

9 May 2018

Our Reference: SYD17/01650/02 (A22162842)

TRAFFIX
PO Box 1124
Strawberry Hills NSW 2012

Attention: Geoff Higgins

PRE-DA ADVICE FOR ACCESS TO INDEPENDENT LIVING UNITS - BLACKTOWN WORKERS CLUB

Dear Mr Higgins,

Reference is made to your correspondence dated 7 February 2018 with regard to the abovementioned proposal, which was referred to Roads and Maritime Services (Roads and Maritime) for Pre-DA comment.

Roads and Maritime has reviewed the submitted documentation and provided the following comments regarding warrants for traffic signals, traffic modelling, access and parking and pedestrian access.

WARRANTS FOR SIGNALS

The Blacktown Workers Sports Club (Blacktown Workers Club) seeks to install traffic signals at their main entrance on Reservoir Road and uses the traffic report to support their request. Based on the trip generation and trip distribution information supplied on pages 22-24 of the report, the expected additional traffic generated by the Master Plan (TOTAL 341 trips in / 167 trips out. with 72 exit via Reservoir Road) is in the PM peak.

Based on the predicted traffic generated figures above and the traffic counts provided in the report (page 32), the warrant for signals at the entrance into the Blacktown Workers Club cannot be met under existing conditions or when the proposed additional traffic generation numbers are added.

While the numbers fall well short for both *Traffic Demand* and *Continuous Traffic* warrants over the 4 hour period, the report states that the proposed additional 508 trips generated per hour will make up the short fall. However, it is not clear where the 508 trips come from or how they will be distributed throughout the site based on their previous numbers and information provided. Warrants have not been met for the installation of signals at Reservoir Road and the driveway entrance into the Blacktown Workers Club.

TRAFFIC MODELLING

In terms of the modelling, the report indicates the Blacktown Workers Club entrance will have a LoS F when the future traffic generation is taken into consideration. This is due to the delays experienced by motorists wanting to turn right out of the Blacktown Workers Club onto Reservoir Road, thus the request for signals.

However, the modelling shown in Appendix C does not appear to be a clear representation of existing and proposed conditions. The modelled network appears not to replicate onsite arrangements. The intersection of Reservoir Road and the entrance into the Blacktown Workers Club, and the intersection of Reservoir Road and Penny Lane should be modelled as normal priority based intersections. The data needs to be remodelled. Any future modelling from Traffix should include all the parameters used to determine lane lengths and diagrams that depict and identify the lane approaches. Due to the unusual layout the information included in Appendix C of the traffic report was difficult to follow due to the improvised manipulated mid-block intersections representing the seagull arrangements at the intersection of Reservoir Road and the entrance into the Blacktown Workers Club, and Reservoir Road and Penny Lane. Additionally, the cycle length of all sites in the network should match that at the intersection of Great Western Highway and Reservoir Road.

Previous discussions have suggested that the roundabout at the intersection of Reservoir Road and Holbech Road should be replaced with signals. However, the roundabout currently operates at a good level of service and should not be removed and replaced with signals for the benefit of a development. Furthermore, the safety and efficiency of the greater community using Reservoir Road should not be compromised.

ACCESS AND PARKING

Previous discussions with Council and the developer have discouraged the primary access point into and out of the Seniors Living Village from being located in Penny Lane due to the mix with industrial traffic and the busy intersection of Penny Lane and Reservoir Road. It was suggested another entrance into the Seniors estate should be provided off the main driveway into the Blacktown Workers Club. This would result in seniors mixing with the patrons of the club and McDonalds, which is a similar issue to the original Reservoir Road and Penny Lane intersection proposal.

In terms of parking, the development proposes 900 parking spaces. This meets Council's DCP provided those spaces are within the boundaries of Site B and do not overflow into the "The Club" car park. Although this is not a matter for the Roads and Maritime, if access is provided from the Blacktown Workers Club driveway then the entrance into the village should be gated to prevent patrons from the sports club parking within the Seniors estate.

Additionally Roads and Maritime notes there is no reference to facilities or parking allocations for service vehicles on site. This needs to be incorporated any future designs and supporting reports as the 160 bed care facility will operate similarly to a hospital with food and linen deliveries etc.

PEDESTRIAN ACCESS

On several occasions throughout the report, particularly when justifying the need for signals at the entrance to the Blacktown Workers Club, reference is made to the concern about pedestrians wanting to cross Reservoir Road. However, no pedestrian counts have been undertaken or consideration given to the desire lines of pedestrians. Therefore, Roads and Maritime cannot provide comments regarding pedestrian access.

SUMMARY

Roads and Maritime request the issues outlined above are to be addressed in any future Traffic Assessment Report. The applicant is advised that the above information is required to allow Roads and Maritime to complete the assessment of this Pre-DA Application. Roads and Maritime may also request further information once the assessment is carried out.

Note: It is emphasised that the comments provided above are informal and of a Pre-DA nature. They are not to be interpreted as binding upon Roads and Maritime and may change following formal assessment of a submitted development application from the appropriate consent authority.

Any inquiries in relation to this Application can be directed to Amanda Broderick on 8849 2391 or development.sydney@rms.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Zhaleh Alamouti', written in a cursive style.

Zhaleh Alamouti
A/Senior Land Use Assessment Coordinator
North West Precinct