

SPG DEVELOPMENTS (MANAGER) PTY LTD

TRANSPORT ASPECTS OF
PLANNING PROPOSAL FOR
PROPOSED MIXED USE
DEVELOPMENT,
21 – 23 VICTORIA AVENUE,
CASTLE HILL

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COLSTON BUDD ROGERS & KAFES PTY LTD
ACN 002 334 296
Level 18 Tower A
Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Telephone: (02) 9411 2411
Facsimile: (02) 9411 2422
Email: cbrk@cbrk.com.au

REF: 11397

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I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by SPG Developments (Manager) Pty Ltd to review the transport aspects of a planning proposal for a mixed use development at 21-23 Victoria Avenue at Castle Hill. The site has frontage to Victoria Avenue, Carrington Road & Salisbury Road, as shown in Figure I.
- I.2 The site is currently occupied by bulky goods, commercial and light industrial development comprising some 9,305m² GFA. It has previously been approved for a Masters Home Improvement centre and bulky goods development of some 15,900m².
- I.3 The planning proposal envisages a scale of development including commercial office uses of 31,260m², shops, business uses, food and drink premises and specialized retail of 15,095m², child care centre, gym and medical centre of some 3,677m² plus a hotel with 164 rooms. Vehicular access would be provided from Victoria Avenue, Carrington Road and Salisbury Road.
- I.4 The transport aspects of the planning proposal are reviewed in the following chapter.

2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are reviewed through the following sections:

- site location and road network;
- previously approved development;
- potential scale of development;
- policy context;
- council traffic study;
- public transport, walking and cycling;
- parking provision;
- access, servicing and internal layout;
- traffic generation; and
- summary.

Site Location and Road Network

2.2 The site is at 21-23 Victoria Avenue, on the western part of the block bounded by Carrington Road, Victoria Avenue and Salisbury Road. It is currently occupied by bulky goods, commercial and light industrial development comprising some 9,305m² GFA. It has access from Victoria Avenue and Salisbury Road. Turns at the Victoria Avenue driveways are limited to left in/left out by the median in Victoria Avenue. The site location is shown in Figure 1.

2.3 The site is located in an area that provides a cluster of bulky goods retailing, light industrial, recreational, retail and community uses. The bulky goods retailing activities tend to be concentrated along Victoria Avenue. Hills Showground railway station is east of the site on Carrington Road.

- 2.4 The principal roads accessing to the site include Showground Road, Windsor Road, Victoria Avenue, Carrington Road and Salisbury Road. Showground Road is an arterial road running from Old Northern Road at Castle Hill to Windsor Road, west of the site. It has signal controlled intersections with Victoria Avenue and Windsor Road. Showground Road is generally a four-lane divided road. It has additional lanes at its intersections with Victoria Avenue and Windsor Road.
- 2.5 Windsor Road is an arterial road running northwest from Parramatta to Windsor. It is a four-lane divided road in the vicinity of the site with additional turn lanes at major intersections. The intersection of Victoria Avenue and Windsor Road is controlled by traffic signals.
- 2.6 Victoria Avenue connects Windsor Road and Showground Road and continues north of Showground Road as Green Road. Victoria Avenue provides the primary access to the bulky retailing/industrial area that includes the subject site. The section between Windsor and Showground Roads is a four-lane divided road with additional kerbside turning/parking lanes. It has signal controlled intersections with Showground Road and Windsor Road. All other intersections in this section, other than Packard Avenue, are controlled by two-lane roundabouts. There are bus stops on both sides of the road, adjacent the site.
- 2.7 Carrington Road is south of the site and provides access to the trading zone from the east with a connection to Showground Road at its eastern end. It provides one traffic lane and a bus lane in each direction. The intersection of Carrington Road and Victoria Avenue is controlled by a two lane roundabout. There are bus stops on both sides of the road, adjacent the site. Council intends to upgrade the intersection of Carrington Road with Victoria Avenue to provide traffic signals. Carrington Road is also planned to be widened, including using land from the subject site.
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- 2.8 Salisbury Road is a local access road serving sites east of Victoria Avenue. With Anella Avenue it forms a loop that runs from Victoria Avenue, adjacent to the site, to connect back to Victoria Avenue at Hudson Avenue. West of Victoria Avenue, Salisbury Road provides a connection between Windsor Road and Victoria Avenue. Access between Salisbury Road and Windsor Road is restricted to left turns by the median in Windsor Road. There is a taxi zone on the northern side of Salisbury Road, opposite the site and adjacent Castle Hill Tavern.

Previously Approved Development

- 2.9 The site has previously been approved for a Masters Home Improvement centre and bulky goods development of some 15,900m².

Potential Scale of Development

- 2.10 The planning proposal envisages a scale of development including commercial office uses of 31,260m², shops, business uses, food and drink premises and specialized retail of 15,095m², child care centre, gym and medical centre of some 3,677m² plus a hotel with 164 rooms. Vehicular access would be provided from Victoria Avenue, Carrington Road and Salisbury Road.

Policy Context

- 2.11 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include the Greater Sydney Region Plan (A Metropolis of Three Cities), Future Transport Strategy 2056 and the State Infrastructure Strategy.
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- 2.12 The Greater Sydney Region Plan (A Metropolis of Three Cities) provides a framework for planning for Sydney's growth to 2056. It identifies three cities in the Sydney metropolis: the Eastern Harbour City, the Central River City and the Western Parkland City.
- 2.13 The Future Transport Strategy 2056 provides a framework for planning for and delivering transport infrastructure for the state over the next 40 years. The NSW State Infrastructure Strategy 2018–2038 sets out the government's infrastructure vision for NSW the state over the next 20 years.
- 2.14 A series of district plans set out the planning priorities and actions for each district in the greater Sydney region. The Central City District Plan, in which Castle Hill is located, identifies Castle Hill as a strategic centre. Transit-oriented development is identified for the areas around the railway stations, including the Hills Showground station, the catchment in which the subject site is located.
- 2.15 There are a number of important features identified for the areas around metro rail stations which are relevant to the subject planning proposal, including:
- facilitating housing and jobs growth; and
 - delivering integrated land and transport planning and a 30 minute city.

Council Traffic Study

- 2.16 Council is undertaking a traffic study for the Hills Showground railway station precinct, in which the subject site is located. The study is being undertaken to identify road and transport works to accommodate increased development in the precinct, and other precincts including Castle Hill and Norwest.
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- 2.17 It is understood that the study is in its initial stages, with initial reporting to be completed in the first part of 2021. However, it is also understood that the intersections of Victoria Avenue with Carrington Road and Salisbury Road are likely to be signalized, to accommodate future development. Victoria Avenue is also likely to be widened to six lanes, including four lanes for general traffic plus two bus lanes.
- 2.18 The subject planning proposal would therefore form an input to the study currently being undertaken by council.

Public Transport, Walking and Cycling

- 2.19 As previously noted, the site is within the walking catchment of the Hills Showground railway station. This station is on the Metro North West Line.
- 2.20 Services on the Metro North West Line through Hills Showground operate on a 10 minute headway in each direction. During peak periods, services are more frequent.
- 2.21 As previously noted, there are bus stops on Victoria Avenue, adjacent the site. Bus services also operate to and from the railway station. Services include:
- route 601: Rouse Hill station to Parramatta via Hills Showground;
 - route 604: Parramatta to Dural via Castle Hill;
 - route 626: Kellyville station to Pennant Hills via Cherrybrook;
 - route 633: Pennant Hills to Rouse Hill station via Kellyville and Castle Hill;
 - route 651: Epping to Rouse Hill station via Castle Hill;
 - route 730: Castle Hill to Blacktown via Norwest and Glenwood;
 - route N92: City Town Hall to Tallawong.
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- 2.22 There are good pedestrian links between the site and surrounding areas, including Hills Showground railway station, bus stops on Victoria Avenue and surrounding development.
- 2.23 The site therefore has good access to regular public transport services. The proposed development will therefore be readily accessible by public transport, walking and cycling.
- 2.24 The proposed development would increase employment, retail and service densities close to existing public transport services. To support accessibility by bicycles, appropriate bicycle parking, showers and lockers, in accordance with appropriate controls, will be provided.
- 2.25 The proposed development will therefore satisfy the objectives of the Greater Sydney Region Plan and Central City District Plan as follows:
- ❑ enabling commuters and others to readily access trains and buses close to the site;
 - ❑ providing an appropriate level of on-site parking, with reference to appropriate council and TfNSW requirements, to encourage greater public transport use and increase the proportion of trips by public transport;
 - ❑ providing a mixed use development, including commercial, retail and services close to Castle Hill and close to other commercial and retail facilities to reduce the need for travel; and

- ❑ being located close to other major employment, health and education centres, as well as being readily connected to Parramatta, Rouse Hill and Macquarie Park.

Parking Provision

2.26 Part C, Section I of the Hills Development Control Plan 2012 (Parking) includes the following parking rates for development:

- one space per guest room for hotel/motel accommodation, plus one space per two employees;
- one space per 40m² for centre commercial;
- one space per 18.5m² for shops;
- one space per 40m² for bulky goods (large format retail);
- one space per 18.5m² for restaurant/café in a retail complex; and
- one space per 25m² for gymnasias.

2.27 By comparison, the TfNSW “Guide to Traffic Generating Developments” suggests the following parking requirements:

- one space per four guest rooms for hotels;
 - one space per 40m² for offices (unconstrained);
 - 4.2 spaces per 100m² for supermarkets;
 - 4.5 spaces per 100m² for specialty shops;
 - three spaces per 100m² for gymnasias in mixed use centres; and
 - measured demands of one space per 110m² and one space per 67m² for large format retail on weekdays and weekends respectively.
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- 2.28 Based on these rates, the development would require some 1,300 to 1,600 parking spaces. The proposed parking provision will be within this range.
- 2.29 Bearing in mind the mix of uses in the development, some customers of the retail uses, food and drink premises, gym, medical centre and child care centre will be people working in the commercial component. These people will not require parking in both components.
- 2.30 The times of peak use for the various components will not coincide. The commercial component will be busy during the week and quiet on weekends. The large format retail will be busier on weekends and quieter during the week.
- 2.31 As noted above, appropriate parking will be provided, with the final provision to be confirmed at the development application stage. Appropriate bicycle and motor cycle parking will also be included in the development.

Access, Servicing and Internal Layout

- 2.32 Vehicular access to the site would be provided from Victoria Avenue, Carrington Road and Salisbury Road. Customer and tenant access would be provided from these streets. Service access would be provided from Carrington Road and Salisbury Road.
- 2.33 The access points to the car park and loading areas would be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS 2890.1:2004 and AS 2890.2 – 2002.
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- 2.34 Car parking would be provided in basement, lower ground and podium levels. Loading areas would be provided in upper and lower ground levels. Loading bays would provide for semi-trailers and rigid trucks to service the various components of the development. Service vehicles will be able to enter and exit in a forward direction.
- 2.35 Within parking areas, parking space dimensions, aisle widths, ramp grades, transitions, column locations and height clearances would be provided in accordance with AS 2890.1:2004 and AS 2890.2 – 2002.

Traffic Generation

- 2.36 Traffic generated by the proposed development will have its greatest effects during weekday afternoon and Saturday peak periods when it combines with other traffic on the surrounding road network.
- 2.37 Surveys undertaken by TfNSW have found the following two-way (sum of both directions) peak hour traffic generation rates:
- supermarkets: 15 vehicles per 100m²;
 - large format retail: 1.01 and 2.24 vehicles per 100m² on weekday afternoons and Saturdays respectively;
 - gymnasias: three vehicles per 100m² in mixed use developments;
 - commercial offices: 0.54 vehicles per 100m² during weekday afternoons;
 - child care centres: some 0.75 vehicles per child; and
 - food and drink premises: five vehicles per 100m².
- 2.38 Other surveys have found the following traffic generation rates:
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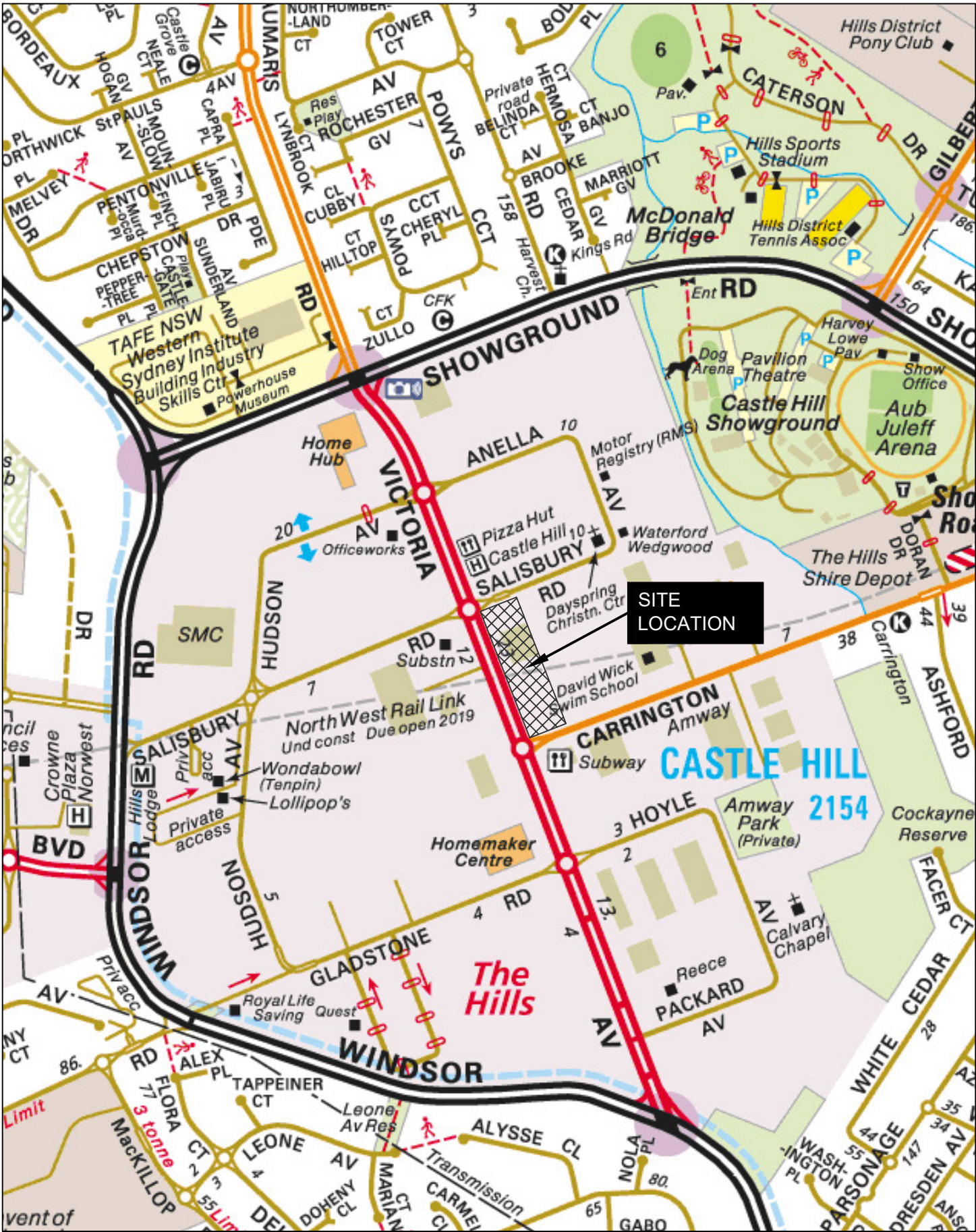
- hotels: 0.3 vehicles per room; and
- larger medical centres: four spaces per 100m².

- 2.39 The business use components of the development are relatively small and will tend not to be primary attractors to the development. We have assessed two vehicles per hour per 100m² for these uses.
- 2.40 The development would therefore have a traffic generation of some 1,100 vehicles during weekday peak periods and some 1,000 vehicles on weekends.
- 2.41 The mix of uses on the site means that traffic generation would likely be lower. For example, the child care centre is likely to be used by children of people working in the commercial component. Similarly, the shops, retail uses and food and drink premises would also be used by people working in the development.
- 2.42 As previously noted, the council is undertaking a study for the Hills Showground station precinct to identify appropriate road and transport works to accommodate future development in the precinct. The planning proposal for the subject site would form an input to the traffic study currently being undertaken by council.

Summary

- 2.43 In summary, the main points relating to the transport aspects of the planning proposal are as follows:
- i) the site has previously been approved for a Masters Home Improvement and bulky goods development;

- ii) the planning proposal would provide for commercial uses of 31,260m², shops, business uses, food and drink premises and specialized retail of 15,095m², child care centre, gym and medical centre of some 3,677m² plus a hotel with 164 rooms;
 - iii) the planning proposal is consistent with the planning for the area, being part of the Hills Showground station precinct;
 - iv) the council is currently undertaking a traffic study for the precinct, to identify works required to accommodate future development;
 - v) the development would increase employment, retail and service densities close to existing public transport services and is consistent with government objectives to reduce private car travel and encourage public transport use;
 - vi) appropriate on-site parking for cars and bicycles will be provided;
 - vii) access, internal circulation and layout will be provided in accordance with Australian Standards;
 - viii) the development would have traffic generations of some 1,100 vehicles per hour two-way during weekday peak periods and some 1,000 vehicles on weekends; and
 - ix) the planning proposal would form an input to the traffic study currently being undertaken by council.
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Location Plan

Figure 1