

24 May 2021



Jordan Graham
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Dear Jordan

Roseville College Sport and Wellbeing Centre (SSD 9912) Response to Questions on Notice

I am in receipt of the request for information provided by the Independent Planning Commission dated 20th May 2021, which seeks the following:

- a) Clarify the proposed traffic management arrangements at the Recreation Avenue access to the site;*
- b) Clarify how pedestrian movements (including student movements) will be managed along Recreation Avenue given the increased number of vehicles accessing the site;*
- and*
- c) Clarify Roseville College's views of a potential 'shared traffic zone' along Recreation Avenue.*

Point a:

The management of traffic to the proposed car park is described in Section 5 of the Traffic Impact Assessment submitted with the SSDA, which presents the traffic activity associated with the different activities proposed within the SWELL project.

The following diagrams (overleaf) summarise the peak hour projected traffic activity associated with the development, overlaid onto the surveyed traffic activity. It is evident that there is only a minor increase in the anticipated vehicle movements along Recreation Avenue, which will continue to operate well within capacity.

Recreation Avenue is a public road with a carriageway width of 5.5 metres, which is suitable for two-way vehicle flow, but sufficiently constrained to minimise vehicle speeds. In this current arrangement, Recreation Avenue has continued to provide safe and equitable access to the existing college facilities as well as vehicle access to the adjacent Tennis Club and Art Centre.

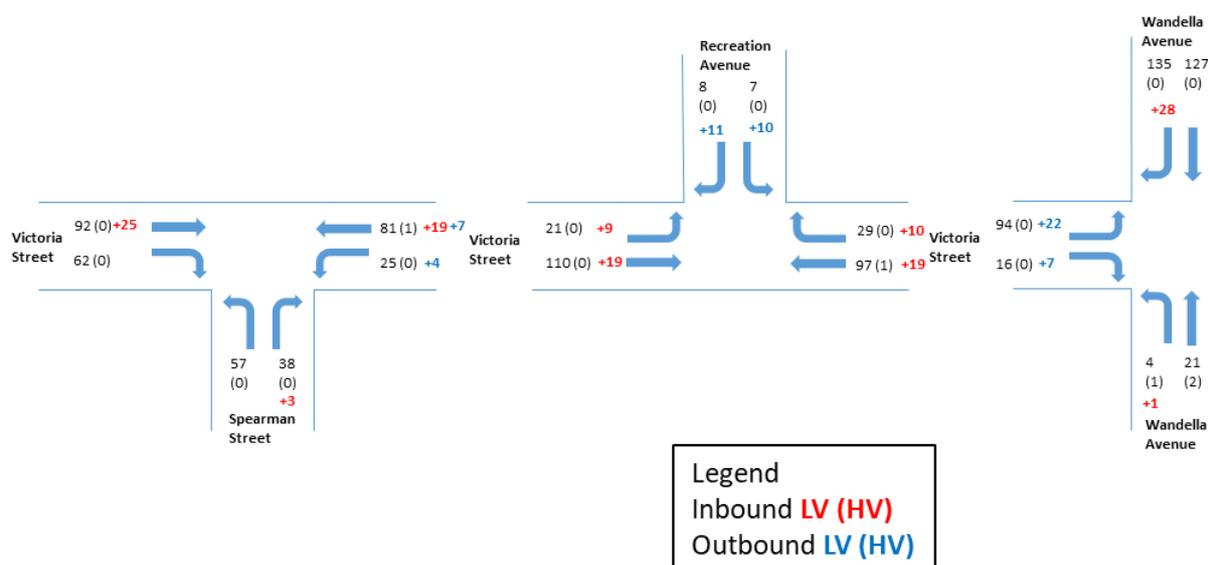


Figure 1 - Existing AM Peak Traffic Volumes with Development Traffic

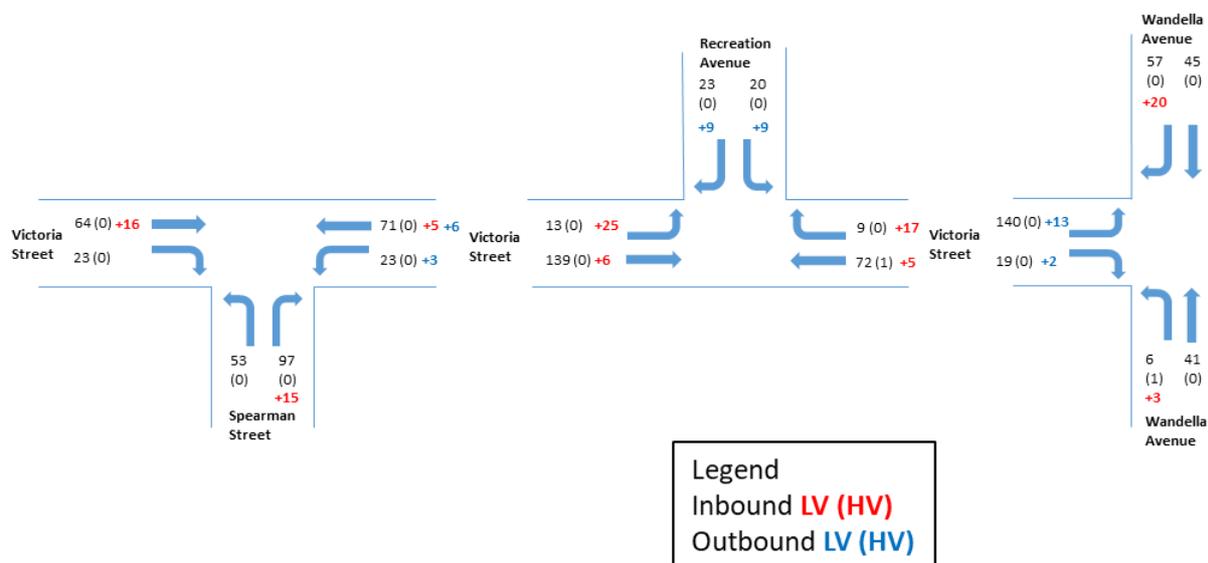


Figure 2 - Existing PM Peak Traffic Volumes with Development Traffic

Point b:

Pedestrians are provided with a raised footpath along the eastern side of the carriageway between Victoria Street and the point where the public road section of Recreation Avenue terminates.

To the north of this point, and within the school property, pedestrians share the access road which serves the existing car park and will serve the proposed car park. Both the existing and proposed traffic volumes are low during peak periods of pedestrian movement and similar to that of a typical car park aisle situation. In this regard, the shared nature of the access provides safe and equitable access.

Point c:

A 'shared traffic zone' is a specific traffic management feature applicable to public roads, which requires design and implementation in accordance with the TfNSW guidelines and warrants. The provision of a shared zone would require a 10kph speed limit and approval from TfNSW as speed limit changes are not

delegated to Council. The need for a formal shared zone is not triggered by the proposal development and is not required within the college property. The section of Recreation Avenue to the south of the college property is provided with a raised footpath along one side, therefore the value of converting this to a share zone is limited as it would encourage pedestrians to walk in the carriageway, while there is a footpath provided.

I trust that is information will assist the Commission in its determination, however please contact me should any clarification be required.

Your faithfully



Andrew morse

Managing Director

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