



Our ref: PS123790-TPD-LTR-002 RevB

28 July 2022

Gray Barton
Director
HB Arch
134 Surrey Road
Blackburn North VIC 3130

Dear Gray,

Kellyville Park Redevelopment – Response to TfNSW Comments

Following the delivery of the Traffic Impact Assessment Report (PS123790-TPD-REP-001 RevF prepared by WSP dated 16/03/22) it is understood that Transport for New South Wales (TfNSW) has undertaken a review of the proposal and have provided comments within their advice letter dated 25 May 2022 (TfNSW Reference: SYD21/00890/02) a copy of which is included in Attachment A to this letter.

The following table has been prepared to provide a response to the TfNSW comments and is to be read in conjunction with the updated traffic report (PS123790-TPD-REP-001 RevH prepared by WSP dated 28/07/22) that will also accompany:

ITEM 1	
TfNSW	<p>It is noted the traffic impact at the intersection of Fairway Drive/Windsor Road has only been modelled for existing scenario.</p> <p>TfNSW has concerns regarding the impact at the intersection as a result of the proposed development and how the impact can be mitigated to maintain existing level of service. TfNSW requests impact at this intersection to be investigated for both existing and future years scenario with and without development. The proponent is to investigate alternative options to mitigate any impact (if required). The Sidra outputs should also be included in the traffic report.</p>
Response	<p>The traffic impact assessment has only modelled existing conditions at the intersection of Fairway Drive and Windsor Road as when this model was prepared it was noted that under existing conditions there is already a warrant for the intersection to be upgraded regardless of the subject development. As this is a pre-existing condition, this would be something to be undertaken by council and is not considered to be requirement for the proponent to mitigate this concern.</p> <p>Notwithstanding the above, the report has now been updated to include a comparative analysis of the intersection under 2026 conditions both with and without site generated movements. The analysis shows that base 2026 conditions, the intersection is already failing and that the introduction of site generated movements does not impact this. This has all been noted within Section 6.4 of the report with all SIDRA outputs added to those already provided within Appendix E.</p>
Report Location	<ul style="list-style-type: none">— Section 6.4— Table 6.7— Appendix E

Level 15, 28 Freshwater Place
Southbank VIC 3006

Tel: +61 3 9861 1111
Fax: +61 3 9861 1144
www.wsp.com

WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

ITEM 2	
TfNSW	It is not clear if SIDRA NETWORK has been used for intersection assessment.
Response	<p>SIDRA Intersection 9.0 (Network) has been used to undertake all intersection analysis.</p> <p>As part of the undertaken analysis, intersections were assessed in isolation and also as part of a networked system where applicable. In reviewing the outputs of these analysis methodologies, it was noted that given the majority of assessed intersections were operating in non-signalised arrangements, there was little to no difference between the modelling outputs, with those of the isolated scenarios presenting as more conservative with respect to future road network impacts. Subsequently these have been presented as part of the report.</p> <p>It is noted that under both assessment scenarios, the intersection of Fairway Drive/Windsor Road failed prior to the introduction of site generated traffic.</p>
Report Location	<p>— Section 6.2</p> <p>— Appendix E</p>
ITEM 3	
TfNSW	Regarding traffic distribution, the proponent should liaise with Council on potential future traffic signals at Windsor Rd, Wrights Rd and Kennedy Ave as well as potential modifications to access at Windsor Rd and Fairway Dr. Amended network modelling is requested if changes are required
Response	<p>The Hills Shire Council was approached regarding future upgrade works to the above noted intersections.</p> <p>Council advised that at this stage, the future upgrade or signalisation of the Kennedy Ave / Windsor Rd intersection is subject to a joint partnership between Council and TfNSW that is yet to receive full funding and as such is not progressing at this point in time.</p> <p>On the basis of this, Council also advised that they are comfortable with the traffic and access arrangements on their local road network and “<i>that modelling is not required because of the restrictions in access to the site</i>”. In addition to this, Council have also advised that in their view further modelling is also not “<i>required on the State Road network because TfNSW already did that with the EIS on the memorial Ave upgrade, which took into account the playing fields as well all the land uses in the BRRA</i>”.</p> <p>On the basis of the commentary provided by The Hills Shire Council, it is considered that further discussion should be undertaken between TfNSW and Council regarding these future intersection works.</p>
Report Location	N/A

ITEM 4	
TfNSW	<p>Parking demand for spectators during event match day is not considered (refer to Tables 4.1 and 4.2 in the Traffic Impact Assessment Report). A shortfall of 476 spaces during the peak event days is suggested in the report.</p> <p>It is suggested that spectators/patrons will be required to use alternative modes of transport to access the venue. TfNSW is concerned that there is a potential for an overflow to occur on the surrounding streets which could further cause queuing at the surrounding network.</p> <p>It is noted that the proposal includes the provision of a shuttle bus service between Kellyville/Bella Vista Stations to mitigate the shortfall in parking spaces. TfNSW requests advice as to how it will be ensured that the shuttle bus service will be undertaken by the proponent.</p> <p>TfNSW would recommend that a management plan be prepared to communicate to patrons the shortfall in parking and details the available options with respect to parking and access to the site.</p>
Response	<p>It is unsure where the shortfall of 476 spaces as noted by TfNSW has been derived from as this is not something that is presented within the traffic report.</p> <p>As acknowledged within the report, (Section 4 and Section 7) given the limited occurrence of peak events (3 – 5 times per year) it is considered that accommodating parking for peak events would lead to an oversupply in the parking provision that would only be utilised on several occasions. This is considered to be an undesirable outcome both in terms of site efficiencies and the impacts on the surrounding area.</p> <p>During peak events, and as addressed within Section 7 of the report, the operator of the site is imposing to employ several green travel initiatives in order to allow patrons access to the site without utilising a private vehicle and therefore generating a demand for parking.</p> <p>These initiatives include:</p> <ul style="list-style-type: none"> — Advising patrons that onsite parking is limited during peak events and that they will be required to utilise alternative means of transport to access the site. — The provision of a shuttle bus service to the nearby train station as well as use of the existing public transport (bus) service to also convey patrons to the site. — The provision of drop-off areas onsite as well as the use of traffic management to direct these vehicles to and from the precinct. — The provision of additional bike parking facilities to encourage bicycle use as an alternative means of transport. <p>In addition to these arrangements, a management plan detailing how traffic and parking during peak events will be controlled will be prepared for inclusion within site operational guidelines.</p>
Report Location	<ul style="list-style-type: none"> — Section 4 — Section 7

ITEM 5	
TfNSW	TfNSW requests the proponent clarify the U-turn movement at Memorial Rd/Windsor Road intersection (see Figures 5.1 and 5.2 in the Traffic Impact Assessment Report). U-turn movements at signalised intersections are not permitted in NSW unless signposted otherwise. This movement is not supported and should not be accounted for in determining the traffic distribution to the site
Response	<p>This comment is noted and the relevant diagrams (Figures 5.1 and 5.2) have been updated accordingly to remove the U-turn and redistribute the traffic that had previously been associated with this movement.</p> <p>This redistribution of traffic has only resulted in a minor change in traffic volumes at other intersections which has not impacted the outcomes of the undertaken intersection analysis.</p> <p>The SIDRA analysis has been updated to account for this change in traffic volumes.</p>
Report Location	<ul style="list-style-type: none"> — Section 5.3 – Figure 5.1 — Section 5.4 – Figure 5.2 — Section 6
ITEM 6	
TfNSW	The swept paths clearly show requirement for traffic management at Windsor Rd/Fairway Drive and access to Stone Mason Drive (not possible) and possible requirement for Memorial Av/Windsor Rd (19M SEMI and 12.5 HRV). This is a concern and may not be supported.
Response	The swept path diagrams are for construction vehicle movements during the construction stage of works. As noted on the diagrams, it is intended that some form of traffic management would be required during this stage with these details addressed as part of the formal CTMP.
Report Location	<ul style="list-style-type: none"> — Section 9.2 — Appendix F
ITEM 7	
TfNSW	The proponent is to liaise with the Traffic Management Committee regarding any proposed traffic management proposals on event days to mitigate impacts to Memorial Ave and Windsor Road.
Response	It is understood that this would be a standard condition of permit and operation of the proposed site use and will therefore be provided in due course.
Report Location	N/A

ITEM 8	
TfNSW	A Construction Traffic and Pedestrian Management Plan (CTMP) must be prepared prior to the issue of the construction certificate with details of predicted construction traffic movements, routes and access arrangements, and outline how construction traffic impacts on existing traffic, pedestrian and cycle networks would be appropriately managed and mitigated.
Response	This will be prepared by the contractor engaged to undertake the required development works. A preliminary CTMP has been included as part of the provided traffic report (Section 9) however all details within these plans are indicative only and as noted within the plans, will require formalisation via the appointed contractor.
Report Location	— Section 9.2
ITEM 9	
TfNSW	An Operational Traffic Management Plan (OTMP) is required to be prepared prior to occupancy. The OTAMP is to be prepared for the site by a suitably qualified person, in consultation with Transport for NSW.
Response	It is understood that this would be a standard condition of permit and operation of the proposed site use and will therefore be provided in due course.
Report Location	N/A
ITEM 10	
TfNSW	Part of subject property (Lot 60 DP 10702) is subject to a lease by Transport for NSW for the Kellyville, Memorial Avenue Upgrade project until end of 2024 as shown by green hatching on the attached Aerial – “X” and Sketch SR4508-CA. All properties required to construct the project have now been acquired. It is not envisaged that any portion of the subject property will be required to facilitate the works for this project. The design and construction contracts have been awarded for the project and construction work has commenced as of March 2021.
Response	Noted. It is not considered that any further action is required to address this comment.
Report Location	N/A

ITEM 11	
TfNSW	The development should be consistent with the TfNSW's Memorial Avenue Upgrade project including vehicular connectivity. All vehicle access to the site should be provided from local road network.
Response	Preparation of the traffic report has been undertaken with reference to the traffic report prepared for the Memorial Avenue upgrade. This has been noted in Sections 1, 2, 5, and 6. All vehicle access to the site is to be via Stone Mason Drive which comprises the local road network along the sites eastern boundary.
Report Location	<ul style="list-style-type: none"> — Section 1 — Section 2 — Section 5 — Section 6

Should you have any queries, or wish to discuss the preceding outcomes further, please do not hesitate to contact the undersigned.

Yours sincerely



Chris Hamond
Associate Traffic Engineer
WSP Australia Pty Ltd
P: 03 9412 5179
M: 0417 332 643
E: Chris.Hamond@wsp.com

Attachment A
TfNSW Advice Letter – 25 May 22



Transport
for NSW

25 May 2022

TfNSW Reference: SYD21/00890/02
DPIE Reference: SSD-24452965

Team Leader
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Andy Nixon

Dear Sir/Madam,

EXHIBITION OF EIS – THE EELS CENTRE OF EXCELLENCE AND COMMUNITY CENTRE – 8 MEMORIAL AVENUE, KELLYVILLE

Reference is made to the Department of Planning and Environment (DPE) correspondence dated 29 April 2022, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted documents and requests the following information at **Attachment A** for further review.

If you have any further inquiries in relation to this development application Mr Simon Turner would be pleased to take your call on 8265 6363 or e: development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Zhaleh Alamouti'.

Ms Zhaleh Alamouti
Senior Land Use Planner

Transport for NSW

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124
P 131782 | W transport.nsw.gov.au | ABN 18 804 239 602

Attachment A

1. It is noted the traffic impact at the intersection of Fairway Drive/Windsor Road has only been modelled for existing scenario. TfNSW has concerns regarding the impact at the intersection as a result of the proposed development and how the impact can be mitigated to maintain existing level of service. TfNSW requests impact at this intersection to be investigated for both existing and future years scenario with and without development. The proponent is to investigate alternative options to mitigate any impact (if required).

The Sidra outputs should also be included in the traffic report.

2. It is not clear if SIDRA NETWORK has been used for intersection assessment. TfNSW requests intersections should be modelled in SIDRA NETWORK.
3. Regarding traffic distribution, the proponent should liaise with Council on potential future traffic signals at Windsor Rd, Wrights Rd and Kennedy Ave as well as potential modifications to access at Windsor Rd and Fairway Dr. Amended network modelling is requested if changes are required.
4. Parking demand for spectators during event match day is not considered (refer to Tables 4.1 and 4.2 in the Traffic Impact Assessment Report). A shortfall of 476 spaces during the peak event days is suggested in the report.

It is suggested that spectators/patrons will be required to use alternative modes of transport to access the venue. TfNSW is concerned that there is a potential for an overflow to occur on the surrounding streets which could further cause queuing at the surrounding network.

It is noted that the proposal includes the provision of a shuttle bus service between Kellyville/Bella Vista Stations to mitigate the shortfall in parking spaces. TfNSW requests advice as to how it will be ensured that the shuttle bus service will be undertaken by the proponent.

TfNSW would recommend that a management plan be prepared to communicate to patrons the shortfall in parking and details the available options with respect to parking and access to the site.

5. TfNSW requests the proponent clarify the U-turn movement at Memorial Rd/Windsor Road intersection (see Figures 5.1 and 5.2 in the Traffic Impact Assessment Report). U-turn movements at signalised intersections are not permitted in NSW unless signposted otherwise. This movement is not supported and should not be accounted for in determining the traffic distribution to the site.
6. The swept paths clearly show requirement for traffic management at Windsor Rd/Fairway Drive and access to Stone Mason Drive (not possible) and possible requirement for Memorial Av/Windsor Rd (19M SEMI and 12.5 HRV). This is a concern and may not be supported.
7. The proponent is to liaise with the Traffic Management Committee regarding any proposed traffic management proposals on event days to mitigate impacts to Memorial Ave and Windsor Road.

8. A Construction Traffic and Pedestrian Management Plan (CTMP) must be prepared prior to the issue of the construction certificate with details of predicted construction traffic movements, routes and access arrangements, and outline how construction traffic impacts on existing traffic, pedestrian and cycle networks would be appropriately managed and mitigated.

TfNSW would welcome further discussions with the proponent regarding the preparation the CTMP and can be contacted directly at Development.Sydney@transport.nsw.gov.au.

9. An Operational Traffic Management Plan (OTMP) is required to be prepared prior to occupancy.

The OTAMP is to be prepared for the site by a suitably qualified person, in consultation with Transport for NSW.

TfNSW would welcome further discussions with the proponent regarding the preparation the OTAMP and can be contacted directly at Development.Sydney@transport.nsw.gov.au.

10. Part of subject property (Lot 60 DP 10702) is subject to a lease by Transport for NSW for the Kellyville, Memorial Avenue Upgrade project until end of 2024 as shown by green hatching on the attached Aerial – “X” and Sketch SR4508-CA.

All properties required to construct the project have now been acquired. It is not envisaged that any portion of the subject property will be required to facilitate the works for this project. The design and construction contracts have been awarded for the project and construction work has commenced as of March 2021.

Further information regarding this Project can be obtained by visiting the project website at <https://roads-waterways.transport.nsw.gov.au/projects/kellyvillememorial-avenue-upgrade/index.html>; or by contacting the Project Team – Email: memorial.avenue@daracon.com.au; Ph. 1800 784 847.

11. The development should be consistent with the TfNSW’s Memorial Avenue Upgrade project including vehicular connectivity. All vehicle access to the site should be provided from local road network.

Attachment B – Aerial “X”

