



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

1. SEFTON ROAD EXTENSION

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
1.1	Has Sydney Water agreed to the extension of Sefton Road?	<p>Council has received “in-principle” support but the matter isn’t fully signed and sealed.</p> <p>Discussions are ongoing regarding alignment of the road.</p> <p>If Sydney Water say “No” Council will likely need to review overall plans.</p>	<p>Sydney Water has reaffirmed its in-principle agreement that road alignment can co-exist with their infrastructure (current and possible future). Discussions are now focusing on actual alignment of the Sefton Road extension.</p> <p>Negotiations are progressing steadily.</p> <p>Sydney Water has confirmed correct operational and engineering controls can be put in place so that the two projects (Sydney Water Infrastructure Upgrade and the Sefton Road Extension) can co-exist.</p>
1.2	Will the Sefton Rd / Chilvers Rd junction get traffic lights?	<p>The junction definitely needs work and dollars have been included in the budget.</p> <p>Final solution is still to be determined but is likely to be traffic signals.</p>	<p>The traffic modelling for Westleigh Park has confirmed that traffic lights will provide the best outcome for this junction.</p>
1.4	Will the extension be a two-way street?	<p>Council is still reviewing what is required but it is intended to be a two-street.</p>	<p>The traffic modelling for Westleigh Park has confirmed that a two-way street will provide the best outcome for the overall network.</p> <p>A typical cross-section was attached to the 14th October 2022 minutes.</p>

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
1.3	How will car parking be managed, especially industrial vehicles parked on both sides of the road and in proximity to the Sanctuary exit?	<p>Council is reviewing the parking arrangements as part of overall traffic flow modelling.</p> <p>In parallel, Council will review if any of the current parking is illegal and address as appropriate.</p>	<p>Council believe that completion of the nearby development with on-site parking will help reduce the need for on street parking.</p> <p>Initial observations indicate that most vehicles are parked legally.</p> <p>Council's traffic rangers will enforce any heavy vehicles parked contrary to the road rules. Heavy vehicles are not allowed to park on a road in an urban area for over 1 hour.</p> <p>Council has developed a proposal to regulate parking in Sefton Road near Koorungal Avenue.</p> <p>The community feedback has been reviewed.</p> <p>Following further consideration, the proposal has been amended to recover some parking lost along Sefton Road. A report will be presented to the Hornsby Local Traffic Committee in February 2023.</p>
1.5	<p>Will the extension become an alternative route out from Quarter Sessions Road?</p> <p>As Duffy Road is already challenging, the park cannot become an alternative route.</p> <p>Wild Ash is gated to specifically stop shortcuts.</p>	<p>Council is reviewing rat running and possible mitigation measures.</p>	<p>This matter was informed by the results of the traffic modelling undertaken by Bitzios and presented to the community representatives on 14th October 2022.</p>

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
1.6	Ruddock Park has been out of use so far this football season which may impact on traffic counts.	Council will review how this impacts the traffic counts and modelling and incorporate any changes as necessary.	Information relating to likely traffic generation of Ruddock Park was provided to the traffic model consultant based on actual usage on 4 th June 2022. The Traffic Simulation model was reviewed based on adding this level of traffic from Ruddock Park and confirmed that the overall impact is minimal.
1.7 (14-Oct)	Does Council have Sydney Water approval for Sefton Road extension.	Negotiations with Sydney Water involve determining an alignment that does not impinge into adjoining STIF community. Council expects to confirm the alignment in first quarter of 2023. Status of road is to be determined - not a fait accompli that it will be a "public road". Could be a right of way etc. etc..	See item 1.1 above.
1.8 (14-Oct)	Will Council improve the intersection of Sefton Rd / Chilvers Rd?	See item 1.2 above.	n/a
1.10 (14-Oct)	Requested information on Stage 1 development.	For modelling purposes Stage 1 includes: 1. Development of one sports platform comprising one AFL/cricket sized platform that could accommodate 2 soccer fields. 2. Mountain bike trails (location and extent to be confirmed) Modelling confirms that Sefton Road extension will not be required under this scenario.	n/a

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
1.9 (14-Oct)	Concerns that Ruddock Park traffic generation has not been included in the traffic counts	See item 1.6 above.	n/a
1.11 (14-Oct)	What will happen if Sydney Water access is denied?	There would be no Sefton Road extension. Westleigh Park development would be limited to Stage 1.	See item 1.1 above.

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

2. SEFTON ROAD ACCESS AND SAFETY

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
2.1	There will be accidents on Sefton Road – the parked boats, trailers and trucks don't help along with overflow parking from Wild Ash / Sanctuary where the garages are used for storage	<p>This issue was noted and will be investigated.</p> <p>Council is reviewing the parking arrangements as part of overall traffic flow modelling.</p> <p>In parallel, Council will review if any of the current parking is illegal and address as appropriate.</p>	See item 1.3 above.
2.2	There are sight line issues at Koorungal Ave roundabout due to a fence	This issue was noted and will be investigated.	<p>Council reviewed the location and found that vegetation from nearby property and extensive shrubs at the north/eastern corner of the Sefton Road / Koorungal Avenue was impacting on sight lines.</p> <p>Council's Parks team have pruned the vegetation at the Sefton Road / Koorungal Avenue intersection.</p>
2.3	Left turn from Koorungal Ave to Sefton Road is an issue due to the road width and parking on both sides	<p>This issue was noted and will be investigated.</p> <p>Council is reviewing the parking arrangements as part of overall traffic flow modelling.</p>	See item 1.3 above.
2.4	Long-term parking of industrial vehicles on Sefton Road appears to have become the norm and to be acceptable (the same happens near Ruddock Park)	<p>This issue was noted and will be investigated.</p> <p>Council is reviewing the parking arrangements as part of overall traffic flow modelling.</p> <p>In parallel, Council will review if any of the current parking is illegal and address as appropriate.</p>	See item 1.3 above.

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
2.5	The popularity of the Recycling Centre on Saturday mornings will likely create conflict for park users	This issue was noted and will be investigated.	<p>An extensive review was completed with the Recycling Centre Manager.</p> <p>It is believed that the delays experienced earlier in 2022 were as a result of a back-log of waste consolidated during the COVID closures of the centre.</p> <p>Nevertheless, solutions will be explored to ensure the Recycling centre and Westleigh Park traffic can co-exist</p> <p>The traffic study has considered the impact of the recycling centre and the park, confirming that they can both co-exist.</p> <p>It was found that the intersection of Sefton and Chilvers Road will operate with spare capacity once the intersection is signalised.</p>
2.6	The fact that the townhouses are too close to the road and don't have any fences creates a safety issue and increased traffic will also increase noise pollution.	This issue was noted and will be investigated.	<p>The houses in Sefton Road are designed and built in accordance with Council's Development Control Plans.</p> <p>Road geometry of Sefton Road in this part of the subdivision also conforms to subdivision guidelines.</p> <p>The increase in traffic in Sefton Road (future stages) will not exceed State Government guidelines for Environmental Capacity for local roads.</p>

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
2.7	Don't want traffic calmers every 10 yards as this would be annoying for everyday users	Noted and will be considered as part of any possible solution.	Traffic calming, if warranted, would be installed at approx. 80m intervals. The geometry of the road and presence of parked cars effectively provides traffic calming.
2.8	Street Lighting in Sefton Road is inadequate.	This issue was noted and will be investigated.	Council engaged a specialist street lighting consultant who confirmed that the lighting was not to expected standards. Council is now reviewing options with Ausgrid to determine the best way for appropriate standards to be met. Council will continue to work with Ausgrid as the plans for the park continue.
2.9 (14-Oct)	Concerns regarding traffic management along Sefton Road in vicinity of Council depot.	See item 1.3 above.	n/a

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

3. SECOND EMERGENCY ACCESS

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
3.1	Majority of attendees agreed this is required, provided in doesn't just become an alternative route at all times.	Council will review options as a part of the traffic modelling process.	See item 1.5 above.
3.2	Would need Sefton / Chilvers junction to work properly. Perhaps more traffic would put sufficient focus for something to be done.	Council will review options.	See item 1.2 above.
3.3	Westleigh Progress Association has been requesting this for years.	Noted.	n/a
3.4 (14-Oct)	Planning for emergency access to consider critical demand would be inbound if there was an emergency rather than outbound	Traffic flow during bush fire events is controlled by the emergency services. The proposed Sefton Road Extension is planned to be a two-way street which will assist with emergency access in both directions.	n/a

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

4. OTHERS

During open discussion other items were raised as tabled below:

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.1	Where did the forecasted 1900 traffic movements come from?	<p>Positive Traffic completed a model for Council and the 1900 was identified as the weekend winter peak for a fully operational site.</p> <p>Council is now reviewing how to manage this traffic volume across Sefton / Duffy / Quarter Sessions.</p>	<p>Traffic generation of Westleigh Park, including destination or route choice has been applied in the model.</p> <p>The assessment indicates that the proposed Sefton Road extension is required to be in place between completion of Stage 1 and completion of Stage 2 of the Park.</p>
4.2	Has the use of Active Transport (walking / cycling) been considered in the modelling?	<p>Council is reviewing the modal split and how to encourage more users to arrive by means other than car.</p>	<p>The use and encouragement of Active Transport has been considered in the model.</p>
4.3	The current signage at Chilvers Rd isn't sufficient to stop vehicles thinking Sefton Road is a through road	<p>This issue was noted and will be investigated.</p>	<p>See item 1.2 above.</p>
4.4	Master Plan Design seems to align parking to the east which could lead to users favouring the Sefton Road access route	<p>Council will review options.</p>	<p>The car parks have been located to ensure the best overall use of the available space on site.</p> <p>Exactly how traffic will arrive at and leave the site will be driven more by the origin and destination of the visitors rather than the location of the car parks.</p>

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.5	Could the internal park road layout be adjusted to direct / balance the traffic?	Council is reviewing how to manage traffic volume across Sefton / Duffy / Quarter Sessions. The model used at Greenway Park may be appropriate.	The Traffic model does not suggest that the internal network needs any adjustment.
4.6	If 30% (picking a number) of participants could walk / cycle to the park, how could they be better catered for and thus reduce the number of cars, noting that Duffy isn't bike friendly?	Council will review how to encourage more users to arrive by means other than car.	The use and encouragement of Active Transport has been considered in the model and in the design of shared paths for the park.
4.7	People don't embrace the alternative options to using their car. Sydney City & others to Gordon have solutions but there's nothing for Hornsby – could the ridges be used?	Noted but not really in scope for Westleigh Park specifically.	n/a
4.8	80% of people now drive their children to school, up from 60% pre-COVID	Council will consider if this impacts the modelling for Westleigh Park.	See item 4.1 above.
4.9	Why is the focus merely on the weekend peak?	Council acknowledges that the park is proposed to be used for training and for schools during the week. Council however needs to model traffic on the peak case scenario, which for a park of this nature is generally regarded as being on the weekend. Nevertheless, Council will also model a weekday peak.	The Traffic Study looked at the impact on the weekday evening peak and the weekend peak.

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.10	<p>Could the proposed roundabout on Quarter Sessions Road be moved to Corang Road?</p>	<p>Council will review however the proximity to the STIF ecological community and sight lines might make this difficult to achieve.</p>	<p>On the eastern side of the Corang Road intersection is a Sydney Water pumping station for the Thornleigh reservoir which would have been impacted by the footprint of the proposed roundabout and connecting road. Relocating the pumping station and associated assets would involve a disruption to local water services and an overall significant cost to the project.</p> <p>North of the pumping station is a significant community of protected Sydney Turpentine Ironbark Forest (STIF). The footprint for the proposed roundabout and associated earthworks would have required the removal of a considerable area of STIF.</p> <p>To provide a safe design for the roundabout, sightlines and sight distances need to be considered for vehicles approaching from all directions. For a roundabout placed centrally within Quarter Sessions Road, Corang Road and the new extension road, providing the minimum sightline distance would have required the acquisition of the two corner properties at the intersection. The existing crest in Quarter Sessions Road for the southern approach to Corang Road also limited the available sight distance for a roundabout in this location.</p>

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.11	Will buses generally access via Quarter Sessions Road?	Council will direct buses as part of the overall model for traffic with Quarter Sessions Road being the preferred route.	n/a
4.12	What plans does Council have for night-time security of the new park?	Council recognises that “after hours” needs to be managed (other parks in the shire, including Pennant Hills Park, are closed after the last usage) and will review what’s appropriate for Westleigh Park.	<p>Westleigh Park would typically be closed to vehicular access from approximately 10:30pm. This allows access out of the park after the last sportsground usage period.</p> <p>As a result, Council would expect a vehicle gate at the end of Sefton Road to be closed at approximately 10:30pm and reopened early morning.</p> <p>Council currently close gates in a similar manner at Crosslands Reserve, Pennant Hills Park, and Brickpit Park.</p> <p>All lights would then be turned off which actually discourages night use (walk ins).</p> <p>It may also be possible that Council will have vehicle number plate readers at the entrance areas.</p> <p>Any antisocial / illegal activity can be responded by local Police. Council’s phone number is also answered 24hrs.</p>
4.13	Google algorithms are directing traffic through junctions they’re not familiar with	Noted but not really in scope for Westleigh Park specifically.	n/a

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.14	Has the sporting usage profile changed post COVID, bushfires, due to summer heat etc. so would indoor options be required?	Council noted that any usage would still generate traffic and indoor would create more.	n/a
4.15	The Duffy / Chilvers / The Esplanade Junction has issues in terms of: - single lane for left turn and straight from The Esplanade to Duffy (which could create conflict for park users - vehicles turning left from Esplanade to Duffy and from Chilvers to Duffy can be confused by red lights around the corner - illegal manoeuvres	Council will review the operation of the traffic signals with Transport for NSW (TfNSW) as they are responsible for traffic signals. TfNSW have recently installed longer lamp shades on the traffic signal lanterns in Duffy Avenue. Council has referred illegal manoeuvres to NSW Police who are monitoring the intersection.	SCATs data and green time have been reviewed. TfNSW have implemented a combination of solutions to address the left turn confusion. NSW Police are monitoring for any illegal manoeuvres. Council is investigating options for additional westbound lanes on Duffy Avenue to increase capacity for traffic going to Westleigh. The Traffic model confirmed what's possible and Council will be looking to proceed with this upgrade independent of the development of the park.
4.16	Does the park have to be as big as it's being proposed as a smaller park would reduce the traffic impacts?	Council compiled our Hornsby Sportsground Strategy in 2018, which identified a short fall across the shire. (Click on the link to access the document). Both the current and previous Council has agreed that Council should maximise the usage of the purchased land to assist with addressing this short fall.	n/a
4.17	Can State Schools use the new facilities?	Yes, but Council does not charge for this.	n/a

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.18	The Fire Brigade still need to be able to exit when others are using the park and need access for training on Saturdays (which needs 6 / 7 parking spots).	Council will consider as part of revising the Master Plan. Council confirmed that the current Fire Training facility will be relocated.	Council will ensure that there is sufficient parking for the existing Fire Brigade building.
4.19	Westleigh is a small population and the park is just bringing new traffic through a bottle neck? The Pennant Hills / Thornleigh rail corridor will become high-rise developments eventually. Currently locals have to drive to Meadowbank / Morrison Bay and even further due to the lack of local facilities. Homebush is the nearest athletics facility from Berowra. A large percentage of kilometres and travel time is spent getting to sporting facilities.	Council noted that it's always a challenge to create the right balance for everyone and that Council is responsible for providing facilities for all Shire residents.	n/a
4.20	Is Council planning a mountain bike link to Hornsby Park?	Yes, a link to Hornsby Park is being proposed and Council is reviewing what might be possible.	Council extended the Mountain Bike Co-Design activity to ensure that this link is included in the design and in the DA package for approval.

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.21	Please no netball courts at Westleigh Park	Council is not planning to include netball courts.	n/a
4.22	Will there be Parking Fees?	Council noted this is an option being considered and also acknowledged that these could push users to park in neighbouring streets.	<p>Council's Car Parking Management Study was adopted by Council in 2020 and outlines recommendations or how parking should be managed within the Shire. The Study acknowledges that <i>Hornsby Shire includes large areas of National Park and other bushland that attracts visitors from the local, metropolitan and wider regional area. At present access to these areas is dominated by the private car thereby requiring provision of adequate and conveniently located car parking spaces for users.</i></p> <p>As part of the development of the Westleigh Park Master Plan car parking and traffic and transport considerations were taken into consideration. As stated in the Car Parking Management Study <i>consideration needs to be given to improving and promoting access by other modes to ensure the future sustainability of these areas and that Pay Parking should be investigated.</i> Initial investigations have been undertaken as part of the Westleigh Park Master Plan development however no final decision has been made.</p>

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.23	West Epping Park seems to have a working model	Council noted that this was designed and funded by Hornsby Council prior to it being handed to Parramatta Council.	n/a
4.24	Does the Master Plan encourage parking in Koorungal Ave e.g. for mountain bike users?	<p>Council confirmed this is not intended as it's expected mountain bike users would park in the park and use drop-ins from the precinct platforms.</p> <p>Council did note that the final solution for mountain bike trails, including how to deal with the significant level changes, is still being worked through.</p>	<p>Current expectations are that the primary mountain bike track head will be to the south of the site and thus it is expected that mountain bikers will use the adjacent on-site parking.</p> <p>Council has two options identified for dealing with the level changes from the plateau to the valley.</p> <p>Plans for the future primary and secondary track heads to bushland, will be set at locations close to grade (i.e. where minimal retaining wall heights are required).</p> <p>Co-design for the mountain bike trail network has now been completed.</p> <p>Final designs will be confirmed once ecological assessments have been completed.</p>
4.25	Does Council have any general plans for more indoor facilities?	Council is completing a review of requirements and where any gap could be addressed, perhaps using existing facilities which may be underutilised today.	<p>Council has no plans to include an indoor facility at Westleigh Park.</p> <p>Any shortfall to demand will be met through increased utilisation rates of existing public and private facilities.</p>

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.26 (14-Oct)	Phasing of right turn from Pennant Hills Road into Duffy Avenue needs to be reviewed.	Phasing of traffic signals in conducted by TfNSW. The consultants' report makes recommendations for improvements to intersections in the area which will be considered by Council in discussion with TfNSW.	TfNSW has reviewed the operation of the traffic signals and made adjustments to lanterns to improve the situation. Zuture improvements to the intersection (additional lane) in Duffy Avenue will be part of a future project in conjunction with the Westleigh Park.
4.27 (14-Oct)	General comments on widening of Duffy Avenue at the intersection with Esplanade.	The Bitzios report identifies the need for capacity improvements at this location.	n/a
4.28 (14-Oct)	Where did the traffic generation figures for Westleigh Park come from? Request raw data from park traffic generation.	The traffic generation of the park was worked out from first principles and examined in detail in the 'Traffic Study' by Positive Traffic report (attached document "PT16071r01-Westleigh-Park-Traffic-Study_Final_8-REV.pdf") See Page 30 to 32 of traffic report.	n/a
4.29 (14-Oct)	Requested information on traffic volumes for Duffy Ave, Quarter Sessions Rd and The Esplanade.	Duffy Ave west of Chilvers Rd – approx. 9,000 veh/day Quarter Sessions Rd north of Duffy Ave – approx. 3,500 veh/day The Esplanade south of Duffy Ave – approx. 12,000 veh/day More information available in attached document "PT16071r01-Westleigh-Park-Traffic-Study_Final_8-REV.pdf" See Page 17 of traffic report. Note that traffic volumes in the report are peak hour volumes (1 hour duration).	n/a

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.30 (14-Oct)	Confirm numbers of park users during training. (esp. Tues through Thurs nights)	Council will review the base data and provide a response as soon as possible.	<i>Section 5.2 of the Bitzios report notes that “Traffic generation for the Park has been estimated for weekdays and weekends based on the demands of organised sport, mountain biking and playgrounds. No organised sports are expected to be played during the weekday AM peak, so the Park will not generate a significant amount of traffic in that period. Westleigh Park, once complete in 2032, is expected to generate about 176 vehicles during the PM peak one hour, and about 360 vehicles during the Weekend peak one hour. There are three main roads connecting the Park to the broader road network: Sefton Road, Duffy Avenue and The Esplanade. The distribution of traffic between the three points at the boundary of the study area is shown in Figure 5.1.”</i>
4.31 (14-Oct)	Concerns were raised regarding traffic generation during weekday training	The traffic generation of the park was worked out from first principles and examined in detail in the ‘Traffic Study’ by Positive Traffic report (attached document “PT16071r01-Westleigh-Park-Traffic-Study_Final_8-REV.pdf”)	n/a
4.32 (14-Oct)	Council to ensure that park lights are turned off after hours. Residents asked that they be turned off as early as possible and preferably before 10:30pm	Council’s lighting for parks is controlled by a software platform that can be set to ensure lights turn off automatically at the appropriate time. Rangers are expected to visit the site to ensure gates are locked and lights are turned off.	n/a

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Initial Response</u>	<u>Council Additional Response</u>
4.33 (14-Oct)	Concerns relating to the left turn movement from the south (The Esplanade) to the west (Duffy Avenue)	Bitzios advised that this would be resolved by the proposed traffic improvement (additional capacity on eastern approach) at this location. Signal phasing (SCATS) will respond to the traffic demand of this movement. Council will also discuss the signal phasing with TfNSW.	TfNSW has reviewed the operation of the traffic signals and made adjustments to lanterns to improve the situation. Future improvements to the intersection (additional lane) in Duffy Avenue will be part of a future project in conjunction with the Westleigh Park.
4.34 (14-Oct)	Residents asked about options to improve the intersection for traffic travelling from the east into the Esplanade and to allow unimpeded flows to Duffy Avenue past the intersection.	The recommended improvement illustrated in Slide 4 of the Bitzios presentation would address this concern.	n/a

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

5. ADDITIONAL TOPICS RAISED POST MEETING

	<u>Resident Item / Question / Issue</u>	<u>Council Response</u>
5.1	The staged approach to the site development is of particular interest as this will certainly result in a staged impact on traffic, initially construction activity for site remediation and any initial works including access. I expect that reflected in the staging will be mitigation of the risk that left undeveloped the site might be resumed for the purpose of desperately needed low cost housing, that would not be a good outcome for the community	A condition of the purchase of land completed by Council was that the land be rezoned RE1 Public Recreation. As such it is not possible for housing to be built on the land.
5.2	Impact of traffic on the character of the Westleigh area	The increase in traffic in the study area shows that it will not exceed State Government guidelines for Environmental Capacity for local roads.
5.3	Identification of all access options, as sought by Sydney Water, to Westleigh Park	Council has completed extensive reviews of all possible alternative access points to / from the Sydney Water land. Terrain, ecological impacts and road geometry have impacted alternative alignments leaving the Sefton Road extension as the only viable option.
5.4	Emergency access options using a blank paper approach rather than just the opportunity of Sefton Road, noting that emergency access for residents at the northern end of Quarter Sessions Road cannot be provided by a route through Westleigh Park arising from the risk of Quarter Sessions Road being rendered unusable when cut by smoke from fires	Terrain, ecological impacts and road geometry have impacted alternative alignments leaving the Sefton Road extension as the only viable option.

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Response</u>
5.5	A thorough study of the source of traffic requiring access to Westleigh Park (from North, South, East and West, this would facilitate addressing congestion which might arise in all roads leading to Westleigh, including additional traffic on arterial roads (traffic from North could result in severe congestion around Hornsby and from West may congest roads around Pennant Hills: such studies may point to the need for alternative access routes to avoid excessive journey times, which is already a concern for the community.	<p>Council commissioned Bitzios Consulting to undertake a detailed Traffic Impact Assessment (TIA)</p> <p>This included the development and usage of a microsimulation traffic model.</p> <p>Quantified forecast traffic volumes were generated for the proposed Sefton Road link as well as the performance of key intersections along Duffy Road and Quarter Sessions Road.</p> <p>Mitigation measures were developed and used the model to assess the measures, along with consideration of geometrical constraints and impacts on walking, cycling and public transport.</p>
5.6 (28-Oct)	Bellevue Street eastbound at Pennant Hills Road 'left turn with care after stopping was changed by council/RMS prior to NorthConnex, currently red light, can this revert please	<p>TfNSW has reviewed all locations in the Hornsby Shire where 'Left turn on red' was permitted.</p> <p>The new TfNSW guidelines have resulted in the removal of the LTOR facility.</p> <p>It cannot be reinstated for safety reasons, particularly now that the pedestrian movements in the area have significantly increased.</p>
5.7 (8-Nov)	Westleigh Park Proposal - Traffic and Transport Assessment Summary - what the dark green shading is on page 2, on the eastern side of the proposed road	<p>This shows the land that is mapped as STIF and thus is being avoided as part of the new design.</p>

(updates since previous copy shown in red)



Westleigh Park Master Plan
Sefton Road Extension – Community Engagement

ACTION REGISTER UPDATE

	<u>Resident Item / Question / Issue</u>	<u>Council Response</u>
5.8 (10- Nov)	We are demanding that if this road were to come to fruition that traffic noise barriers and a security fence be placed alongside the road to ensure noise impact is minimal and security is maintained.	Council will review these requirements as part of the detailed design that will support the Development Application.

(updates since previous copy shown in red)