



**Transport  
for NSW**

Hawkesbury City Council

02 JUL 2014

Karu Wijayasinghe  
Senior Strategic Land Use Planner  
Hawkesbury City Council  
PO Box 146  
Windsor NSW 2756

Dear Mr Wijayasinghe,

**Planning Proposal to rezone Lot 1 DP 700263, Lot 2 DP 700263, Lot C DP 160847, Lot 2 DP 629053 and Lot 3 DP 700263, 120-188 Hawkesbury Valley Way, Clarendon to B7 Business Park - Consultation under Section 56(2)(d) of Environmental Planning and Assessment Act 1979.**

Thank you for your letter dated 17 March 2014 regarding the subject proposal. Please accept this letter as a joint RailCorp and TfNSW response to the subject proposal. It is understood that Roads and Maritime Services (RMS) has previously responded. The road network related comments in this letter have been prepared in consultation with RMS.

TfNSW supports initiatives that increase employment opportunities in the Northwest of Sydney as it will tend to provide job opportunities closer to home for residents in the area thus helping to meet key State Plan targets. However, a review of the documentation reveals a number of issues that need to be addressed so that the transport implications of the proposal can be properly understood, which will once addressed, enable TfNSW to provide full support to the proposal.

TfNSW requests that the issues, which are detailed in Attachment 1 be addressed as part of the Planning Proposal. Final documentation should then be submitted to TfNSW for review.

TfNSW has undertaken its own strategic assessment of the proposal. Based on this assessment, the operation of Hawkesbury Valley Way is likely to be significantly impacted by demand from the subject development. More specific information is contained in the attachment. TfNSW considers that it is likely that a revised assessment of the proposal will identify the need for the following works:

- Widening of Hawkesbury Valley Way; and
- Improvements to intersections along Hawkesbury Valley Way.

If the additional assessment confirms that significant works such as those mentioned above are triggered by the development, TfNSW would be seeking support from Council and the Department of Planning and Environment for a mechanism to be put in place to ensure that contributions for regional infrastructure are able to be collected from the



**SCANNED**

subject development.

TfNSW does not support the Planning Proposal in its current form until the issues addressed in this letter are addressed. TfNSW recommends that the applicant consults with TfNSW (including RMS and RailCorp) to ensure that the issues raised are fully understood and that the way forward is agreed.

Thank you again for the opportunity to provide advice for the subject proposal. Should you require further clarification regarding the aforementioned, please don't hesitate to contact Mark Ozinga on 8202 2198 or email [mark.ozinga@transport.nsw.gov.au](mailto:mark.ozinga@transport.nsw.gov.au)

Yours sincerely



*Per*  
Simon Hunter  
A/General Manager  
Planning & Programs

27/6/14.

Encl: Attachment 1

CD14/05498

## **TRANSPORT ASPECTS OF PLANNING PROPOSAL FOR MASTERS, BULKY GOODS AND INDUSTRIAL DEVELOPMENT, HAWKESBURY VALLEY WAY, CLARENDON**

TfNSW requests that the traffic assessment undertaken as part of the planning proposal be revised by incorporating the following recommendations:

### **1. Traffic survey details**

#### **Issue**

Traffic survey information provided in the report is limited. The date and time of the traffic survey is not provided.

#### **Recommendation**

TfNSW requests that detailed traffic surveys need to be undertaken at a number of locations on Hawkesbury Valley Way including at key intersections (see below) to determine the number of vehicles (including vehicle class) during the weekday and weekend peak periods and should also cover the period of anticipated peak demand from the type of development anticipated on the future land. The survey results should be attached to the revised traffic report.

### **2. Heavy vehicle movements**

#### **Issue**

No classified counts have been undertaken to determine the heavy vehicle composition on Hawkesbury Valley Way.

#### **Recommendation**

As mentioned above, TfNSW requests that the classified counts be undertaken during peak periods on Hawkesbury Valley Way.

### **3. Traffic generation**

#### **Issue**

Traffic generation details are provided in the report as 970-1520 veh/h for weekday afternoon peak period and 980-1140 veh/h for weekend peak period for full development. However, traffic analysis has been undertaken for 720veh/h for weekday peak period. No explanation has been provided for using the lower figure (720veh/h).

#### **Recommendation**

TfNSW requests that a detailed explanation be provided in the traffic report for using 720veh/h instead of estimated highest traffic generation.

#### **4. Traffic distribution (directional) onto Hawkesbury Valley Way**

##### **Issue**

A 50/50 traffic distribution has been adopted for generated traffic accessing the site from east and west. No explanation has been provided for adopting this distribution.

##### **Recommendation**

TfNSW requests that a detailed explanation, which includes a substantial evidence base, be provided in the traffic report to determine the appropriate traffic patterns.

#### **5. Traffic analysis**

##### **Issue**

A traffic analysis has been undertaken by adding base Weekday peak traffic with estimated traffic generation for weekend period.

##### **Recommendation**

TfNSW requests that a separate analysis be undertaken for a Weekday peak period and a Weekend Peak Period using the estimated traffic generation figures from the respective peak periods.

#### **6. Performance of midblock sections along Hawkesbury Valley Way**

##### **Issue**

Hawkesbury Valley Way, section between George Street, Windsor and Hobart Street, Richmond is a two-way, two-lane road with minimum side access friction and with few side roads. This provides greater capacity compared to a typical urban two-lane road. The introduction of the proposed access to the development will substantially reduce the capacity of Hawkesbury Valley Way. Based on a preliminary traffic assessment undertaken by TfNSW using performance criteria in the *RMS Guide to Traffic Generating Developments*, Hawkesbury Valley Way section between Richmond and Windsor is currently operating at or near capacity and the performance of midblock sections of Hawkesbury Valley Way will likely substantially deteriorate further with the proposed development.

No information has been provided in the traffic report in relation to midblock performance of Hawkesbury Valley Way with and without the proposed development.

##### **Recommendation**

TfNSW requests that a detailed midblock capacity assessment be undertaken for Hawkesbury Valley Way based on the *RMS Guide to Traffic Generating Developments* with and without the proposed development.

## **7. Performance of intersections on Hawkesbury Valley Way**

### **Issue**

Based on the *Windsor Town Centre Traffic Study* prepared by Christopher Hallam & Associates Pty Ltd for Hawkesbury City Council, Macquarie Street and George Street intersections with Hawkesbury Valley Way are currently near capacity during the afternoon peak periods. The performance of these intersections is likely to further deteriorate with the generated traffic from the proposed development. No information has been provided in the traffic report in relation to performance of intersections (other than proposed access road intersection) located on Hawkesbury Valley Way with and without the proposed development.

### **Recommendation**

TfNSW requests that a detailed intersection analysis be undertaken for the intersections located on Hawkesbury Valley Way in consultation with TfNSW and RMS.

## **8. SIDRA analysis**

### **Issue**

SIDRA analysis assumes that all approaches of the Hawkesbury Valley Way/Proposed Access Road intersection carries two percent (2%) heavy vehicle movements in the traffic stream during the peak periods. Since Hawkesbury Valley Way is part of the State Road network and the proposed intersection provides access to a Business park, the assumed 2% is too low.

### **Recommendation**

TfNSW requests that SIDRA analysis be undertaken using the heavy vehicle composition obtained during the traffic surveys.

## **9. Contribution to road network improvements**

### **Issue**

No information has been provided in the planning proposal in relation to the impact of the development on the need for regional transport improvements. Based on our preliminary assessment, it is anticipated that significant contributions to State infrastructure in particular midblock sections of Hawkesbury Valley Way and the intersections located along Hawkesbury Valley Way are likely to be required.

### **Recommendation**

TfNSW requests that the applicant consults with TfNSW during the preparation of the revised traffic assessment to help ensure that the appropriate level of network upgrades are identified.

Following this suitable mechanisms need to be agreed and put in place as part of the planning proposal (eg through a planning agreement or other mechanism agreeable to all parties).

## **10. Richmond rail line related issues**

### **Issue**

Part of the site along the rail corridor is encumbered by RailCorp easements.

### **Recommendation**

Any development will need to be consistent with the easement terms.

### **Issue**

It is noted that RailCorp/Sydney Trains gains access to the rail corridor through part of this site.

### **Recommendation**

Further discussions are required with RailCorp and Sydney Trains regarding the retention or relocation of this access.

### **Issue**

The documentation is not clear in terms of the number of road crossings over the Richmond Rail Line are proposed.

### **Recommendation**

The documentation should be clear in terms of the number and location of any future road overbridges.

No objection in principle is raised to any future rail overbridge on the basis that it is at no cost to the State Government including the need to relocate any services and infrastructure. Council will be required to enter into a Rail Interface Agreement regarding the ongoing care and maintenance of the bridge. All future maintenance on the bridge will be borne by Council.

At the appropriate time, further consultation will be required with RailCorp and Sydney Trains on the details of the overbridge including construction methodology etc. Any new bridge will be required to comply with RailCorp/Asset Standards Authority engineering requirements.

### **Issue**

It appears from the documentation provided that Stages 1 and 2 of the proposal is in close proximity of the boundary of the Richmond Rail line.

**Recommendation**

The proponent should provide an adequate land buffer to the railway line in form of landscaping for the future development and duplication of the railway line.

**Issue**

It is anticipated that services (such as power, electricity, sewer etc) will possibly need to cross the Richmond Rail Line.

**Recommendation**

As the planning proposal extends to both sides of the rail corridor, further details are requested in the form of a services plan to ensure that future service are planned for.

**11. General requirements for intersection design, public transport, pedestrian and bicycle access**

Any intersection design or traffic calming measures should have regard to the safe and efficient operation of all transport modes including buses and active transport modes – bicycles and pedestrians.

Measures to support the future development should include consideration to safe and efficient pedestrian and cycle access, including access from nearby bus stops on Percival Road.