



Transport  
for NSW

13 December 2019

TfNSW Reference: SYD18/01609/03

Departments Reference: SSD 9653

Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: James Groundwater

Dear Mr Groundwater

## HILLS SHOWGROUND STATION PRECINCT CONCEPT PROPOSAL

Reference is made to the Department of Planning, Industry and Environment's correspondence dated 13 November 2019 with regard to the abovementioned Environmental Impact Statements, which were referred to Transport for NSW *formerly Roads and Maritime Services* (TfNSW) for comment in accordance with the *State Environmental Planning Policy (Infrastructure) 2007*. Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services and TfNSW. This response reflects the advice from the new organisation.

The proposal seeks development approval for the concept SSD under section 4.38(1) of the EP&A Act and sets out the Hills Showground Station Precincts concept proposal and establishes the framework for future development.

The documentation including *SCT Consulting Traffic and Transport Assessment Report* (TTAR) in support of the proposal has been reviewed and comments and recommendations are provided in **Attachment A**.

It is suggested that the proponent engages with the TfNSW regarding the matters raised prior to finalising the Response to Submissions.

If you have any further questions, Laura van Putten, Land Use Planner at TfNSW, would be pleased to take your call on (02) 8849 2480 or please email [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Pahee Rathana'.

**Pahee Rathana**

A/Senior Manager Land Use Assessment

## Attachment A – Comments on SSD 9653

### 1. Setbacks

#### *Comment*

TfNSW is currently working with The Hills Shire Council on Traffic and Transport Planning Studies which will examine the cumulative impacts of the full development uplift associated with the North West Rail Link - Showground Road Station Structure Plan. The Hills Showground Station Precinct Traffic and Transport Planning Study will build on previous studies to assess the travel demand generation and network impacts of residential and commercial growth, and to formulate recommendations on robust mitigation measures. This may include the identification/need for further localised road widening in key locations in order to facilitate road/transport/active transport infrastructure upgrades.

It is noted that the proposed building Set Backs identified within the Urban Design Report on Page 64 are inconsistent with/do not comply with the Building Set Backs identified within Figure 41 / 42 of The Hills DCP (2012) – Part D – Section 19 – Showground Station Precinct (see **Tab A**), particularly along Showground Road and part of De Clambe Drive. This has the potential to compromise any potential mitigation measures that may be identified as outcomes from The Hills Showground Station Precinct Traffic and Transport Planning Study (which is underway).

#### *Recommendation*

Therefore, it is recommended that the proposed building Set Backs associated with this SSD comply with the Building Set Backs identified within Figure 41 / 42 of The Hills DCP (2012) – Part D – Section 19 – Showground Station Precinct.

### 2. Parking

#### *Comment:*

TTAR Page 45, Section 4.4.1.1, Table 4.2 - TfNSW has concerns with regard to the Residential Parking rates proposed. The parking rates are considered generous and will subsequently work against the purposes of encouraging greater public and active transport usage for development located along the Sydney Metro NW Corridor.

The Trip Generation Rates used by SCT Consulting within their modelling for the High Density Residential dwellings are (AM = 0.19 trips /unit and PM = 0.15 trips / unit) which is aimed towards a 47% Car Mode Share identified within the Hills Showground Station Precinct Rezoning Transport Plan.

It is noted that the *Roads and Maritime Guide to Traffic Generating Developments* (High Density Residential – Metropolitan Regional CBD Centres) have a corresponding trip rate of 0.24 trips/dwelling. However, the Minimum Parking Rates proposed below generally correspond with the *Roads and Maritime Guide to Traffic Generating Developments* (High Density Residential – Metropolitan Sub Regional Centres) with the corresponding trip rate of 0.29 trips/dwelling and the proposed Maximum Rates below would result in a trip rate that is slightly higher.

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### *Recommendation:*

In order to facilitate the Hills Showground Station Precinct Rezoning Transport Plan's target mode share of 47% car usage it is recommended that the Residential Parking Rates be amended as follows:

- 0.4 spaces per 1 bedroom unit.
- 0.7 spaces per 2 bedroom unit.
- 1.20 spaces per 3 bedroom unit.
- 1 space per 10 units (visitor parking)

### **3. Traffic Modelling Including Modelling Inputs:**

#### *a) Comment*

TTAR Page 58, Section 5.2.5 Table 5.4 – Table 5.4 provides network performance results for the year 2031. However, in order for TfNSW to conduct a proper assessment, the detailed SIDRA modelling files, are required for review in order to confirm that intersection layouts are modelled correctly, phasing and cycle times are correctly modelled, that the detailed 95% queues do / don't show the need to upgrade turn bays.

#### *Recommendation:*

Further details of the modelling should be attached as Appendix to the report and the raw SIDRA modelling files are to be included for review.

In addition given the close proximity of the intersection of Gilbert and Showground roads to the intersection of De Clambe Drive and Showground road, Gilbert Road intersection should be included in the Network modelling.

#### *a) Comments*

The detailed design for the intersection upgrade of Showground Road/Carrington Road has been designed under TfNSW's Bus Priority Infrastructure Program (BPIP) and has been based on modelling that considered future growth. It is noted that the 2031 model of the TTAR has assumed that the intersection of Showground/Carrington roads is upgraded. However, the project remains unfunded with no commitment (or approved funding) to deliver this project at this stage.

#### *Recommendation*

Therefore as this upgrade is not included in TfNSW's current programs and no funding is allocated, the proponent needs to assess the impact of their development against the current situation/intersection capacity. It is recommended that the proponent re-examine/model the following intersections (listed below) into the future (2031) based on their existing configurations (and not as depicted in Figure 5-3):

- I. Showground Road / Carrington Road;
- II. Showground / De Clambe Drive;
- III. Carrington Road / Middleton;
- IV. Carrington Road / Victoria Ave

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Where modelling indicates impacts to the intersections the proponent is to identify the mitigations and upgrades needed.

In addition, the applicant is to determine an appropriate contribution mechanism for the delivery of the required upgrades to the intersection of Showground Road/Carrington Road and surrounding intersections and roads.

### *b) Comment*

TTAR Page 57, 5.2.5 - The traffic network assessment only considered year 2031. It is noted that the EIA indicates the three precincts will be developed in stages (Table 17 in the EIA and Appendix T). The earliest occupation is anticipated in mid-2023 for Doran Drive Precinct, followed by Precinct West by 2026-2029 and Precinct East to be completed by 2028-2031.

### *Recommendation*

Though the TTAR Page 57 Section 5.2.4 states that "...the full Carrington Road and Showground Road upgrades provide sufficient capacity for the cumulative impacts of the precinct up to 2031, and that the SSDA does not trigger any additional infrastructure by itself." It is recommended that an assessment is undertaken according to the proposed staging of development to inform any intermediate mitigation that would be required prior to the full development. This is integral to ensure that the network will function satisfactorily during the interim period.

### *c) Comment*

Page 56, Section 5.2.3, Table 5.2 - Vehicles which are heading towards Windsor Road are unlikely to use the section of Showground Road between De Clambe Drive and Carrington Road and would likely use De Clambe Dr and towards Castle Hill would likely use Carrington Rd.

### *Recommendation*

The report would better inform of the traffic forecast along Showground Road by showing forecast figures between:

- I. De Clambe Drive and Gilbert Road
- II. Carrington Road and Britannia Road

## **4. Stormwater:**

### *b) Comments*

The stormwater drainage at the intersection of Showground Road/Carrington Road currently floods in less than 1:10 ARI events and the council drainage easements from Showground Road that drain toward Kathleen Avenue are under capacity.

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### *Recommendation*

The development at 1-5 Carrington Road must be able to retain stormwater on site as part of an approved on site detention system and the outflow of any stormwater must not be greater than existing flows

The applicant should also contribute to the upgrade of the council stormwater easements between Showground Road and Kathleen Avenue.

## **5. Public Transport Services:**

### *a) Comment*

TTAR Page 17, Section 2.8.2.4, Figure 2-12 - The proposed bus network does not reflect how things have changed since the opening of Sydney Metro.

### *Recommendation*

It is recommended that the figures are updated to ensure that the existing conditions are accurately captured.

### *b) Comment*

TTAR Page 56, Section 5.2.4 - The kerbside lanes will be upgraded to bus lanes in Carrington Road between Victoria Avenue and Doran Drive. It is understood that Council will be delivering these works in the very near future. This will be delivered before any other works along Carrington Road as mentioned in section 5.2.4.

### *Recommendation*

It is suggested that the proponent clarify from Council when the works will be delivered and update the report and any modelling to reflect the timing of the upgrades.

## **6. Active Transport:**

### *a) Comment*

The pedestrian/bicycle crossings at the intersections of Showground Road with Carrington Road, De Clambe Drive and Victoria Avenue do not currently have bicycle lanterns to connect the shared path along Showground Road.

### *Recommendation*

The report should address the need to provide bicycle lanterns as part of the proposed upgrades to these intersections.

### *b) Comment*

The TTAR provides inconsistent information regarding the number of bicycle parking spaces. Page 40, Section 4.1 and Page 60, Section 5.3 indicate that 813 spaces are

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proposed. However the rest of the TTAR and the EIA states the number of bicycle parking spaces is 799.

### *Recommendation*

Clarification is required to determine the correct number of bicycle parking spaces being proposed.

#### c) *Comment*

TTAR Page 60, Section 5.3 - The statement of "*bicycle parking spaces with end-of-trip facilities are required in this development...to encourage residents and employees to adopt sustainable transport modes*"

### *Recommendation*

Further details in regards to the type of facilities should be provided i.e. bicycle hoops, lockers, bike shelters, shower rooms.

## 7. General Comments:

#### a) *Comment*

With regards to the proposed new traffic signal at the intersection of Victoria Street and Carrington Road, the traffic signal at this location needs to be supported by traffic data which justifies the requirements set out in Section 2 of the *RMS Traffic Signal Design Manual*. The capacity to fund traffic signals is a consideration outside of the need to demonstrate suitable justification warranting such treatment as outlined in Section 2 of the *RMS Traffic Signal Design Manual*.

### *Recommendation*

Therefore, a traffic signal warrant assessment is required to be submitted to confirm when the traffic signal at the intersection of Victoria Street and Carrington Road will be warranted.

In addition, noting that a comparison of Scenario 3 vs Scenario 5 shows that the DA Traffic worsens the Average Delay from 38.9 sec (LOS = C) up to 50.7 sec (LOS = D). The proponent is to mitigate its development traffic impacts to the future operational performance of the Carrington Road / Victoria Avenue intersection. This is subject to the identification of an improvement that is feasible.

#### b) *Comment*

Page 17 Section 2.8.2.4, Figure 2-13 is unclear as to which proposed intersection upgrades are to existing or new intersections.

### *Recommendation*

The diagram should distinguish between the proposed upgrades to existing intersections and new intersections. For example the two new intersections on Showground Road with

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“new local roads” should be identified as new intersection instead of upgrade intersection.

### c) *Comment*

TTAR Appendix O, shows a connection from Doran Drive Precinct onto the intersection with Showground road and Gilbert Road. However, there is no information in the report with regards to this matter and this was not included in the modelling.

### *Recommendation*

Further information/clarification is required with regards to the need for another connection to Showground Road from the Doran Drive Precinct. It is noted that there are already two connections to the Showground Road at intersections with Carrington Road and De Clambe Drive. It should also be noted that this intersection is located around a bend and may result in adverse sight distance to the intersection and therefore would require a safety review.

### d) *Comment*

Page 17 Section 2.8.2.4, Figure 2-13 - The diagram appears to identify a “new local road” intersecting with Showground Road and Gilbert Road. There is no information in the report with regards to this matter and this was not included in the modelling.

### *Recommendation*

Clarification is required to determine if this is included in the proposal. If there is a new local road at this location then Showground Road/Gilbert Road would need to be identified as “upgrade intersection” since it’ll convert the existing T intersection layout to cross intersection and the TTAR modelling would require updating.

Tab A

Showground Precinct Development Control Plan



Figure 41 Street Setbacks (R1 General Residential and B2 Local Centre)



Figure 42 Upper Level Setbacks (R1 General Residential and B2 Local Centre)