



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
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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”

