



# Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

<b>Assessment name:</b>	Sydney International Speedway Amended Access Proposal
<b>Prepared by:</b>	arc traffic + transport
<b>Prepared for:</b>	Sydney Metro
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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

## 1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

- SSI 10048 – Sydney International Speedway

Date of determination:

- SSI 10048: 23 December 2020

Type of planning approval:

- SSI (Division 5.2)

**Description of existing approved project you are assessing for consistency:**

Construction and operation of the Sydney International Speedway including:

- A new world-class clay-based racetrack for both speedway cars and motorcycles including sprint, wingless sprint, street stockers, V8 dirt modified and Formula 500 cars
- A new grandstand and terraced seating to accommodate up to 7000 spectators
- Public amenities, corporate boxes, food, beverage and merchandise outlets
- Dedicated parking for speedway competitors and spectators
- Additional overflow parking with flexibility to be used for dragway events
- Dual access to the precinct by creating new vehicle access to the speedway pit area via a new intersection built off Ferrers Road
- A dedicated competitor pit area to service the speedway
- Workshops, garages and trackside support services.

The approved project has dedicated parking for Sydney Dragway to replace the existing spectator parking areas which would form part of the Sydney International Speedway project site. A summary of the carparks at the site are as follows, with a figure shown in Appendix A:

- Carpark A – Speedway parking
- Carpark B – Competitor parking which forms part of the operational speedway site
- Carpark C – Sydney Dragway parking available for use by other motorsport operators by agreement
- Carpark D (D1 and D2) – Sydney Dragway parking available for use by other motorsport operators by agreement
- The Site is provided with access to the road network at Ferrers Road via the main existing intersection to the Site (Intersection 1) and via a new intersection to Ferrers Road at the southern end of the Site (Intersection 2). All public access to/from the car parks will be via Intersection 1, while all competitor access to Car Park B and the Pit Area will be an entry via Intersection 1 and departure via Intersection 2.
- An access road (termed the Southern Access Road) links between Car Park A and Car Park B and the Pit Area. With reference to the Environmental Impact Assessment, Southern Access Road has a width of 7.3 but provides only for one-way (southbound) movements.

The proposal would provide for the section of Southern Access Road between Car Park A and the Speedway staff parking, workshop and maintenance areas to allow for two-way movements for Speedway staff and emergency vehicles only. All competitor movements (and specifically departures) would remain via Intersection 2 in line with the Speedway Approval.

**Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):**

- Sydney International Speedway Environmental Impact Statement including accompanying technical papers (August 2020)
- Sydney International Speedway Submissions Report (November 2020)
- Sydney International Speedway Amendment Report (November 2020)
- Instrument of Approval (dated 23 December 2020).

The above documents are available on the NSW planning portal here: <https://www.planningportal.nsw.gov.au/major-projects/project/30111>

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, Submissions Report and Amendment Report and the conditions of approval.

## 2. Description of proposed development/activity/works

### Summary of the proposal

The proposal subject of this Consistency Assessment would provide for two-way access for Speedway staff and emergency vehicles as required only in Southern Access Road, which runs along the western boundary of the Speedway site, during the operation of the Sydney International Speedway (the proposal). Details include:

1. The proposal would not require any change to the design profile/environmental footprint of the Southern Access Road. The section of Southern Access Road that would be subject of the proposal has been approved to provide a sealed road with a width of approximately 7.3 metres. The proposal would not require any changes to the design profile/environmental footprint of Southern Access Road, but rather simply provide changed line-marking, including a centre-line between Car Park A and the barrier gate to the competitors Pit Area so as to provide two-way access for Speedway staff and emergency vehicles as required only.
2. Two-way access would strictly be for Speedway staff and emergency vehicles as required only.
3. The provision of barrier gates at both the entrance to Southern Access Road from Car Park A, and at the southern end of Southern Access Road separating the competitor Pit Area, will ensure that two-way movements are provided for Speedway staff and emergency vehicles as required only
4. The provision of a 'waiting bay' in Southern Access Road south of Car Park A; this will allow northbound Speedway staff vehicles and emergency vehicles as required to wait in a location that would not impact the swept path of a large competitor vehicle turning into Southern Access Road from Car Park A. The waiting bay will be clearly marked on the carriageway (hatched) and signposted.
5. No members of the public will be permitted to either drive or walk within Southern Access Road at any time; this will be controlled by Speedway/Event staff controlling access to Southern Access Road during events, by a barrier fence and by No Access signage.

A detailed description and assessment of the Proposal is provided in the Revised Access Proposal Transport Assessment which is provided in Appendix A.

## 3. Timeframe

The proposal does not include any changes to the construction timeframes required for the approved project. The proposal would be in place for the duration of Speedway operations.

#### 4. Site description

The Sydney International Speedway (SIS) is being developed on land owned by the NSW Government, managed by the Western Sydney Parklands Trust (WSPT).

No changes to the approved project area or the approved footprint of Southern Access Road are required for the proposal.

Refer to Appendix A for further details in regard to the proposal.

#### 5. Site Environmental Characteristics

The proposal would be consistent with the approved project area as described in section 3 of the Amendment Report. The project is located within the Western Sydney Parklands which is managed by the Western Sydney Parklands Trust pursuant to the provisions of the *State Environmental Planning Policy (Western Sydney Parklands) 2009* (Western Sydney Parklands SEPP). The objective of the Western Sydney Parklands SEPP is to implement planning controls that will enable the Western Sydney Parklands Trust to develop the Parklands into a multi-use urban parkland for Western Sydney.

Refer to Appendix A for further details in regard to the proposal.

#### 6. Justification for the proposed works

Southern Access Road as described in the Environmental Impact Assessment for the approved project would require Speedway staff to enter the staff parking and maintenance areas from Car Park A and the Southern Access Road, then depart the Site via Intersection 2. It has since been identified that Speedway staff would require access to all parts of the Site. Under the existing one-way design, Speedway staff would be required to undertake a significant round trip using sub-regional roads to return to the Site and enter via Intersection 1.

This is not a viable or sustainable access strategy for Speedway staff and emergency vehicles

The proposal would allow Speedway staff and emergency vehicles as required to travel both northbound and southbound in the section of Southern Access Road between Car Park A and the staff parking and maintenance areas, and the barrier gate to the competitors Pit Area. It is estimated that 5 - 10 northbound vehicle trips could be generated in Southern Access Road daily rather than 5 - 10 vehicle trips that would otherwise be generated to Intersection 2.

Refer to Appendix A for further details in regard to the proposal.

## 7. Environmental Benefit

There is a need for Speedway staff to be able to efficiently access all parts of the Site on both event and non-event days. Restricting access for northbound movements in Southern Access Road for Speedway staff would require them to left out (only) of the Site at Intersection 2 and travel south along Ferrers Road to the Chandos Road roundabout and then return to the north to enter via Intersection 1.

As such, the Proposal would reduce Vehicle Kilometres Travelled (VKT) for staff, and in turn vehicle omissions. It would also provide significantly improved accessibility for emergency vehicles as required

Refer to Appendix A for further details in regard to the proposal.

## 8. Control Measures

Measures to ensure that Speedway staff and emergency vehicles as required only are permitted to use Southern Access Road for two-way movements include:

- Barrier gates at both the entrance to Southern Access Road from Car Park A, and at the southern end of Southern Access Road separating the competitor Pit Area such as to allow two-way movements for Speedway staff and emergency vehicles as required only
- Supervision of both barrier gates during events by Speedway/Event staff
- No Access (Vehicle and Pedestrian) signage at the entrance to Southern Access Road from Car Park A for members of the public
- A maximum posted speed limit of 20km/h in Southern Access Road (consistent with all internal roads and car parks across the Speedway site).
- The preparation and implementation of an overriding Traffic Management Plan that provides guidance in regard to the use of Southern Access Road for two-way movements for Speedway staff only.

Refer to Appendix A for further details in regard to the proposal.



## 9. Climate Change Impacts

The Proposal would significantly reduce Vehicle Kilometres Travelled (VKT) for staff, and in turn reduce vehicle emissions, and as such provide benefits with regard to climate change.

Refer to Appendix A for further details in regard to the proposal.

## 10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Importantly, construction works to support the proposal would be limited to line marking and the installation of access gates. No changes to the location and construction of the Southern Access Road are proposed. As such, no construction related impacts are anticipated.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	No change from the approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from the approved project.	No additional measures required.	Y	Y	
Traffic	No change from the approved project.	No additional measures required.	Y	Y	
Waste	No change from the approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	Y	Y	
Other	No change from the approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the approved project.	No additional measures required.	Y	Y	

## 11. Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	No change from the approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	The Proposal has been discussed with both Sydney Metro and Western Sydney Parklands Trust who have both provided input in regard to the Proposal to ensure all potential impacts arising from the Proposal have been appropriately addressed and mitigated where required.	No additional measures required.	Y	Y	

Traffic	<p>The Transport Assessment provided in Appendix A specifically addresses the key characteristics of the proposal, including:</p> <ul style="list-style-type: none"> <li>• Potential safety impacts (Section 3.5)</li> <li>• Potential pedestrian impacts (Section 3.5.2 and Section 3.5.3)</li> <li>• Potential intersection operation impacts (Section 3.3)</li> <li>• Potential traffic benefits (Section 3.2.1 and Section 3.3)</li> <li>• Proposed impact mitigation measures (Section 3.5)</li> </ul> <p>It concluded that:</p> <ul style="list-style-type: none"> <li>• There is a need for Speedway staff (approximately 5 staff on non-event days) and emergency vehicles to be able to efficiently access all parts of the Site on both event and non-event days</li> <li>• The approved one way road means that vehicles would likely be via Chandos Road, Wallgrove Road, Great Western Highway Brabham Drive and then Ferrers Road to Intersection 1 which is inappropriate, unsustainable and problematic for emergency vehicles</li> <li>• Parking for Speedway staff is to be provided in the Staff Car Park north of, and separated from, the Pit Area and Car Park B. Event staff would park in the spectator car parks, therefore no parking impacts are anticipated</li> <li>• The minor trip redistribution arising from the Proposal would have no potential to impact the operation of the Site intersections (or broader road network)</li> <li>• All of the key intersections in the vicinity of the Site would operate at an acceptable Level of Service even during peak events at the Speedway (and during combined events with the Dragway) both mid-week and on weekends</li> <li>• the Proposal would have no impact on general access, safety or the operation of the Site intersections and broader road network</li> <li>• the provision for two-way movements for Speedway staff would be detailed in the Operational Traffic Management Plan for the approved project.</li> </ul>	<p>The overarching Operational Traffic Management Plan for the approved project will include the following traffic management measures in accordance with Appendix A:</p> <ul style="list-style-type: none"> <li>• Barrier gates</li> <li>• Holding bay</li> <li>• Supervision of key locations during events</li> <li>• Maximum speed limit of 20km/h in all internal roads and car parks</li> <li>• Appropriate signage and supervision to restrict access to the Southern Access Road by members of the public</li> </ul>	Y	Y	
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Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Waste	No change from the approved project.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	The proposal would provide climate change benefits by reducing vehicle emissions, due to the reduction in the vehicle kilometres travelled by staff to access areas of the Speedway site.		Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Risk	<p>Impact and risk management measures are proposed in Appendix A. On the majority of days Speedway staff would be the only people on-site, while during an Event there are anticipated to be few if any Speedway staff vehicle movements in Southern Access Road.</p> <p>No members of the public would be provided with either vehicular or pedestrian access to Southern Access Road. During Events, Speedway/Event staff would be stationed at both the barrier gates to ensure access to the Southern Access Road is provided for competitors and Speedway staff only, and No Spectator Access (Vehicle or Pedestrian) signage will be prominently displayed at the intersection of Car Park A &amp; Southern Access Road, and along Southern Access Road itself.</p>	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Other	No change from the approved project.	No additional measures required.	Y	Y	



Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Management and mitigation measures	One additional mitigation measure as outlined above.	One additional mitigation measure as outlined above.	Y	Y	

## 12. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The design profile and environmental footprint of Southern Link Road will be unchanged, and moreover the only time the small number of Speedway staff are anticipated to require two-way vehicle access will be on non-event days. On event days, it is estimated that there would be fewer than 5 northbound staff vehicle movements
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposal would be consistent with the objectives and functions of the approved project. The proposal would provide significant benefits with regard to vehicle kilometres travelled for Speedway staff, and in turn a reduction in vehicle emissions.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the elements of the approved project. The proposal provides for more efficient access to all areas of the Site for Speedway staff and emergency vehicles as required.
Are there any new environmental impacts as a result of the proposed works/modifications?	No, but rather the proposal provides significant benefits with regard to vehicle kilometres travelled for Speedway staff, and in turn a reduction in vehicle emissions. No changes in the construction of the approved project are required, with the only works required to accommodate the proposal being changes to the line-marking in Southern Access Road
Is the project as modified consistent with the conditions of approval?	Yes, the proposal would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes, the impacts of the proposed works are understood and will be accounted for by implementing the control measures detailed in document.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes, the impacts of the proposed works can be managed so as to avoid an adverse impact.

## 13. Other Environmental Approvals

Identify all other approvals required for the project:

N/A

## Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Anton Reisch	Signature:	
Title:	Director		
Company:	arc traffic + transport	Date:	3/07/2021

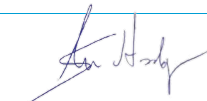
This section is for Sydney Metro only.

### Application supported and submitted by

Name:	Yvette Buchli	Date:	01/09/2021
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes ☒ The proposed activity/works are consistent and no further assessment is required.
- No ☐ The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Stuart Hodgson	Date:	2 Spetember 2021
Title:	Director ESP Sydney Metro West	Comments:	
Signature:			

## Appendix A

Please refer to attached P0214r2v2 Sydney International Speedway Amended Access Proposal Traffic Assessment for further detail in regard to the Proposal.



**Sydney International Speedway**  
**Revised Access Proposal**  
**Transport Assessment**  
for  
**Speedway Promotions Pty Ltd**

## Document Control

**Project No:** 0214

**Project:** Sydney International Speedway Southern Revised Access Proposal TA

**Client:** Speedway Promotions Pty Ltd

**File Reference:** P0214r2v4 Sydney International Speedway Revised Access Proposal TA

## Revision History

Revision	Date	Details	Approved by
v1	20/07/2021	Draft 1	A. Reisch
v2	21/07/2021	Draft 2	A. Reisch
V3	30/07/2021	Draft 3	A. Reisch
v4	30/08/2021	Final 1	A. Reisch

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# 1 Introduction

## 1.1 The Speedway

A State Significant Infrastructure (**SSI 10048**) proposal for the Sydney International Speedway (the **Speedway**) was recently approved by the NSW Minister for Planning & Public Spaces in December 2020 (the **Speedway Approval**).

The former speedway site, located on Government-owned land at Clyde, was required to house the future stabling and maintenance facilities for the Sydney Metro West project. As such, the new Speedway is being constructed on land owned and managed by Western Sydney Parklands Trust (**WSPT**) east of Ferrers Road, Eastern Creek (the **Site**). The Speedway will provide:

- A new world-class clay-based racetrack for speedway cars including sprint, wingless sprint, street stockers, V8 dirt modified and Formula 500 cars;
- A new grandstand and terraced seating accommodating up to 7,000 spectators;
- Public amenities, corporate boxes, food, beverage and merchandise outlets;
- Dedicated on-site parking for speedway competitors and spectators; 2,200 dedicated dragway parking spaces and additional overflow parking for major dragway events;
- Dual egress from the precinct via a new southern exit from the raceway pit area via a new intersection to Ferrers Road;
- A dedicated competitor pit area to service the speedway; and
- Workshops, garages and trackside support areas.

Full details of the Speedway development are provided in the Speedway EIS.

## 1.2 Southern Access Road

The Southern Access Road runs along the western boundary of the Site, providing access between the Intersection 1 and key Site components in the southern portion of the Site, including:

- The competitor pit area (the **Pit Area**);
- The competitor car park (**Car Park B**);
- Administration offices;
- Works and maintenance buildings; and
- A small parking area for administration, works and maintenance staff.

Importantly, and with reference to the Speedway EIS, Southern Access Road is currently designated as a **one-way southbound** road, providing access **from** Intersection 1 **to** the southern portion of the Site through Car Park A.

## 1.4 Revised Southern Access Road Proposal

arc traffic + transport has been engaged by Speedway Promotions to examine the Speedway Conditions relating to the one-way restriction in Southern Access Road, as well as the access, traffic and safety characteristics of the proposed **provision of two-way access for Speedway staff and emergency vehicles as required only**.

**The Proposal will not result in any material changes from the approved project;** specifically:

- The Proposal does not provide for any changes to the existing access restrictions for competitors accessing the Pit Area and Car Park B;
- The Proposal does not provide any changes to the existing access restrictions for public movements (pedestrian and vehicle) in the Southern Access Road;
- The Proposal does not provide for any changes to the design profile/environmental footprint of Southern Access Road, and as such would have no impact on flora and fauna, noting that Southern Access Road location was previously changed (to its currently approved location) so as to minimise impacts on flora and fauna; and
- The Proposal provides significant impact mitigation measures to maximise the safety of all Speedway staff, competitors and spectators.

This Transport Assessment will accompany a Planning Approval Consistency Assessment Form, which will be submitted to Sydney Metro and Transport for NSW (**TfNSW**) for review and approval.

## 1.5 Assessment of the Proposal

arc traffic + transport has been engaged to prepared a Transport Assessment to examine the merits of the Proposal, with specific consideration of the Speedway Approval Conditions of Consent (**Speedway Conditions**) as well as broader access, traffic and safety issues arising from the Proposal.

## 1.6 Reference Documents

The following documents have been referenced in the preparation of this Transport Assessment:

- *Sydney International Speedway Environmental Impact Statement 2020*, prepared by the NSW Government and Sydney Metro (**Speedway EIS**);
  - *Sydney International Speedway Environmental Impact Statement Technical Paper 1: Traffic, Transport and Parking 2020*, prepared by Jacobs (**Traffic Report**);
  - *Sydney International Speedway SSI Assessment Report 2020*, prepared by DPIE (**Assessment Report**);
  - *Sydney International Speedway Submissions Report 2020*, prepared by the NSW Government and Sydney Metro (**Submissions Report**); and
- State Significant Infrastructure 10048 Notice of Approval 2020, approved by the Minister for Planning and Public Spaces (**Speedway Approval**).

## 2 Approved Southern Access Road Operations

### 2.1 Amendment Report

Further to a review of the Speedway EIS submissions, the Amendments Report includes a number of controls relative to the operation of Southern Access Road between Car Park A and the Pit Areas (including Car Park B). Section 3.3.1 of the Amendments Report states the following:

*Vehicle access to the main operational site as included in the Environmental Impact Statement was via a single connection to the existing roundabout located along the site access road. From the roundabout, the access road separates into two roads; one providing access to Carpark A, and one forming the internal one-way road along the western boundary of the main operational site, **to provide access to the competitor pit area, Carpark B and the new left-only exit in the south of the main operational site.***

*Further design development since the preparation of the Environmental Impact Statement has included **reconfiguration of the internal access road design to minimise the environmental impacts of this proposed amendments**, namely through a reduction in the amount of clearance of native, protected vegetation near the entry to the main operational site.*

*All vehicles accessing the main operational site would continue to do so via a single connection with the existing roundabout along the site access road. However, all vehicles would then travel into Carpark A to either park (if visitors/spectators to the Sydney International Speedway), or would travel through Carpark A to access the internal access road via a gate at the western end of Carpark A **to travel along the internal one-way access road along the western boundary of the project site to the competitor pit area, Carpark B and the new exit in the south.***

The Amendments Report does not suggest that the amendments to the Southern Access Road intersection to Car Park A, or the introduction on one-way southbound only movements in Southern Access Road, relate in any way to traffic or safety issues, but rather *to minimise the environmental impacts of this proposed amendments, namely through a reduction in the amount of clearance of native, protected vegetation near the entry to the main operational site.*

### 2.2 One-Way Movements

As discussed, the Speedway Approval (and final Speedway EIS documentation) provides for southbound arrival movements only in Southern Access Road for all vehicles travelling to the southern portion of the Site, and then departure movements to Intersection 2 only for all vehicles departing the southern portion of the Site.

arc traffic + transport acknowledges that limiting competitor vehicle movements in this way is appropriate, as generating heavy vehicle trips through Car Park A to depart the Site would likely have safety and general traffic movement impacts.

However, the application of the same southbound only restriction to Speedway staff using the Staff Car Park north of the Pit Area does not appear to have been given any separate consideration.

## 3 The Proposal

### 3.1 The Proposal

Speedway Promotions proposes allowing two-way movements in Southern Access Road between the Car Park A and Speedway staff parking, works and maintenance areas for Speedway staff and emergency vehicles as required. This will allow Speedway staff and emergency vehicles to access the northern part of the Site without being required to divert through the external road network.

The Proposal does not provide for any changes to the existing access restrictions for competitors accessing the Pit Area and Car Park B as detailed in the Speedway EIS and supporting documents, nor for any spectator access (vehicular or pedestrian) to be permitted in Southern Access Road.

Further to the above, and further to our consultations with Sydney Metro, [arc traffic + transport](#) has determined that the Proposal would have no impact on any other aspects of the Speedway Approval, including:

- Flora and fauna;
- Water;
- Air quality;
- Noise vibration;
- Indigenous heritage;
- Non-indigenous heritage;
- Waste;
- Social;
- Economic;
- Visual;
- Urban design;
- Geotechnical;
- Land use;
- Climate Change; or
- Risk

The proposed physical works to be provided in Southern Access Road as part of the Proposal are shown in the figures below, while further discussion of the measures proposed to minimise the potential impacts of the Proposal are detailed further in [Section 3.5](#).

Figure 1: Access Amendment Proposal Northern Section

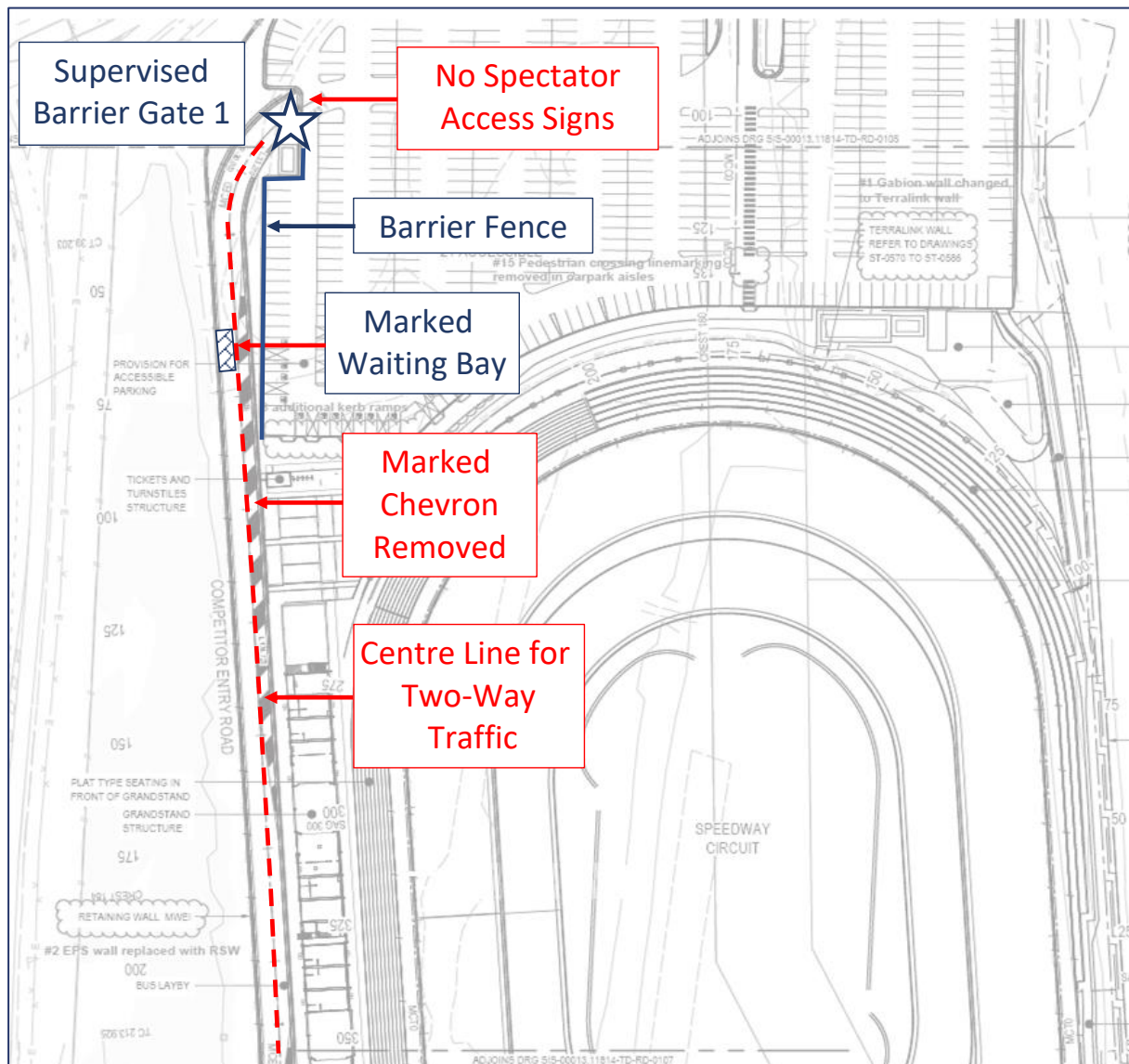




Figure 2: Access Amendment Proposal Central Section

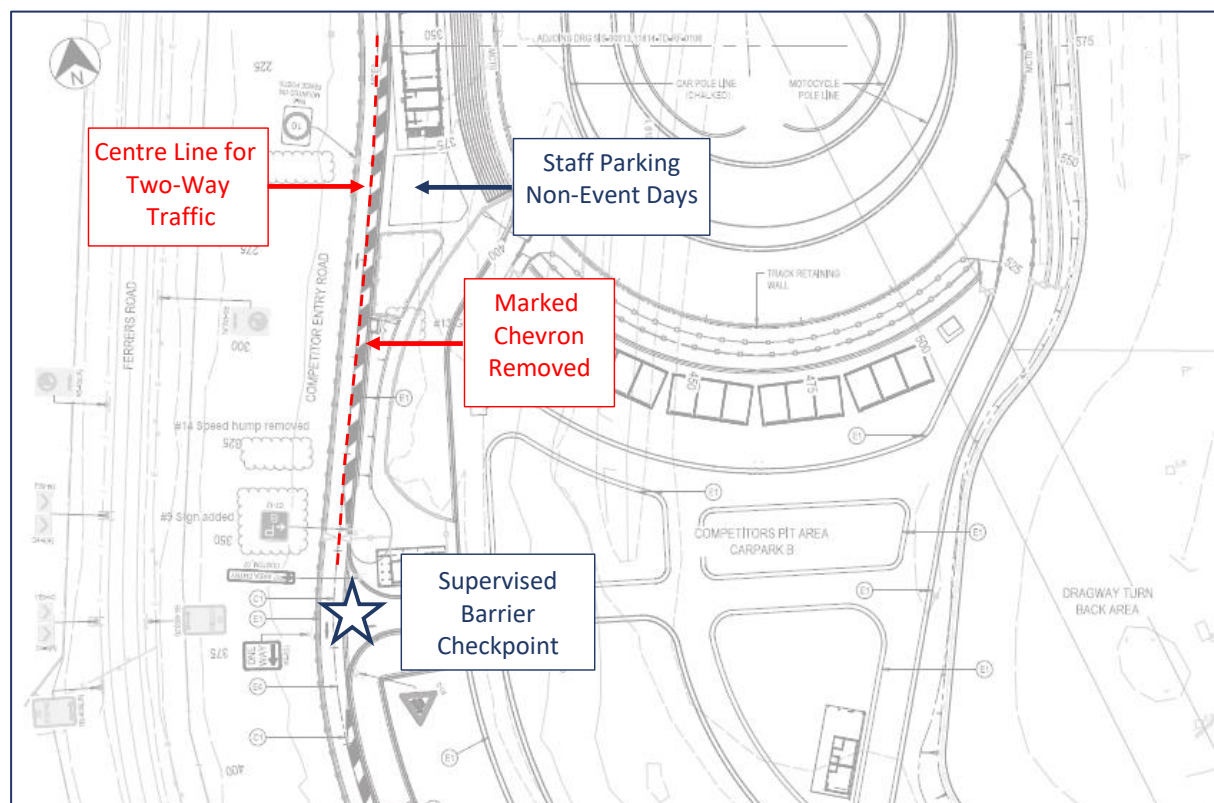
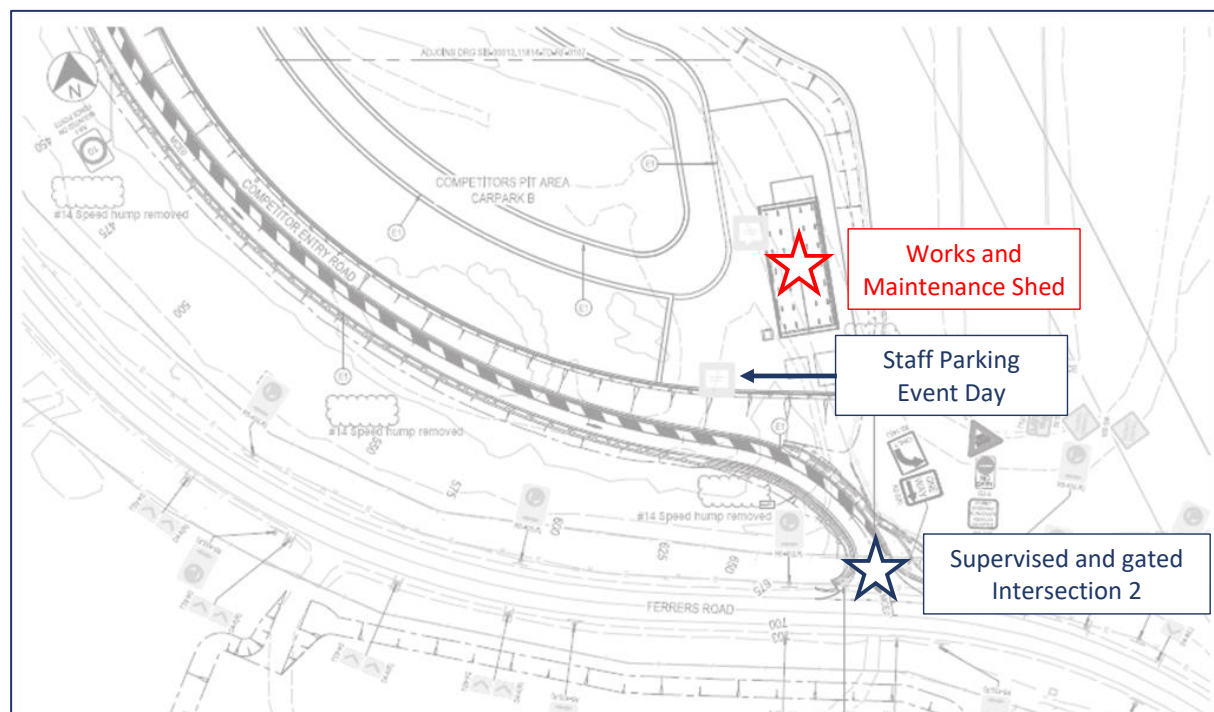


Figure 3: Access Amendment Proposal Southern Section





## 3.2 Speedway Staff Characteristics

### 3.2.1 The Need for Two-Way Speedway Staff Movements

There is a need for Speedway staff and emergency vehicles to be able to efficiently access all parts of the Site on both event and non-event days; restricting access for Speedway staff and emergency vehicles to left out only at Intersection 2 means that they would be required to depart the Site via Intersection 2 and then travel south along Ferrers Road to the Chandos Road roundabout and then return to the north to enter via Intersection 1.

Further, based on our recent work on the Horsley Drive Upgrade and numerous large industrial developments in the area, it is anticipated that the intersection of Ferrers Road & Chandos Road will be upgraded to a signalised intersection in the short-medium term. As such, the route to return to the Site would likely be via Chandos Road, Wallgrove Road, Great Western Highway Brabham Drive and then Ferrers Road to Intersection 1.

Such a route is patently inappropriate, unsustainable and with regard to emergency vehicles a potentially serious health issues, and as such the use of Southern Access Road for two-way movements by Speedway staff and emergency vehicles is supported, noting also that it would provide Speedway staff the opportunity to efficiently depart the Site to key roads to the north.

### 3.2.2 Speedway Staff Characteristics

- **Staff Numbers:** Based on information provided in Section 17.7.1 of the Speedway EIS (and confirmed by Speedway Promotions) it is estimated that an average of 5 Speedway staff would be on-site during a standard non-event weekday. These numbers would be augmented by additional Event staff during events, but these Event Staff will utilise the spectator car parks, not the Speedway staff parking area.
- **Working Hours:** On a standard non-event day, Speedway staff are anticipated to be on-site during normal business hours (generally 8:00am to 5:00pm). On an Event day, the hours for many Speedway staff would extend until the completion of an event, while additional Event staff would arrive during the afternoon prior to an event, and also then depart after the event.
- **Parking:** As discussed, parking for Speedway staff is to be provided in the Staff Car Park north of, and separated from, the Pit Area and Car Park B. Event staff would park in the spectator car parks.

## 3.3 Traffic Assessment

### 3.3.1 Speedway Traffic Report

Quite appropriately, the Traffic Report provides a detailed assessment of road network conditions based on the peak event operations of the Speedway (and of a combined event with the Dragway).

As such, there is no analysis of the potential impact of non-event Speedway operations on the road network; this is of course equally appropriate, given the very minor trip generation of the Site outside of event periods generated by Speedway staff and occasional visitor and servicing trip demands.

Notwithstanding, it is important to note that the Traffic Report determined that the Site intersections and indeed all of the key intersections in the vicinity of the Site would operate at an acceptable Level of Service even during peak events at the Speedway (and during combined events with the Dragway) both mid-week and on weekends. This provides a high degree of certainty in regard to the available capacity of these intersections, as discussed further below.

### 3.3.2 Trip Generation and Distribution

The trip generation of the Site during the AM and PM (commuter) peak periods is based on the number of Speedway staff working at the Site and their general arrival and departure times. In this regard, based on the Speedway staff characteristics outlined in [Section 3.2.2](#), it is anticipated that the Site would generate up to 5 vehicle trips in both the AM and PM peak hours.

While all Speedway staff would arrive at the Site via Intersection 1, the Proposal would allow Speedway staff to also depart the Site to the north via Intersection 1, noting that Speedway staff departing to the south would likely use the more direct Intersection 2.

Based on the distribution profile provided in the Concept Report, approximately 60% and 40% of spectators trips are to/from the north and south respectively, and there is no information to suggest that Speedway staff would not have a similar distribution profile.

As such, it is estimated that 3 vehicles and 2 vehicles would arrive at the Site in the AM peak from the north and south respectively; and 3 vehicles and 2 vehicles would depart the Site in the PM peak to the north and south respectively.

This means that the only change to Site traffic arising from the Proposal is an additional 3 trips turning to the north at Intersection 1 during the PM peak, and 3 fewer trips travelling south at Intersection 2 in the PM peak.

### 3.3.3 Traffic Impacts

Clearly, the minor trip redistribution arising from the Proposal would have no potential to impact the operation of the Site intersections (or broader road network), which as discussed above have the capacity to accommodate the significantly larger peaks generated before and after events.

## 3.4 Access Design

### 3.4.1 Southern Access Road

Southern Access Road has a carriageway width of approximately 7.3m, more than adequate width to provide 2 traffic lanes (for two-way movement).

As heavy vehicles will be travelling southbound only to the Pit Area and Car Park B, the potential exists to provide a wider southbound lane (say, 4.0m) to better accommodate these large vehicles, which would still provide a more than appropriate width for the northbound lane.

It is again noted that the Proposal will not result in any changes to the design profile/environmental footprint of Southern Access Road, but only requires simple line-marking to indicate two-way movements through the provision of a marked centre-line, and the removal of the marked chevrons previously proposed in the Speedway EIS and supporting documentation.

### 3.5 Management Measures

A number of operational management measures will be implemented to ensure that movements between Car Park A and along Southern Access Road to both the Speedway staff parking, works and maintenance areas, and the Pit Area, are undertaken in the safest and most efficient manner possible.

#### 3.5.1 Intersection of Car Park A & Southern Access Road

Speedway/Event staff will supervise the intersection of Southern Access Road & Car Park A through the entire duration of an Event, from the start of competitor arrivals until the Site is closed when all spectators and competitors have departed, to ensure that only authorised vehicles travel into the southern portion of the Site through the duration of an event.

#### 3.5.2 Barrier Fence

A barrier fence is provided along the western boundary of Car Park A which restricts any pedestrian access between Car Park A and Southern Access Road.

#### 3.5.3 Restricted Public Access

As discussed, no members of the public will be provided with either vehicular or pedestrian access to Southern Access Road. During Events, Speedway/Event staff will be stationed at both the barrier gates to ensure access to the Southern Access Road is provided for competitors and Speedway staff only, and No Spectator Access (Vehicle or Pedestrian) signage will be prominently displayed at the intersection of Car Park A & Southern Access Road, and along Southern Access Road itself.

#### 3.5.4 Waiting Bay

The potential exists that larger competitor vehicles will require the use of the full width of the intersection Car Park A & Southern Access Road as they turn left from Car Park A to Southern Access Road.

As such, a waiting bay for northbound Speedway staff vehicles and emergency vehicles will be provided south of the intersection at a point where a larger vehicle has manoeuvred to be entirely within the southbound lane.

Based on the available plans, the sight distance between this waiting bay and the intersection (and indeed across Car Park A to the entry lane from the internal roundabout) is good, such that there is no potential for the northbound Speedway staff vehicle to conflict with an arriving vehicle.

We also note that on an Event day the intersection would be operating under the supervision of Speedway/Event staff so as to ensure that access to Southern Access Road is available to Speedway staff, competitors and emergency vehicles only. These staff would all be required to obtain the appropriate Traffic Controller qualifications, and as such also be able to supervise northbound vehicle movements and movements from the waiting bay in a safe and efficient manner.

### 3.5.5 Line-Marking

The Proposal provides for the removal of the chevron markings in Southern Access Road, and the provision of a new marked centre-line.

### 3.5.6 Internal Southern Access Road Checkpoint

Speedway/Event staff will supervise an internal checkpoint in Southern Access Road to ensure the separation of vehicles travelling to the Pit Area, and Speedway staff vehicles accessing the staff parking, works and maintenance areas. Speedway/Event staff at this checkpoint will also ensure that all competitors depart the Site only via Intersection 2.

### 3.5.7 Competitor Arrival Times

To the extent possible, all competitors will be required to arrive at the Site prior to the opening of Car Park A for spectator parking. On the rare occasion that a competitor arrives after Car Park A has opened, any large competitor vehicles (over 10.0m) will be required to use Intersection 2 to access the Pit Area and Car Park B. It is noted that only a small number of competitors are anticipated to arrive after the gates are opened to spectators, and as such there is little if any potential for vehicles entering via Intersection 2 to generate a queue in Ferrers Road.

## 4 Conclusions & Recommendations

### 4.1 Conclusions

Based on a detailed assessment of the Proposal, **arc traffic + transport** has determined that the Proposal would not result in any material changes from the approved project, and as such there is no need for a Modification or the like to implement the Proposal; rather, the provision for two-way movements for Speedway staff should simply be detailed in the future Operational Traffic Management Plan and other relevant Speedway management documentation.

In addition, **arc traffic + transport** has determined that the Proposal would have no impact on general access, safety or the operation of the Site intersections and broader road network.

### 4.2 Recommendations

To further maximise the efficiency and safety of vehicle movements in the Southern Access Road, **arc traffic + transport** provides the following recommendations, which have been agreed by Speedway Promotions:

- A speed limit of no more than 20km/h be provided in Southern Access Road.
- Northbound Speedway staff movements in Southern Access Road be limited to the extent possible during the competitor arrival peaks prior to an event.
- Speedway/Event staff supervision of the intersection of Southern Access Road & Car Park A to ensure that only authorised vehicles travel into the southern portion of the Site through the duration of the event.
- Speedway/Event staff supervision of an internal checkpoint in Southern Access Road to ensure the separation of competitor vehicles and Speedway/event staff, and to ensure that all competitors depart the Site only via Intersection 2.
- A requirement that to the extent possible, competitors arrive at the Site prior to the opening of Car Park A for spectator parking.
- A requirement that any large (over 10.0m) competitor vehicle arriving at the Site after the car parks are opened to spectators (anticipated to be at 3:00pm) will be required to use Intersection 2 to access the Pit Area and Car Park B. It is noted that only a small number of competitors are anticipated to arrive after the gates are opened to spectators, and as such there is little if any potential for vehicles entering via Intersection 2 to generate a queue in Ferrers Road.

With reference to the Conclusions and Recommendations outlined above, it is the opinion of **arc traffic + transport** that the provision of two-way access in Southern Access Road for Speedway staff and emergency vehicles only will not result in any material changes from the approved project, and is entirely supportable based on the existing Speedway Conditions, and further to our review of access, traffic and safety considerations.