

From: [REDACTED]
Subject: FW: 360 Windsor Road, Baulkham Hills
Date: Wednesday, 5 June 2019 10:21:54 AM
Attachments:

Good Morning [REDACTED],

RE PLANNING PROPOSAL - 2018SWC076 – The Hills Shire - PP 2016 THILL 016 00 at 360-378 Windsor Road, Baulkham Hills

Please find our traffic consultants comments below in regards to the RMS submission.

I trust this can assist you with finalising your report.

If you have any questions please let me know.

Thank you.

Regards,

[REDACTED]

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From: [REDACTED]@tpp.net.au>
Date: Tuesday, 4 June 2019 at 3:06 pm
To: [REDACTED]@dyldam.com.au>
Cc: [REDACTED]
Subject: 360 Windsor Road, Baulkham Hills

[REDACTED]

I have had a look through the four RMS comments

Traffic Generation Assumptions:

1. It is noted that the Addendum Traffic Assessment dated 7 September 2018, prepared in support of the subject proposal, adopted traffic generation rates of 0.19 vehicle trips per hour (vph) per dwelling, and 0.15 vph per dwelling for the AM and PM peak periods respectively based on Sydney average rates in Roads and Maritime's *Technical Direction TDT2013/04a Updated Traffic Surveys*. The Sydney average traffic generation rates may not be appropriate for the subject site as these rates have been derived from surveys undertaken at locations with significantly higher accessibility and mode share to public transport (i.e. St Leonards and Chatswood).

Traffic generation from these locations may not be representative of the travel behaviour of the subject locality (Roads and Maritime notes that 2016 census data indicated that around 65% of residents of Baulkham Hills travelled to work by private vehicle). It is recommended that the trip rate used for the subject proposal is obtained from a survey of a site with comparable mode share and accessibility characteristics to Baulkham Hills. For example, in reference to the RMS *TDT 2013/04a*, the Liberty Grove site surveyed by Roads and Maritime has comparable journey to work mode share characteristics to the subject location (approximately 68% private vehicle mode share) and revealed a traffic generation rate of around 0.28vph AM and 0.41vph PM per unit.

Late last year RMS made available a study which does look at apartment buildings which are not within easy walking distance of public transport and the traffic generation rates have been revealed to be much higher than earlier studies - that is about 0.33 - 0.37 trips in the peak hour. IN which case based upon this later advice the trips rates should be adjusted.

2. The retail trip generation rates applied for the study appear to be quite low, particularly for the PM peak (2.3vph AM and 4.6vph PM). Justification should be provided for why these rates have been applied (i.e. was this based on a survey of a similar site?). Recent surveys undertaken on behalf of Roads and Maritime of retail developments less than 10,000m² across Sydney has shown higher trip generation rates than those applied for the subject study. Roads and Maritime can provide the recent survey data for comparison on request.

The 4.6vph was taken from the RMS Guide to Traffic Generating Developments with the Supermarket element of the shopping centre guide. This was included in our 2015 traffic report and has had no comment until now.

$$V(P) = 20 A(S) + 51 A(F) + 155 A(SM) + 46 A(SS) + 22 A(OM)$$

(vehicle trips per 1000m²).

Based upon my work for RMS on shopping centres we know the AM peak is 50% of the PM peak

However RMS has recently produced the following report which is not publicly available but I got a copy in March this year which will change the traffic generation rates at such site.

TRIP GENERATION SURVEYS SMALL SUBURBAN SHOPPING CENTRES ANALYSIS REPORT

FOR ROADS AND MARITIME SERVICES NSW

Project Number: 3497. Version: 1. Issue Date: 7th of November 2018

3. Roads and Maritime has identified a high number of rear-end crashes along the corridor near Seven Hills Road and Windsor Road intersection, which is higher than the Sydney average crashes. Contributing factors may include high levels of traffic congestion, slow moving traffic, closely spaced intersections, motorists weaving around queues of turning traffic, and the presence of many driveways along the corridor.

An existing right turn bay (approximately 40 metres in length, including taper) from Windsor Road (southbound) currently provides access to the subject site. To further improve safety and minimise the potential for motorists queuing from the right turn bay spilling into through lanes during peak times along Windsor Road (southbound), exacerbated by additional traffic generated from the proposal, Roads and Maritime is likely to require the removal of the right turn bay as part of the future DA for the site.

The proposed access arrangements for any future development application(s) should show vehicular access to be appropriately located as far as practical away from the intersection of Seven Hills Road/Windsor Road/Old Northern Road. Roads and Maritime requires that all future vehicular access to the proposed development is restricted to left-in and left-out only on Seven Hills Road and Windsor Road. Depending on the turning volumes associated with the proposed future development, a left-turn deceleration lane may be required to facilitate safe and efficient access into the site, in accordance with Austroads warrants and design requirements. Any land required to facilitate the future site access treatment will need to be dedicated as public road at no cost to Roads and Maritime.

As far as I am aware the current proposal is for left in left out so the proposal accords with this - the extract from the 2015 traffic report is shown below

3.2 Proposed Vehicle Access Points

At present, the site is accessed from Windsor Road and Seven Hills Road. The existing Windsor Road access permits left-in and left-out as well as right-in traffic movements to and from Windsor Road. The Seven Hills Road access permits left-in and left-out traffic movements to and from Seven Hills Road.

It is proposed to be retained these accesses to serve the proposed development on the subject site.

Future Upgrades to Intersection:

4. As advised in Roads and Maritime's submission on the Baulkham Hills Town Centre Master Plan in 2016 (copy attached at **Attachment B**), grade-separation of the intersection of Seven Hills Road/Old Northern Road/Windsor Road intersection is unlikely to be viable due to construction constraints and significant

costs involved in such a proposal. On this basis it was recommended that the traffic and transport study for the Town Centre Masterplan be revised to assess the traffic impacts associated with the Town Centre Master Plan on the network and give consideration to viable road infrastructure upgrades in the absence of grade separation (augmentation of the existing transport infrastructure).

The subject site is located at a critical intersection on the State classified road network (Seven Hills Road/Windsor Road/Old Northern Road). Future needs for upgrades to this intersection to support future growth in Baulkham Hills Town Centre and the district more broadly are currently unknown. Notwithstanding, Roads and Maritime advises that as part of any potential future upgrades for this intersection, Seven Hills Road (eastbound) and Windsor Road (northbound) along the frontage of the subject site may at some stage need to be widened to accommodate upgrades. Without the benefit of the conclusion and findings of the Baulkham Hills Town Centre Master Plan traffic study, Roads and Maritime is not currently in a position to confirm whether potential infrastructure treatments on surrounding roads and intersections to support the broader growth would impact the site, and to what extent.

In an effort to ensure that the planning proposal will not conflict with the future delivery of infrastructure improvements to support the broader growth at this constrained location, Roads and Maritime strongly recommends that consideration is given to incorporating a continuation of setback requirements to apply to the subject site within The Hills Development Control Plan (DCP) 2012, Part D Section 10 (Baulkham Hills Town Centre), to allow for potential future widening. A minimum front setback requirement of 10 metres for the Seven Hills Road frontage of the subject site should be included in the DCP in alignment with the existing setback requirements for the adjoining site Connie Avenue Reserve Precinct, blocks 14 & 15 (s3.5.4 in The Hills DCP). A minimum front setback of 11 metres should be provided along the Windsor Road frontage of the subject site in alignment with the existing Windsor Road Precinct setback requirements (buildings 1 & 2). Roads and Maritime recommends that The Hills DCP Part D Section 10 is amended to reflect above, prior to finalisation of the LEP amendment, or that these setbacks are incorporated into any new 'Bull and Bush Precinct' section of Part D of the DCP. It is noted that reference should not be made in the DCP to 'possible grade separation of the Windsor Road, Seven Hills Road and Old Northern Road intersection', or to 'possible future land acquisition'.

The relevant planning authority may wish to consider a site specific clause to be included within the LEP, similar to Clause 8.3 for Bella Vista and Kellyville Station Precincts and 9.2 for Showground Road Precinct, to allow for the developable yield to be maintained in the case where land is dedicated as a public road for regional benefit at no cost.

This is not to do with the traffic report - it is a reminder to Council that the town centre study needs to be updated to remove the grade separated interchange. As such RMS recommends implementing set back strategies to facilitate future road widening.

I trust this answers your questions.

Regards

