



Our ref: PS123790-TPD-LTR-003 RevC

10 October 2022

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

Dear Gray,

Kellyville Park Redevelopment – Response to Department of Planning and Environment Comments

Following the delivery of the Traffic Impact Assessment Report (PS123790-TPD-REP-001 RevH prepared by WSP dated 28/07/22) it is understood that Department of Planning and Environment (DPE) has undertaken a review of the proposal and have provided comments within their Request for Additional Information letter dated 23 September 2022 (DPE Reference: SSD-24452965). A copy of which is included in Attachment A to this letter.

The following table has been prepared to provide a response to the DPE comments and is suggested to be read in conjunction with the abovementioned traffic report:

ITEM 1	
DPE	Provide peak vehicle movements for weekends and peak event days.
Response	Traffic surveys that were commissioned included the peak vehicle movements during a typical weekend period attached at Appendix C of the report. The surveys indicate a peak weekend hourly traffic generation of approximately 106 movements on a Saturday between 11:00 - 12:00pm (i.e. prior to typical match commencement). From a traffic perspective, weekdays are considered the worst-case scenario with peak commuter traffic occurring along the road network. Whilst the volumes generated by the site might be higher as presented in the survey results on weekends, peak event days and weekends occurs outside typical road network peaks, thus the volumes in the surrounding area are significantly lower and impact on the road is less than typical weekdays. Further to this, it is noted that as the subject site is already operating in a typical match day capacity on weekends, it is not anticipated that there would be any material change in the use of the site on these days through the development of the CoE. Subsequently, it is generally considered that weekend traffic volumes as generated by the precinct on typical match days will largely align with the existing conditions that are already being accommodated within the road network.

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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.

With regards to peak event days, these are anticipated to occur 3 – 5 times a year (less than 2% of the year) and therefore sit outside the typical range for which assessment would generally be undertaken. Furthermore, it is understood that these events would typically occur on a weekend or weekday outside of business peak hours.

Notwithstanding this, data has been sourced from an “Open Training Session” that was held at the site on Monday 23 September 2022 during which time almost 3,000 people were in attendance. Based on vehicle data provided by the club, it is understood that this event may have seen in the order of 740 vehicle movements generated before and after the event. On the basis that due to traffic management, these movements would typically be distributed across 2-hour periods before and after the event, this equates to peak hourly traffic generation of approximately 370 vehicle movements.

In terms of how this volume of traffic is accommodated within the surrounding road network, based on the information presented within the Traffic Report prepared as part of the Memorial Avenue upgrade, it is noted that there is typically an 18% – 21% drop in road network traffic volumes between the weekday and weekend peak periods. Further to this, the report also indicates that traffic volumes between the AM and PM peak periods can be up to 30% – 40% less than the corresponding peak periods.

On the basis that the surrounding key roads (Memorial Avenue, Windsor Road) can typically accommodate in the order of 2,500 – 3,000 vehicle movements in each of the AM and PM peak periods, this equates to a drop in road network traffic volumes of between 450 – 630 vehicles on weekends and 750 – 1,200 vehicles on weekdays.

Subsequently, it is considered that as the estimated hourly volumes generated by the site are less than these anticipated drops in road network volumes, that the additional peak event day site traffic movements would sit within the functional road capacity of the surrounding road network.

Furthermore as parking will be limited on these days, with alternate travel arrangements proposed via the implementation of a traffic and parking management plan and the initiatives listed in the following letter, it is generally considered that traffic movements to and from the site will be reduced to only those that have been afforded parking within the onsite provisions or arriving via an alternate means of transport (i.e. shuttle bus) and subsequently traffic impacts on the surrounding road network shouldn't differ to other typical days of operation.

ITEM 2	
DPE	Provide further details into the shuttle bus service proposed on peak event days, including (but not limited to): — frequency and hours of operation — type of buses to be used — pick up and drop off locations — any associated fare for patron
Response	Subject to further co-ordination with the club and the provision of further detail within the parking and traffic management plan that is to be prepared, indicative operational arrangements for the proposed shuttle bus service that will operate between Kellyville Train Station (or other locations to be determined) on key event/match days are detailed as follows: — Frequency and hours of operation — Bus operations to typically commence 2 hours prior to and conclude 2 hours after the scheduled hours of the game (organisers will arrange appropriately prior to each event). — Frequency can be determined via a survey to club members to give an indication on the expected number of patrons that are interested in using this service. — Type of buses to be used — It can be expected that as a minimum, shuttle buses will at least be the size akin to minibuses ranging from 6-8m in length. — If required, bus sizes up to a standard 12.5m bus could also be considered. — Pick up and drop off locations — Development plans prepared as part of the planning application and included within the traffic report identify four (4) pick-up and drop-off bays on the site located adjacent to the CF building with access provided via separate entry and exit crossovers operating in a one-way arrangement. — Any associated fare for patron — Any associated fares for patrons are to be further developed by the club and will be detailed as part of the operational parking and traffic management plan. It is noted that the above information is indicative only and final details to be developed through further investigation at time of operation.

ITEM 3	
DPE	Consider other options for reducing the car parking shortfall on peak event days, such as the use of other fields for temporary car parking.
Response	Further to the provision of shuttle bus service provisions investigation has also been undertaken into providing alternative off-site parking arrangements on peak event days. On Monday 23 September 2022 an “Open Training Session” with almost 3,000 people in attendance was held at the subject site, with Council providing permission for temporary parking and traffic mitigation measures to be undertaken including the use of Balmoral Park Reserve as an alternative for temporary car parking on the day. The reserve is located approximately 650m west of the site. The management of these arrangements was undertaken via a joint arrangement between the club, Council and local police. Council has also provided confirmation for the consideration to utilise Balmoral Road Reserve carpark on a case by case basis to accommodate for the overflow demand for major events. The correspondence with Council is provided in Attachment B. The above information will be included as part of the Operational Parking and Traffic Management Plan that is to be prepared to coincide with the operation of the site.
ITEM 4	
DPE	Outline how patrons would be advised of: a) limited parking availability at the ground b) public transport, walking and cycling options to access the ground
Response	As part of the green initiative to advise 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, patrons would be advised via the following: — Send out information to the club members within an emailing list — Post on PNRL Eels social media platforms — Within each event news notice on the PNRL Eels website, providing information regarding the on-site parking opportunities, off-site parking opportunities on the day, availability of public transport services, any additional services are provided (i.e. shuttle bus service provisions) and any additional areas for bicycle parking — Provision of a news notice via Council website subject to Council’s approval

ITEM 5

DPE

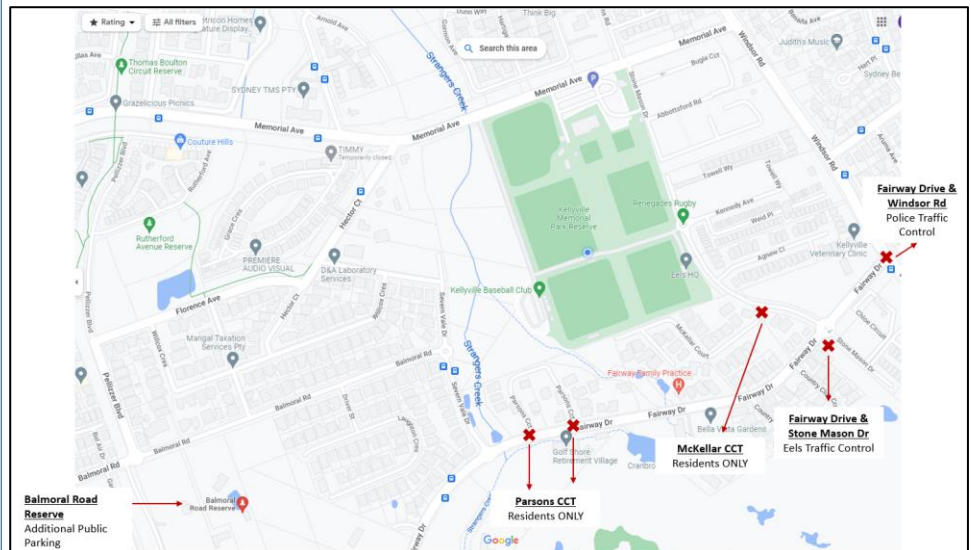
Outline how on-street carparking impacts would be minimised/managed in surrounding streets.

Response

In line with the response to item 3, it has been advised that consultation has been undertaken between Hills Council and Castle Police Area with the following plan produced to manage traffic and parking for the “Open Training Session” that occurred on Monday 23 September 2022 where approximately 3,000 patrons attended.

This plan considered the following management of traffic and parking within the area proximate to the subject site:

- McKellar CCT and Parsons CCT restricted to local resident traffic only to ensure patrons do not park within these streets.
- Additional Traffic Control placed at the below three intersections to direct and control traffic:
 - Fairway Drive and Windsor Road;
 - Fairway Drive & Stone Mason Drive; and
 - Stone Mason Drive and Kennedy Avenue .
- Council provided permission for Balmoral Drive Reserve as a dedicated overflow parking area provided with signage directing people to a park entrance near the softball reserves for the day.
- Communication developed advising patrons of very limited parking around the venue and where possible to access the site by walking only.



It is considered that arrangement similar to these will be undertaken for other peak event days and will be further detailed and documented as part of the Operational Parking and Traffic Management Plan that is to be prepared for the site.

ITEM 6	
DPE	Provide a carparking / travel management plan.
Response	TFNSW has requested that <i>“an Operational Traffic Management Plan (OTMP) is required to be prepared prior to occupancy. The OTMP is to be prepared for the site by a suitably qualified person, in consultation with Transport for NSW.”</i> Subsequently, and in line with this previous correspondence with TfNSW an Operational Parking and Traffic Management Plan will be prepared as a condition of planning approval for the project and will be subject to approval by Council prior to the undertaking of any event days. This will occur once the club is in occupation of the site and the timing of future events can be planned/managed with further certainty.

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

Yours sincerely



Chris Hamond
Associate Traffic Engineer
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E: Chris.Hamond@wsp.com



Fiona Banh
Senior Engineer
WSP Australia Pty Ltd
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Attachment A
Department of Planning and
Environment Letter – 23
September 22

Our ref: Eels Centre of Excellence & Community Sports Hub (SSD 24452965)

Mr Jim Sarantinos
Chief Executive Officer
Parramatta National Rugby League Club Limited
Angel Place, Level 8, 123 Pitt Street
Sydney NSW 2000

DATEWILLBEINSERTEDHERE

Subject: Request for Additional Information

Dear Mr Sarantinos,

The Department is currently assessing the Eels Centre of Excellence and Community Sports Hub proposal (SSD-24452965).

In order for the assessment of your proposal to be finalised, the Department requests that you provide the following additional information:

1. Provide peak vehicle movements for weekends and peak event days
2. Provide further details into the shuttle bus service proposed on peak event days, including (but not limited to):
 - frequency and hours of operation
 - type of buses to be used
 - pick up and drop off locations
 - any associated fare for patrons
3. Consider other options for reducing the car parking shortfall on peak event days, such as the use of other fields for temporary car parking
4. Outline how patrons would be advised of:
 - a. limited parking availability at the ground
 - b. public transport, walking and cycling options to access the ground
5. Outline how on-street carparking impacts would be minimised/managed in surrounding streets
6. Provide a carparking / travel management plan.

Department of Planning and Environment



You are requested to provide the information, or notification that the information will not be provided, to the department by Wednesday **5 October 2022**. If you cannot meet this deadline or do not intend to provide the additional information, please advise the department via the NSW planning portal.

If you have any questions, please contact Lucinda Craig on 02 9585 6027 or via email at lucinda.craig@dpie.nsw.gov.au.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "Anthony Witherdin".

Anthony Witherdin
Director
Key Sites Assessments

Attachment B
Council Correspondence – 30
September 2022

FW: Parramatta Eels SSDA - Mitigation of Traffic Impacts

Chris Brown <chris.brown@waypointgrp.com.au>

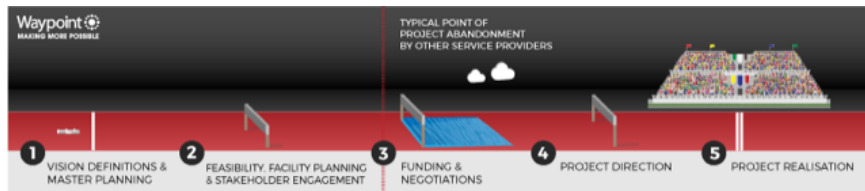
Fri 30/09/2022 13:59

To: Kael Williams <kwilliams@mostyncopper.com.au>; Joshua Drayton <joshua.drayton@parraeels.com.au>

FYI

Chris Brownm 0400 956 660 | e chris.brown@waypointgrp.com.au | w waypointgrp.com.au

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From: Michael Lathlean <mlathlean@thehills.nsw.gov.au>**Date:** Friday, 30 September 2022 at 3:52 pm**To:** Chris Brown <chris.brown@waypointgrp.com.au>**Cc:** David Reynolds <dreynolds@thehills.nsw.gov.au>**Subject:** Parramatta Eels SSDA - Mitigation of Traffic Impacts

Chris

We would be more than happy to consider the use of the Balmoral Road Reserve carpark on a case by case basis as an overflow carpark to cater for parking demand generated by major events at Kellyville Park.

Regards

Michael Lathlean**Manager - Asset Management, Traffic and Parks**61298430205 | 0412 546 959 | mlathlean@thehills.nsw.gov.au

Administration Centre, 3 Columbia Court Norwest NSW 2153



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Sent: Friday, 30 September 2022 3:38 PM

To: Michael Lathlean <mlathlean@thehills.nsw.gov.au>; David Reynolds <dreynolds@thehills.nsw.gov.au>

Cc: Joshua Drayton <joshua.drayton@parraeels.com.au>; kwilliams@mostyncopper.com.au

Subject: Re: Parramatta Eels SSDA - Mitigation of Traffic Impacts

Importance: High

Hi Gents,

Just following up on my email below.

I'm conscious that Monday is a public holiday in NSW and our response due date on Wednesday 5 October.

Any advice that you can provide would be greatly appreciated.

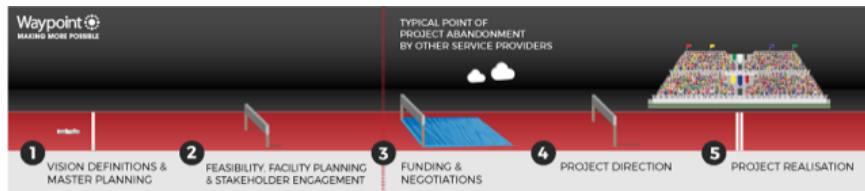
Thanks,

Chris Brown

m 0400 956 660 | e chris.brown@waypointgrp.com.au | w waypointgrp.com.au



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From: Chris Brown <chris.brown@waypointgrp.com.au>
Date: Wednesday, 28 September 2022 at 11:04 am
To: mlathlean@thehills.nsw.gov.au <mlathlean@thehills.nsw.gov.au>, David Reynolds <dreynolds@thehills.nsw.gov.au>
Cc: Joshua Drayton <joshua.drayton@parraeels.com.au>
Subject: Parramatta Eels SSDA - Mitigation of Traffic Impacts

Hi Gents,

Hope you're both well.

We have received a final round of RFI's from DPE. These RFI primarily relate to traffic and parking management for the limited number of times (2-3 events annually) that large events will be held at Kellyville Park in the future. DPE have enquired as to the possibility of providing overflow parking for such events:

3. Consider other options for reducing the car parking shortfall on peak event days, such as the use of other fields for temporary car parking

I understand that Balmoral Road Reserve was made available for overflow parking for the Eels open training session on Monday. Would Council be open to the possibility of this area being used for overflow parking for future large events at the facility? We understand that any provision of access would be subject to the existing use of the reserve for community sporting events.

If this is something that Council would be willing to consider, could you please advise in writing so that it can be included in support of our RFI response. The response is required by Wednesday 5 October, however we would appreciate a response by COB Friday 30 September (if supportive) given the public holiday next Monday.

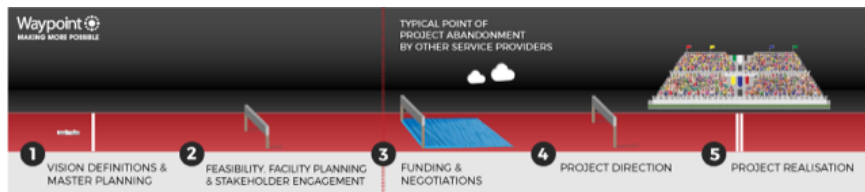
If you have any queries, please let me know.

Regards,

Chris Brown
m 0400 956 660 | e chris.brown@waypointgrp.com.au | w waypointgrp.com.au



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