

4 August 2021

TfNSW Reference: SYD21/00890/01

DPIE Reference: SSD-24452965

Andy Nixon
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Andy Nixon

Dear Sir/Madam,

REQUEST FOR SEARS FOR THE EELS CENTRE OF EXCELLENCE AND COMMUNITY CENTRE – 8 MEMORIAL AVENUE, KELLYVILLE

Reference is made to the Department of Planning, Industry and Environment (DPIE) correspondence dated 21 July 2021 requesting Transport for NSW (TfNSW) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

TfNSW has reviewed the information and would like to replace the requirements listed in key issue 9 (Transport, traffic, parking and access (operation and construction)) in the draft SEARs with Attachment A.

In addition to the requirements outlined in Attachment A, TfNSW requires the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. TfNSW requests the impact on nearby intersections and the need/associated funding for upgrading or road improvement works should be investigated.

Key intersections to be examined/modelled include but shall not be limited to:

- Windsor Road/Memorial Avenue
 - Windsor Road/Fairway Drive
 - Memorial Avenue/Stone Mason Drive
 - Memorial Avenue/Severn Vale Drive
2. The traffic impact should be assessed for both existing and future scenarios (existing +10 years beyond the operation of the development).
 3. 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.

4. TfNSW currently have a lease agreement in place until the end of 2024 for a portion of the site. The area shown in Attachment B is being used as a primary site office compound for the Memorial Avenue Upgrade; and
5. Consideration as to how the proposed development will impact upon the Memorial Avenue upgrade project (currently being undertaken) is required. Consultation with TfNSW is required in order to address this matter.

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@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



Zhaleh Alamouti

A/Senior Land Use Assessment Coordinator

Attachment A – Recommended wording for Key Issue 9

9. Transport, traffic, parking and access (operation and construction)

Provide a transport and accessibility impact assessment, which includes, but is not limited to the following:

- analysis of the existing transport network to at least the nearest Sydney Metro station, including:
 - o road hierarchy.
 - o pedestrian, cycle and public transport infrastructure.
 - o details of current daily and peak hour vehicle movements based on traffic surveys and / or existing traffic studies relevant to the locality.
 - o existing transport operation for 1hr before and after special functions (existing or proposed), such as span of service, frequency for public transport and pedestrian phasing for signals.
 - o existing performance levels of nearby intersections utilising appropriate traffic modelling methods (such as SIDRA network modelling).
- details of the proposed development, including:
 - o a map of the proposed access which identifies public roads, bus routes, footpaths and cycleways.
 - o pedestrian site access and vehicular access arrangements, including for service and emergency vehicles and loading/unloading, including swept path analysis demonstrating the largest design vehicle entering and leaving the site and moving in each direction through intersections along the proposed transport routes.
 - o car and motorcycle parking, bicycle parking and end-of-trip facilities.
 - o drop-off / pick-zone(s) and coach bus parking, if any proposed.
 - o pedestrian, public transport or road infrastructure improvements or safety measures.
- analysis of the impacts due to the operation of the proposed development, including:
 - o proposed modal split for all users of the development including vehicle, pedestrian, bicycle riders, public transport, coach buses and other sustainable travel modes.
 - o estimated total daily and peak hour vehicular trip generation.
 - o a clear explanation and justification of the:
 - assumed growth rate applied.
 - volume and distribution of proposed trips to be generated.
 - type and frequency of design vehicles accessing the site.
 - o details of performance of nearby intersections with the additional traffic generated by the development both at the commencement of operation and in 5-year intervals (using SIDRA network modelling), for life of project.
 - o cumulative traffic impacts from any surrounding approved development(s).
 - o adequacy of pedestrian, bicycle and public transport infrastructure and operations to accommodate the development.
 - o adequacy of car and motorcycle parking and bicycle parking provisions when assessed against the relevant car / bicycle parking codes and standards.
 - o adequacy of the existing / proposed pedestrian infrastructure to enable convenient and safe access to and from the site for all users.

- measures to promote sustainable travel choices for employees and visitors, such as minimising car parking provision, encouraging car share and public transport, cycling and walking, implementing a green travel plan and providing end of trip facilities and how this can be demonstrated to be implemented.
- governance arrangements or relationships with state and local government transport providers to update roads safety.
- infrastructure improvements, including details of timing and method of delivery.
- analysis of the impacts of the traffic generated during construction of the proposed development, including:
 - construction vehicle routes, types and volumes.
 - construction program (duration and milestones).
 - on-site car parking and access arrangements for construction, emergency and construction worker vehicles.
 - cumulative impacts associated with other construction activities in the locality (if any).
 - road safety at identified intersections near the site due to conflicts between construction vehicles and existing traffic in the locality.
 - measures to mitigate impacts, including to ensure the safety of pedestrian and cyclists during construction.
- a preliminary Construction Traffic and Pedestrian Management Plan providing 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.

Relevant Policies and Guidelines:

- Guide to Traffic Generating Developments (Roads and Maritime Services, 2002).
- EIS Guidelines - Road and Related Facilities (Department of Urban Affairs and Planning (DUAP), 1996).
- Cycling Aspects of Austroads Guides.
- NSW Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004).
- Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020).
- Australian Standard 2890.3 Parking facilities, Part 3: Bicycle parking (AS2890.3).

Attachment B – Location of TfNSW primary site office compound

