



2 December 2019

Our Reference: SYD19/00793/02 & SYD19/00796/02  
Departments Reference: SSD 10343 & SSD 10344

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

Attention: Paula Bizimis

Dear Paula,

## **KELLYVILLE AND BELLA VISTA STATION PRECINCTS CONCEPT PROPOSALS**

Reference is made to the Department of Planning, Industry and Environment's correspondence dated 24 October 2019 with regard to the abovementioned Environmental Impact Statements, which were referred to Roads and Maritime Services (Roads and Maritime) and Transport for NSW (TfNSW) in accordance with the *State Environmental Planning Policy (Infrastructure) 2007*. This letter is offered as a collective response from agencies of the TfNSW cluster.

The proposal seeks development approval for the concept SSD under section 4.38(1) of the EP&A Act and sets out the Kellyville and Bella Vista Station Precincts concept proposals and establishes the framework for future development.

The documentation including *Jacobs Traffic and Transport Assessment Report* (TTAR) in support of the proposal has been reviewed and comments and recommendations are provided in **Attachment A**.

It is suggested that the proponent engages with the Transport cluster agencies regarding the matters raised prior to finalising the Response to Submissions.

Any inquiries in relation to this application can be directed to Laura van Putten 02 8849 2480 or by email at [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au)

Yours sincerely

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

**Pahee Rathan**  
**A/Senior Manager Land Use Assessment**  
**North West Precinct**

## **1. Parking Rates**

*Comment:*

Page 7, Table A1.2 - Roads and Maritime has concerns with regard to the Residential Parking rates proposed. The parking rates are considered generous and will subsequently work against the purposes of encouraging greater public and active transport usage for development located along the Sydney Metro NW Corridor.

The Trip Generation Rates used by Jacobs within their modelling for the High Density Residential dwellings are based on 47.5% Car Mode Share (Note: This mode share was identified as part of the Kellyville and Bella Vista Station Precinct Rezoning Transport Plan) - AM = 0.22 trips/dwelling and PM = 0.17 trips/dwelling.

It is noted that the Roads and Maritime *Guide to Traffic Generating Developments* (High Density Residential – Metropolitan Regional CBD Centres) have a corresponding trip rate of 0.24 trips/dwelling. However, the Minimum Parking Rates proposed in the TTAR generally correspond with the *RMS Guide to Traffic Generating Developments* (High Density Residential – Metropolitan Sub Regional Centres) with the corresponding trip rate of 0.29 trips/dwelling and the proposed Maximum Rates in Table A1.2 would result in a trip rate that is higher.

*Recommendation:*

In order to facilitate the Kellyville and Bella Vista Station Precinct Rezoning Transport Plan's target mode share of 47.5% car usage it is recommended that the Residential Parking Rates be amended as follows:

- 0.4 spaces per 1 bedroom unit.
- 0.7 spaces per 2 bedroom unit.
- 1.20 spaces per 3 bedroom unit.
- 1space per 10 units (visitor parking)

## **2. Public Transport Services**

a) *Comment:*

Page 19, Section 7.2 - Table 7.1 lists the existing bus services and peak hour frequencies of these services in the precinct. The bus routes and frequencies as recorded from 5 June 2019 have been significantly changed. The TTAR should reflect these changes.

*Recommendation:*

Update the TTAR to reflect the current bus services and frequencies in Table 7.1.

b) *Comment:*

Page 20, Section 7.2 - Reference is made to the North West Night Bus. However, this is just a temporary initiative until Sydney Metro begins operating its full span of service.

*Recommendation:*

Reference to the Metro West Night bus should be removed.

c) *Comment:*

Page 21, Section 7.2 - The changes to bus services referred to in Section 7.2 which refer to the removal of bus routes are incorrect.

*Recommendation:*

Update the TTAR to accurately reflect proposed changes to bus routes.

d) *Comment:*

- i. Page 69, Section 9.5.1.1 - Figure 9.7 has identified Wuban Ave as a "local street" as per the categorisations in Section 9.5.1.1. Wuban Street will continue to be used for bus circulation and accordingly should not be categorised as a local street.
- ii. Page 69, Section 9.5.1.1 - TfNSW would like to have bus access from Kellyville Station to Arnold Avenue via Colonial St and the new Main Streets along the Metro guideway in order to better serve both the new development and to offer better connections to Kellyville Station.
- iii. Page 69, Section 9.5.1.1 - TfNSW would like to reserve land to establish a connection from the North West T-Way to Guragura Street south of the existing station carpark. This would allow for improved services for customers and enable Kellyville Station to become more of a hub for buses in the area.
- iv. Page 73, Section 9.5.2 - The TTAR notes that Mawson Ave would serve as the place function for the precinct by limiting vehicle access to left in/left out at Balmoral St and introducing a bus-only section at its southern end near Celebration Drive to limit its connectivity and exposure to traffic. Mawson Ave is currently a bus only street between Florey Avenue and Celebration Drive. To further encourage traffic to use Celebration Drive in preference to Mawson Avenue and to ensure the smooth operation of bus services, TfNSW would like to retain the section of Mawson Ave where the bus stops are located as bus only.

*Recommendation*

The applicant is to work with TfNSW to address the above comments

e) *Comment:*

Page 85, Section 11.1 - It is noted the road bridge across Elizabeth Macarthur Creek would also be used by bus services to enable better connections to Kellyville Station.

*Recommendation*

The bridge across Elizabeth Macarthur Creek, along with any roads from the bridge to Kellyville Station, should be built to be bus capable.

**3. Active Transport:**

a) *Comment:*

Page 66, Section 9.4.2.1 - Measures to encourage users of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing, such as the integration with rail and bus infrastructure and provision of adequate bicycle parking and end of trip facilities are required as part of the SEARs. The report notes their inclusion in Section 9.4.2.1, however they are not provided.

*Recommendation*

Indicate measures to encourage customers to make sustainable travel choices, including walking, cycling, public transport and car sharing, such as the integration with rail and bus infrastructure and provision of adequate bicycle parking and end of trip facilities.

b) *Comment*

Page 78, Section 10.1 - breaks down the relevant residential parking rates recommended by design guidelines and adopted in local town centres. Whilst the report mentions that bicycle parking rates should be in line with the Hills DCP 2012, further detail is not provided.

*Recommendation*

Indicate the provision of bicycle parking including consideration of the availability of public transport and the requirements of the relevant parking codes and Australian Standards.

c) *Comment*

Page 6 Section 4.3 - Design Principles 2 and 3 of the development focus on encouraging access by public and active transport and ensuring an integrated land use and transport outcome. The TTAR should further demonstrate the integration of the proposed active transport with the current network and proposed land use.

*Recommendation*

- i. Demonstrate ways to align local bike network planning with the proposed Principal Bicycle Network (Old Windsor Road), so that local routes are integrated and well-connected with the wider network.
- ii. Illustrate ways future pedestrian and cycle routes connect with land use activities ie transport, commercial, educational, residential, retail and medical services.
- iii. Cater for and prioritise walking and cycling to Bella Vista School. Please demonstrate the provision of safe walking and cycling routes to schools, including by designing local streets to be safe, low-speed, low-traffic and low-stress environments that prioritise use by pedestrians and bicycle riders, including children.
- iv. Create through site links through larger blocks, where new cycling and walking routes provide connectivity and permeability within the local neighbourhood.
- v. Ensure footpaths are wide enough to allow a range of user needs, such as wheelchairs, prams, and family groups.
- vi. Consider wider shared paths that can also safely accommodate bicycle riders, particularly children and inexperienced riders, to get to key local destinations such as public transport, schools, parks and shops.

**4. Traffic Modelling:**

a) *Comment:*

The current report only provides summary of the intersection performance of the assessed scenarios

*Recommendation:*

Further details of the modelling should be attached as Appendix to the report and include:

- i. The AIMSUN modelling files;
- ii. The SIDRA modelling files;
- iii. A Base Model Calibration and Validation Report.
- iv. Jacobs to provide explanation for using SIDRA 7 instead of the latest version SIDRA 8 which was released on the 24 April 2018.

b) *Comment:*

The model is not consistent with the Roads and Maritime Improvements proposed as part of the Memorial Avenue Upgrade for the intersection of Old Windsor Road/Memorial Avenue/Sunnyholt Road. Furthermore, some of the Jacobs recommended improvements for

this intersection (i.e. additional northbound and southbound approach and departure lanes along Old Windsor Road) are already part of the Memorial Avenue Upgrade Project.

*Recommendation:*

The proponent is to update the model in accordance with the latest design for this intersection. To find information on this project, please visit:

<https://www.rms.nsw.gov.au/projects/01documents/kellyville-memorial-avenue-upgrade/memorial-avenue-upgrade-appendix-b.pdf>

c) *Comment:*

Page 61, Table 9.7 - It is noted that the following deterioration in the Level of Service occurs at the intersection of Windsor/Old Windsor roads, yet no improvements are proposed (with Jacobs noting that there would be impacts on adjacent properties to undertake improvements). Looking at the aerial photography of this intersection, there seems to be sufficient room for the proponent to suggest / investigate improvements within the existing road reservation.

*Recommendation:*

The proponent is to investigate the potential for improvements within the existing road reservation at the intersection of Windsor/Old Windsor roads with the aim to reduce the increased average delay which is a result of the proposed development.

d) *Comment:*

Page 47, Section 9.2.1 – Table 9.1 states that the intersection of Celebration Drive and Lexington is operating at LOS B and LOS C, this statement does not reflect the true conditions on site as this intersection and the intersection of Old Windsor Road and Celebration drive are operating at capacity due to the short distance between the two intersections.

*Recommendation:*

The impact of any additional traffic that will be using these two intersections should be assessed carefully. The intersection of Celebration/Lexington drives should be included in the network modelling.

**5. Bus Priority Infrastructure Project (BPIP)**

*Comments:*

Kellyville Station Precinct

- a) Roads and Maritime is currently investigating the proposed BPIP and has defined options for further examination. The investigations completed to date indicate that part of the subject property could be required if one or more of the options is selected. However, the proposal may change, as no decision has been made as to the preferred option and it is not possible at this date to provide any more definite information as to the likely requirement for any part of the property. The applicant should be advised to contact (Tejas Dabhi, Ph 0408 290 265 E-mail [Tejas.Dabhi@rms.nsw.gov.au](mailto:Tejas.Dabhi@rms.nsw.gov.au)) if further information is required.

## Attachment A – Comments on SSD 10343 & SSD 10344

- b) The future boundary of the development must be set back at a sufficient distance from the current boundary along Samantha Riley Drive that fronts the development to support future road widening for bus priority and capacity improvements between Old Windsor Road and Decora Drive
- c) The lands required for this future road widening along Samantha Riley Drive (from Old Windsor Road to Decora Drive) should be dedicated for transport / road widening purposes.
- d) The developer is to contribute to the design development (and delivery) of any necessary road upgrades needed on Samantha Riley Drive to cater for the increased traffic growth from their development.

The developer is to determine an appropriate contribution mechanism for the delivery of the required future road widening for bus priority and capacity improvements along Samantha Riley Drive between Old Windsor Road and Decora Drive.

### Bella Vista Station Precinct

- a) The future boundary of the development must be set back at a sufficient distance from the current boundary along Celebration Drive, Balmoral Road and Memorial Avenue particularly (on approach to Old Windsor Road and access into the Metro Precinct) to any required future road widening for bus priority and capacity improvements at these locations.
- b) The lands required for this future road widening along Celebration Drive, Balmoral Road, Memorial Avenue particularly (on approach to Old Windsor Road) should be dedicated for transport / road widening purposes.
- c) The developer is to determine an appropriate contribution mechanism for the delivery of the required future road widening for bus priority and capacity improvements along Celebration Drive, Balmoral Road, Memorial Avenue particularly (on approach to Old Windsor Road and access into the Metro Precinct).

### 6. General Comments:

#### a) *Comment:*

The developer must illustrate that their development and the traffic generated from it does not have a detrimental impact upon the current local and arterial road network and road network within the Metro precinct, compared to existing levels. Where it is identified that there is an impact the developer must identify how this would be mitigated.

Intersection analysis undertaken by the consultant proposes changes to various intersections in the vicinity of the Kellyville and Bella Vista Station Precincts to ameliorate the impacts of the additional traffic generated by these two precincts. A number of these improvements would warrant further discussion with Roads and Maritime to determine whether such improvements are supported and how such improvements will be best delivered.

#### *Recommendation:*

All information/requests for changes on Classified Roads or traffic signals should be provided to the Roads and Maritime for review. Sighting of this document is not a Roads and Maritime concurrence to such changes. Any changes to each site will be considered on its merits.

b) *Comment:*

It likely that the proposed development for both Kellyville Station Precinct and Bella Vista Station Precinct will occur in stages before it is fully development however; it is not clear in the report how the associated upgrades will be undertaken in stages.

*Recommendation:*

Further detail is to be provided identifying the stages the associated upgrades is to be undertaken.

c) *Comment:*

Page 69, Section 9.5.1.2 – Figure 9.8 indicates a new traffic signal at the intersection of Doran Road and Decora Drive for Kellyville station precinct which is located within a close proximity to the newly constructed traffic signal at the intersection of Samantha Riley Drive and Decora Drive

*Recommendation:*

Clarification is required to determine if this is included in the proposal. A warrant assessment is required to be submitted for any proposed new signalised intersections.

d) *Comment:*

Page 72, Section 9.5.2 - States “*Bella Vista precinct comprises of two distinct areas. It includes the land between Memorial Avenue and Balmoral Road as an entirely residential precinct with a primary school included and between Balmoral Road and Celebration Drive comprising a mix of residential, commercial and public facilities. Connection between the two areas is catered for by extending Celebration Drive and signalising it at its intersection with Balmoral Road to act as the main north-south connection for residents, the school and for commercial traffic near the Bella Vista station, who would have the option of accessing the surrounding arterial roads via Balmoral Road instead of limited to Celebration Drive at Old Windsor Road*”.

*Recommendation:*

All information/requests for changes on Classified Roads or traffic signals should be provided to the Roads and Maritime for review. Sighting of this document is not a Roads and Maritime concurrence to such changes. Any changes to each site will be considered on its merits.

e) *Comment:*

Page 86, Section 11.1.2 - States “*As part of the access needs of the Bella Vista precinct, it is proposed to provide a road connection across Balmoral Road to link the northern part of Bella Vista precinct with the southern part. This link is also required to connect the new school north of Balmoral Road with the rest of the residential developments to the south. It is proposed to be signalised to facilitate vehicle and safe pedestrian crossing between the school and the residential developments.*” However page 101 indicates that Balmoral Road/Elizabeth Macarthur Link (Improvement Number 12) is an existing traffic signal.

*Recommendation:*

Clarification is required to understand the current layout. All information/requests for changes on Classified Roads or traffic signals should be provided to the Roads and Maritime for review. Sighting of this document is not a Roads and Maritime concurrence to such changes. Any changes to each site will be considered on its merits.