

## **Submission on the Kellyville Precinct Planning Proposal**

### **Traffic impacts and road capacity in Stanhope Gardens**

I have significant concerns with Appendix E Transport Plan in regards to the analysis of the road network and impacts to the capacity of the local road network. The key issues relate to the Stanhope Gardens portion of the precinct, and are as follows:

- No analysis of current network performance. At present, there are **already significant road capacity issues** during the morning peak hour on local roads within the western portion of the precinct in Stanhope Gardens. Key roads affected are Perfection Avenue and Newbury Avenue providing access to Old Windsor Road, and Stanhope Parkway providing access to Sunnyholt Road. There are significant delays on these roads during the morning peak hour.
- The transport plan only addresses network performance in the year 2036 when the precinct is expected to reach maximum yield. In fact, traffic impacts will be significant very early on (ie once construction of new residential development within the precinct commences). Existing road capacity issues will be exacerbated.
- There is no discussion on upgrading/widening the local road network in Stanhope Gardens in the vicinity of the proposed high density residential development in the western portion of the precinct in Stanhope Gardens, in particular, Newbury Avenue and Perfection Avenue. These roads are likely to provide to primary access to the proposed high density residential development proposed in Stanhope Gardens (south of Newbury Avenue), and currently have significant capacity and functionality issues. These will be exacerbated by development in the precinct.

### **Rezoning of Stanhope Gardens west of Old Windsor Road to high density residential**

The proposed rezoning of, at present, low density residential areas to high density residential is a significant change from the rezoning presented in the 2013 Structure Plan for the NorthWest Rail Link. This area was previously proposed to be rezoned to medium density residential. In its current form, the planning proposal does not demonstrate that the road network can adequately manage the significant increase in development and activity within the Stanhope Gardens portion of the precinct. There are no details on the current road network performance within Stanhope Gardens, and predictions for the year 2036 indicate the lowest level of service for the key intersections (ie Newbury Avenue/Old Windsor Road) that would receive traffic from within the western portion of the precinct.

The presence of high density residential within Stanhope Gardens will also result in a significant change to character and amenity of the current neighbourhood. The location of the proposed rezoning to high density residential will impact the existing low density residential areas as a result of dissolving community titles to permit redevelopment. This will impact the residents' ability to access community facilities (pools, clubhouse, tennis courts etc) which are currently part of community titles established in the estate.

### **Planning controls**

Clarification is sought regarding impacts to planning controls for Stanhope Gardens residents (ie within Blacktown LGA) as a result of proposed changes to the planning controls.

*Appendix A Explanation of Intended Effect* states “*The Department also seeks to...identify that the consent authority for development is The Hills Shire Council*”. Please clarify whether it is the intention of the planning proposal that the consent authority for planning and development in the Stanhope Gardens portion of the precinct will be controlled by The Hills Shire Council instead of Blacktown Shire Council. Appendix A refers to amendments to both The Hills and Blacktown local environment plans (LEP); however, it is not clear which planning provisions (ie The Hills Shire LEP or Blacktown LEP) would apply in the Stanhope Gardens portion of the precinct.