



Hawkesbury City Council

attachment 6
to
item 30

RMS letter dated 7 February 2017

date of meeting: 28 February 2017
location: council chambers
time: 6:30 p.m.



7 February 2017

Roads and Maritime Reference: SYD16/0962/02 (A15952073)
Council Reference: LEP006/15

General Manager
Hawkesbury City Council
PO Box 146
Windsor NSW 2756

Attention: Philip Pleffer

Dear Sir/Madam,

**PLANNING PROPOSAL TO AMEND HAWKESBURY LOCAL ENVIRONMENTAL PLAN 2012 -
VARIOUS PROPERTIES AT RICHMOND LOWLANDS AND RICHMOND (SYDNEY POLO
CLUB)**

Reference is made to Council's email dated 16 November 2016, concerning the additional information submitted in support of the abovementioned planning proposal, which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with the consultation requirements under Section 56(2) of *Environmental Planning and Assessment Act 1979*. Roads and Maritime appreciates the opportunity to comment on the addendum traffic study, and apologises for the delay in providing a response.

It is noted that while a number of the issues raised in Roads and Maritime's previous submission letter (dated 12 September 2016) have been addressed in the supplementary traffic study dated 15 November 2016, some key issues remain unresolved.

While it is appreciated that a mitigation measure has been recommended at the intersection of Kurrajong Road and Old Kurrajong Road that goes some of the way to address traffic and safety impacts at the intersection, further detail/assessment is required in order to ensure the necessary works to mitigate all traffic and safety impacts at this intersection associated with the planning proposal will be delivered.

Detailed comments in relation to the supplementary traffic report and the planning proposal are provided at **Attachment A**, which should be addressed to the satisfaction of Council and Roads and Maritime prior to the gazettal of the proposed amendment to the LEP. Roads and Maritime would be willing to facilitate a meeting with Council to discuss these matters in more detail.

If you have any questions in relation to the above matters, please contact the nominated Land Use Planner Rachel Nicholson on phone 8849 2702 or development.sydney@rms.nsw.gov.au.

Yours sincerely,


Greg Flynn
Program Manager Strategic Land Use
Network Sydney

Roads and Maritime Services

Attachment A – Detailed Comments on Traffic and Access

1. As the planning proposal will introduce a range of additional permitted uses for the subject site (23 lots) under Schedule 1 of the LEP, collectively this will lead to an increase in development intensity and traffic generation potential of the site. In effect, this would allow the site to be used as a major outdoor private recreational facility with ancillary ongoing uses (ie function centres, light industrial/microbrewery, markets etc). Given this, the proponent/s should identify suitable infrastructure required to ameliorate the traffic and safety impacts associated with the future development.
2. Roads and Maritime notes that the addendum traffic study recommends a restriction to the right turn from Old Kurrajong Road (north) to Kurrajong Road; specifically, it is proposed to extend the duration of the existing right turn ban on this movement, from the existing hours of 3pm-7pm to proposed hours of 10am-7pm. As Old Kurrajong Road is a local road under the care and control of Council, ultimately this will require Council's approval.

Roads and Maritime would recommend that if a restriction to this approach is pursued to address the safety and efficiency issues associated with the increased delays on the approach, the approach should be restricted and signposted to 'Left turn only' to also address the safety and efficiency issues associated with through movements from Old Kurrajong Road (north) to Old Kurrajong Road (south)/Yarramundi Lane at this intersection.

Should Council endorse this treatment, Roads and Maritime would raise no objection to this mitigation measure to address safety issues associated with the increased traffic on this approach. However, prior to the gazettal of the planning proposal and implementation of the proposed treatment, a Traffic Management Plan should be prepared to consider the impacts of the redistributed trips (and any other improvements required) and should be submitted to Council's Local Traffic Committee for review and approval. Council should be satisfied that the appropriate community consultation is undertaken in order to consider potential impacts to affected land owners.

Should the above treatment not be endorsed by Council, an alternate treatment to address the increased traffic and delays on this approach would need to be identified and agreed prior to the gazettal of the LEP amendment.

3. In addition to the above matter, the addendum traffic study should also identify an appropriate intersection treatment to safely and efficiently facilitate the increased right turn movements into Old Kurrajong Road (north) from Kurrajong Road. In this regard, an appropriate treatment should be identified.

The treatment identified should be modelled to ensure appropriate geometric design (ie length of deceleration lane/storage) and operation of the treatment.

Roads and Maritime considers it is likely that the provision of a Channelised Right (CHR) turn treatment would be necessitated by the future development based on the traffic volumes indicated with reference to the warrants for turn treatments in the *Austrroads Guide to Road Design, Part 4A Unsignalised and Signalised Intersections*.

4. Once the intersection treatment is identified and agreed, a strategic concept plan for the intersection treatment should be developed in consultation with Roads and Maritime. The treatment would need to be designed in accordance with Austrroads standards and Roads and Maritime's supplements.
5. Council or the proponent/s should identify a suitable funding mechanism (eg Section 94 Plan or other planning agreement), prior to the gazettal of the amendment to the LEP (and

prior to the lodgement of any future development applications), to ensure that the works will be constructed to support the future development.

6. As mentioned in previous correspondence, special events such as the annual polo cup and the Polo World Cup will require special event Traffic Management Plans to be prepared to address operational matters, event traffic and access arrangements, and would need to be submitted to the Local Traffic Committee for approval in accordance with the *Guide to Traffic and Transport Management for Special Events*. This would be recommended condition of consent for any future development application for the works and structures to facilitate special functions and events on site, or for any special event DA.