

Subject:

FW: TfNSW comments on the Addendum Traffic Assessment: 360 -378 Windsor Rd, Baulkham Hills

Sent: Monday, 2 March 2020 2:44 PM

To: [REDACTED]

Subject: RE: TfNSW comments on the Addendum Traffic Assessment: 360 -378 Windsor Rd, Baulkham Hills

Hi [REDACTED],

Thank you for your email below seeking further clarification from TfNSW regarding DPIE concern that the land requirements for a deceleration lane in addition to the setback requirements may have significant impacts on the development site.

After further consideration of the above matter by TfNSW, please be advised that the 11m setback requirement for Windsor Road may include within this setback, a deceleration lane for future access into the site. I note that the proposed access arrangements for the site along Seven Hills Road as a classified regional road will be a matter for further consideration by Council.

Further noted, the addition of Tables 8 & 9 (p. 10) in the Addendum to the Traffic Report, which provides a comparison of the existing and the future development intersection modelling results (AM & PM peaks). I hope the above has provided further clarification. Should you have any further queries, please contact me.



Sent: Friday, 21 February 2020 4:57 PM

To: [REDACTED]

Subject: TfNSW comments on the Addendum Traffic Assessment: 360 -378 Windsor Rd, Baulkham Hills

Hi [REDACTED],

Please find below TfNSW comments on the Addendum Traffic Assessment prepared by TTPP dated 10 July 2019 for the planning proposal at 360 -378 Windsor Rd, Baulkham Hills.

Transport for NSW (TfNSW) appreciates the opportunity to review the Addendum Traffic Assessment and provides the following comments:

Traffic Generation Assumptions

The revised traffic generation rates adopted to estimate the potential traffic impact from the proposal are considered to be more representative of the travel behaviour of the subject locality. TfNSW recommends additional consideration be given to the incorporation of appropriate maximum parking rates under The Hills Development Control Plan (DCP) 2012 for the subject site to further encourage the use of public and active transport infrastructure and reduce dependency on private vehicle travel.

Access Arrangements:

The previous comments provided by TfNSW regarding the access arrangements are still applicable and includes the following additional advice in response to the assessment undertaken in the Addendum Traffic Assessment for the requirements of the deceleration lane.

Windsor Road: Any vehicular access on Windsor Road is likely to require provision of a deceleration length for 70km/per hour design speed and a turn speed of 20km/per hour; this will require a deceleration length of 70m. This length includes the provision for a taper, however, does not include any storage which should be based on traffic modelling.

The above turn speed is based on free flowing traffic. Should vehicles likely be held up at the entry, then a turn speed of 0km/per hour will apply, which may lengthen the left turn deceleration lane to 75m.

Any deceleration left turn lane in Windsor Road may need to be lengthened depending on the entry location in order to achieve an adequate “Approach Sight Distance” given the location of the traffic control signals on a crest at Windsor Road.

Seven Hills Road: The length of a deceleration lane as required for Seven Hills Road may be governed by the available width at the street frontage for the subject site, which should not extend across to the adjacent property. Accordingly, further consultation should be undertaken with TfNSW at the pre-DA stage of the proposed development in order to ensure a safe and efficient vehicular access design can be provided to the subject site. Ultimately the design and access on Seven Hills Road will require approval from Council as Seven Hills Road is a classified regional road.

Any land required to facilitate the future site access treatment will need to be dedicated as public road at no cost to TfNSW. Further note any land requirements for the left turn deceleration lanes for access into the site would need to be in addition to the setback requirements.

Future Upgrades to Intersection:

TfNSW reiterates the previous advice provided regarding due consideration to be given to the requirements for setbacks to allow for potential future widening and to ensure the planning proposal will not conflict with the future delivery of infrastructure improvements to support the broader growth at this constrained location.

