEXURE B: CONSULTATION WITH COUNCIL AND
TFNSW
(19 SHEETS)**

Post Approval – Consultation

Consultation needs to be meaningful, done with courtesy and respect and be well documented. These are people/ organisations that we need to be building meaningful relationships with.

Conditions of all consent can require consultation with a range of stakeholders. Consultation in the post approval world needs to be well documented to satisfy the condition requirements.

Examples include Council, service providers (eg. Electricity gas etc.), consult with local bus provider and TfNSW.

Read each condition carefully, any reference to consult triggers consultation.

Typically on State Significant Development, there will be a specific consultation condition as to how this piece can be appropriately addressed.

Consultation is not:

- A token gesture
- Done at the end of the piece of work,
- An email to the relevant stakeholder with no response;
- A meeting with the stakeholder with no meeting minutes.

Consultation is:

- Meaningful
- Done prior to the requirement,
- Captures an outcome,
- Identifies matters resolved,
- Identifies matters unresolved,
- Any disagreements are disclosed; and
- How we are going to address unresolved matters?

How to capture all the relevant details on consultation requirements? Any consultation requirement in a condition is required to be accompanied with the following table:

Post Approval Consultation Record

Identified Party to Consult:	Cumberland City Council
Consultation type:	Email conversation
When is consultation required?	Prior to operation
Why	Condition D24 of SSD 8778
When was consultation scheduled/held	8/9/2021 – 7/12/2021
When was consultation held	8/9/2021 – 7/12/2021
Identify persons and positions who were involved	Ashur Toma – Traffic Engineer
Provide the details of the consultation	8/9/2021 MTE to Council – Introduction to project and why are we consulting. 30/09/2021 Council to MTE – No further comments required. Council is not the consent authority and to refer to the department for comments. 12/11/2021 MTE to Council – Draft OTAMP sent to Council for their comments. 22/11/2021 MTE to Council – Follow up email. 26/11/2021 Council to MTE – Condition was not imposed by Council. Any changes to signage will require Council and Traffic Committee approval. No reliance on Greystanes Sportsground car park is permitted. 30/11/2021 MTE to Council – The changes to signage are recommendations only and will be explored later. No reliance on Greystanes Sportsground car park is proposed. 7/12/2021 MTE to Council – Follow up email 7/12/2021 Council to MTE – Reinforcing their original position
What specific matters were discussed?	Change to signage and use of Greystanes Sportsground car park
What matters were resolved?	Change of signage recommendation was removed from OTAMP and can be considered at a later date.



What matters are unresolved?	Use of Greystanes Sportsground car park.
Any remaining points of disagreement?	No
How will SINSW address matters not resolved?	The use of Greystanes sportsground is not proposed.



Daniel Walker <daniel@mclarentraffic.com.au>

Greystanes Public School OTAMP - Condition D24 of SSD 8778

Ashur Toma <ashur.toma@cumberland.nsw.gov.au>

Tue, Dec 7, 2021 at 10:40 AM

To: Daniel Walker <daniel@mclarentraffic.com.au>

Cc: Daniel Fonken <danielf@mclarentraffic.com.au>, Nicholas Gannon <Nicholas.Gannon@icon.co>, Soma Somaskanthan <Soma.Somaskanthan@cumberland.nsw.gov.au>

Hi Daniel,

We are unable to provide further comments due to insufficient information provided in the submitted OTAMP regarding the proposed on-street parking. The requested information such as plans / consultation result etc. should be provided with any recommendation otherwise should not be considered in OTAMP. It is advised that the installation of parking restrictions is subject to consultation result and traffic committee approval.

In addition, regarding the usage of the Greystanes sport ground carpark should not be considered in OTAMP.

Regards,

Ashur

**ASHUR TOMA**
TRAFFIC ENGINEER

16 Memorial Avenue, PO Box 42 Merrylands NSW 2160

T +61 2 8757 9549

E ashur.toma@cumberland.nsw.gov.auW www.cumberland.nsw.gov.au

From: Daniel Walker <daniel@mclarentraffic.com.au>**Sent:** Tuesday, 7 December 2021 9:57 AM**To:** Ashur Toma <ashur.toma@cumberland.nsw.gov.au>**Cc:** Daniel Fonken <danielf@mclarentraffic.com.au>; Nicholas Gannon <Nicholas.Gannon@icon.co>; Soma Somaskanthan <Soma.Somaskanthan@cumberland.nsw.gov.au>**Subject:** Re: Greystanes Public School OTAMP - Condition D24 of SSD 8778

Hi Ashur,

Just following up on my response to your comments for Greystanes Public School OTAMP. We require comments to be provided by Wednesday 8/12/2021. If no response is received, the OTAMP will be finalised and issued to Council for information purposes only.

Kind regards,

On Tue, Nov 30, 2021 at 10:37 AM Daniel Walker <daniel@mclarentraffic.com.au> wrote:

Hi Ashur,

Thank you for the comments.

Please see my response to the comments in red below.

Can you please let me know if this satisfies your comments/concerns?

Kind regards,

On Fri, Nov 26, 2021 at 4:42 PM Ashur Toma <ashur.toma@cumberland.nsw.gov.au> wrote:

Hi Daniel,

As mentioned previously the condition was not imposed by Council. However, the submitted OTAMP indicated that there are proposed parking restrictions along Merrylands Road and Bradman Street as pick up and drop off zone. It is advised that any proposed parking restrictions is subject to consultation result with the affected residents, Traffic Committee and Council's approval. Therefore, detailed design of the proposed parking restrictions should be prepared by applicant and submitted to Council for consideration and approval. Note, the next traffic committee meeting is on February 2022. **The potential parking restrictions along Merrylands Road is only a recommendation within the OTAMP and will be explored by the school at a later date. Any proposed changes to the on-street parking provisions will be part of a separate application and submitted to Council and the Traffic Committee for approval.**

In regards to the proposed utilise Greystanes Sportsground, it is advised that Council's recreation and facilities section has advised that Council do not agree to the use the carpark Greystanes Public School during school hours. This park is highly utilised by the Cumberland City community for a range of recreation and sport activities for both organised and informal users that require carparking availability. Restricting the carpark would not benefit the community and would create knock on issues for local residents and community customers. Therefor, this matter should be addresses and availability of carparking spaces within Greystanes sportsground must not be considered in the OATMP. **No changes or restrictions to the Greystanes Sportsground car park are proposed within the OTAMP, the Sportsground car park will continue to operate as per existing conditions.**

Further comments may be provided following submission of amended documents.

Regards,

Ashur



ASHUR TOMA

TRAFFIC ENGINEER

[16 Memorial Avenue](#), PO Box 42 Merrylands NSW 2160

T +61 2 8757 9549

E ashur.toma@cumberland.nsw.gov.auW www.cumberland.nsw.gov.au

From: Daniel Walker <daniel@mclarentraffic.com.au>**Sent:** Monday, 22 November 2021 2:49 PM**To:** Ashur Toma <ashur.toma@cumberland.nsw.gov.au>**Cc:** Records Department <council@cumberland.nsw.gov.au>; Daniel Fonken <danielf@mclarentraffic.com.au>; Nicholas Gannon <Nicholas.Gannon@icon.co>**Subject:** Re: Greystanes Public School OTAMP - Condition D24 of SSD 8778

Hi Ashur,

Just following up on my previous email.

Are you able to provide an ETA on when I can expect a response?

Kind regards,

On Fri, Nov 12, 2021 at 12:45 PM Daniel Walker <daniel@mclarentraffic.com.au> wrote:

Hi Ashur,

Could you please provide comments, if any, on the attached OTAMP for Greystanes Public School.

The comments are requested to satisfy the conditions set out in Condition D24 of SSD 8778.

Kind regards,

On Fri, Oct 1, 2021 at 8:42 AM Daniel Walker <daniel@mclarentraffic.com.au> wrote:

Hi Ashur,

Thank you for the response.

Kind regards,

On Thu, Sep 30, 2021 at 2:45 PM Ashur Toma <ashur.toma@cumberland.nsw.gov.au> wrote:

Dear Daniel,

Please be advised that the condition below was not imposed by Council. Therefore, it is recommended to refer your request to the department for further advice on this matter.

Regards,

Ashur



ASHUR TOMA

TRAFFIC ENGINEER

16 Memorial Avenue, PO Box 42 Merrylands NSW 2160

T +61 2 8757 9549

E ashur.toma@cumberland.nsw.gov.au

W www.cumberland.nsw.gov.au

From: Daniel Walker <daniel@mclarentraffic.com.au>
Sent: Wednesday, 8 September 2021 11:49 AM
To: Records Department <council@cumberland.nsw.gov.au>
Cc: Daniel Fonken <danielf@mclarentraffic.com.au>
Subject: Greystanes Public School OTAMP - Condition D24 of SSD 8778

Hello,

I am a traffic engineer engaged to respond to Condition D24 of SSD 8778 for Greystanes Public School at 781 Merrylands Road, Greystanes on behalf of Icon Construction Group.

Condition D24 requires consultation with Council to develop an Operational Transport and Access Management Plan.

Apart from the items listed within the consent condition are there any other aspects that Council would like to have included within the OTAMP?

It should be noted that due to the COVID19 lockdowns, site inspections have been unable to be undertaken to adequately assess the pick-up and drop-off operations of the school. However, this will be considered within the monitoring and review timeframes of the OTAMP.

Condition D24 is shown below for reference.

Operational Transport and Access Management Plan (OTAMP)

D24. An OTAMP is to be prepared for the school by a suitably qualified person, in consultation with Council, Transport for NSW and RMS, to the satisfaction of the Secretary, and must address the following:

- (a) Detailed pedestrian analysis including the identification of safe route options – to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the Site in a safe and efficient manner during school start and finish;
- (b) the location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.);
- (c) the location and operational management procedures of the pick-up and drop-off parking located within Merrylands Road, including staff management/traffic controller arrangements;
- (d) the location and operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities during the hours of bus lane operations along Merrylands Road, including staff management/traffic controller arrangements;
- (e) delivery and services vehicle and bus access and management arrangements;
- (f) management of approved access arrangements;
- (g) potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing pick-up and drop-off parking in Merrylands Road;
- (h) car parking arrangements and management associated with the proposed use of school facilities by community members; and
- (i) a monitoring and review program.

The OTAMP(s) must be submitted to the Secretary for approval prior to operation of the development.

The OTAMP(s) (as revised from time to time) must be implemented by the Applicant for the life of the development.

Should you need any further information please do not hesitate to contact me.

Kind regards,

--

Daniel Walker

Traffic Engineer

B.E. (Hons) (Schol) (Civil Engineering)

Accredited Level 1 Road Safety Auditor

E: Daniel@McLarenTraffic.com.au P: 02 9521 7199

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Traffic Engineer

*B.E. (Hons) (Schol) (Civil Engineering)**Accredited Level 1 Road Safety Auditor*E: Daniel@McLarenTraffic.com.au P: 02 9521 7199

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Post Approval – Consultation

Consultation needs to be meaningful, done with courtesy and respect and be well documented. These are people/ organisations that we need to be building meaningful relationships with.

Conditions of all consent can require consultation with a range of stakeholders. Consultation in the post approval world needs to be well documented to satisfy the condition requirements.

Examples include Council, service providers (eg. Electricity gas etc.), consult with local bus provider and TfNSW.

Read each condition carefully, any reference to consult triggers consultation.

Typically on State Significant Development, there will be a specific consultation condition as to how this piece can be appropriately addressed.

Consultation is not:

- A token gesture
- Done at the end of the piece of work,
- An email to the relevant stakeholder with no response;
- A meeting with the stakeholder with no meeting minutes.

Consultation is:

- Meaningful
- Done prior to the requirement,
- Captures an outcome,
- Identifies matters resolved,
- Identifies matters unresolved,
- Any disagreements are disclosed; and
- How we are going to address unresolved matters?

How to capture all the relevant details on consultation requirements? Any consultation requirement in a condition is required to be accompanied with the following table:

Post Approval Consultation Record

Identified Party to Consult:	Transport for NSW and RMS
Consultation type:	Email conversation
When is consultation required?	Prior to operation
Why	Condition D24 of SSD 8778
When was consultation scheduled/held	8/9/2021 – 3/12/2021
When was consultation held	8/9/2021 – 3/12/2021
Identify persons and positions who were involved	Shoba Sivasubramaniam – Development Assessment Officer
Provide the details of the consultation	8/9/2021 Email – MTE to TfNSW – Introduction to project and why are we consulting. 28/09/2021 TfNSW to MTE – No additional info required to satisfy TfNSW and further comments will be made once a draft is available. 12/11/2021 MTE to TfNSW – Draft OTAMP sent to TfNSW for their comments. 22/11/2021 MTE to TfNSW – Follow up email. 30/11/2021 MTE to TfNSW – Follow up email. 3/12/2021 MTE to TfNSW – Follow up email. No response to date.
What specific matters were discussed?	The need for consultation and the comments on a draft OTAMP.
What matters were resolved?	Nil
What matters are unresolved?	Nil



Any remaining points of disagreement?	No
How will SINSW address matters not resolved?	Nil



Daniel Walker <daniel@mclarentraffic.com.au>

Greystanes Public School OTAMP - Condition D24 of SSD 8778

Daniel Walker <daniel@mclarentraffic.com.au>

Fri, Dec 3, 2021 at 10:02 AM

To: Shoba Sivasubramaniam <Shoba.Sivasubramaniam@transport.nsw.gov.au>

Cc: Development Sydney <development.sydney@rms.nsw.gov.au>, Daniel Fonken <danielf@mclarentraffic.com.au>, Nicholas Gannon <Nicholas.Gannon@icon.co>

Hi Shoba,

Just following up on comments for Greystanes Public School OTAMP.

We require comments to be provided by Monday 6/12/2021. If no response is received, the OTAMP will be finalised and issued to TfNSW for information purposes only.

Kind regards,

On Tue, Nov 30, 2021 at 1:01 PM Daniel Walker <daniel@mclarentraffic.com.au> wrote:

Hi Shoba,

Just following up on the Greystanes Public School OTAMP comments.

Are you able to provide a timeframe on when you can provide comments?

Kind regards,

On Mon, Nov 22, 2021 at 2:51 PM Daniel Walker <daniel@mclarentraffic.com.au> wrote:

Hi Shoba,

I am just following up on my previous email.

Are you able to provide an ETA on when I can expect a response?

Kind regards,

On Fri, Nov 12, 2021 at 12:50 PM Daniel Walker <daniel@mclarentraffic.com.au> wrote:

Hi Shoba,

Please find attached the draft Greystanes Public School OTAMP for TfNSW comments to satisfy Condition D24 of consent for SSD 8778.

If you have any questions please do not hesitate to contact me.

Kind regards,

On Tue, Sep 28, 2021 at 1:48 PM Daniel Walker <daniel@mclarentraffic.com.au> wrote:

Thanks Shoba!

On Tue, Sep 28, 2021 at 11:24 AM Shoba Sivasubramaniam <Shoba.Sivasubramaniam@transport.nsw.gov.au> wrote:

Hi Daniel,

Reference is made to your email below seeking TfNSW consultation for the Operational Transport and Access Management Plan (OTAMP) for the proposed Greystanes Public School at 781 Merrylands Road, Greystanes.

TfNSW has no additional items to be included in the development of the OTAMP in addition to Condition D24 of consent for SSD 8778. TfNSW would be able to provide further comment once the OTAMP is drafted.

For further comment once drafted, please forward the prepared OTAMP to development.sydney@rms.nsw.gov.au with attention to Shoba Sivasubramaniam so that the information is

directed to me.

Regards,

Shoba

Shoba Sivasubramaniam
Development Assessment Officer

Sydney Roads

Greater Sydney
Transport for NSW



Transport
for NSW

From: Daniel Walker [mailto:daniel@mclarentraffic.com.au]
Sent: Wednesday, 8 September 2021 11:49 AM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Daniel Fonken <danielf@mclarentraffic.com.au>
Subject: Greystanes Public School OTAMP - Condition D24 of SSD 8778

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Hello,

I am a traffic engineer engaged to respond to Condition D24 of SSD 8778 for Greystanes Public School at 781 Merrylands Road, Greystanes on behalf of Icon Construction Group.

Condition D24 requires consultation with TfNSW to develop an Operational Transport and Access Management Plan.

Apart from the items listed within the consent condition are there any other aspects that TfNSW would like to have included within the OTAMP?

It should be noted that due to the COVID19 lockdowns, site inspections have been unable to be undertaken to adequately assess the pick-up and drop-off operations of the school. However, this will be considered within the monitoring and review timeframes of the OTAMP.

Operational Transport and Access Management Plan (OTAMP)

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Should you need any further information please do not hesitate to contact me.

Kind regards,

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Shop 7, 716-720 Old Princes Hwy, Sutherland NSW 2232
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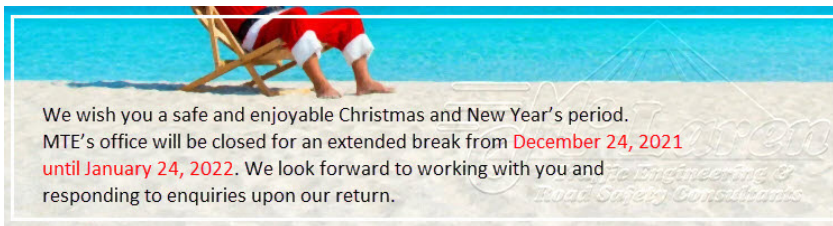
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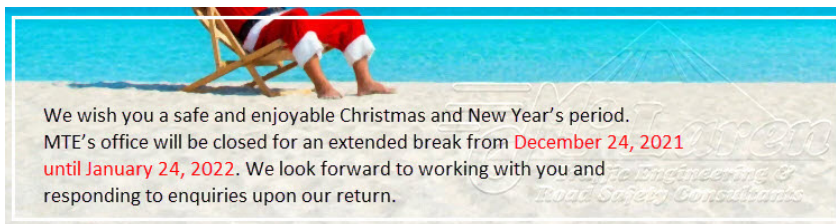
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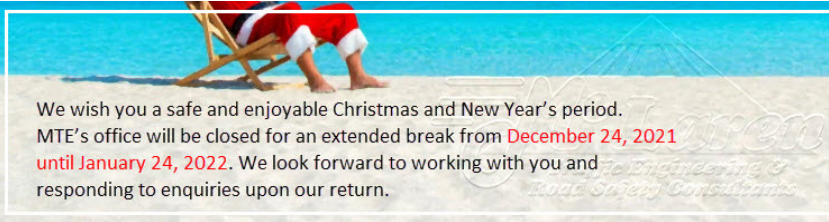
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**Daniel Walker**

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