

Appendix 3

Traffic Review

Reference: 0207r01v1

19 February 2016

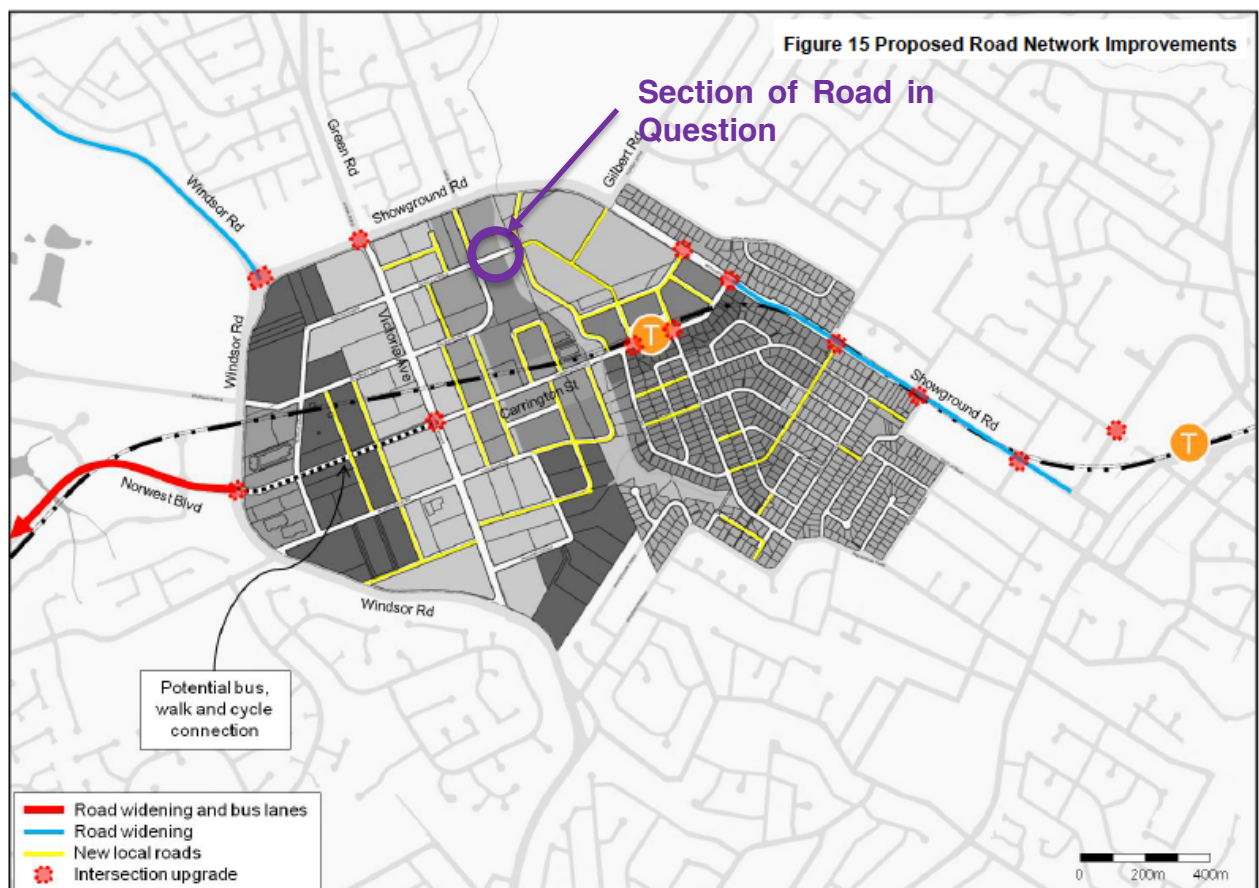
Goodman
Level 17, 60 Castlereagh Street
SYDNEY NSW 2000

Attention: Guy Smith

RE: Showground Road Station Precinct; Response to Exhibited Material – Traffic Input

Dear Guy,

I refer to our discussions in relation to the current Showground Road Station Precinct and the new road that is proposed to traverse the Goodman site under the *Recommended Development Control Plan Amendments*, prepared by the Department of Planning & Environment (**DoP**). The road in question forms an extension of Anella Avenue and is shown in **Figure 1** below.



Showground Station Precinct Transport Plan – Dec 2015

Figure 1: Proposed Road Location

It is understood that Goodman seeks removal of this proposed section of road whilst maintaining a pedestrian and cyclist connection through the site.

In this regard, we have undertaken a review of the following documents in the course of preparing this advice:

- DoP and TfNSW, *North West Rail Link Showground Road Station Structure Plan*, September 2013
- DoP, *Showground Station Precinct Proposal*, dated December 2015
- DoP, *Showground Station Precinct Planning Report*, dated December 2015
- DoP, *Showground Station Precinct Recommended Development Control Plan Amendments*, December 2015
- TfNSW, *Showground Station Precinct Transport Plan*, dated December 2015

Having regard for the above, we provide the following comments to assist the submission to DoP seeking changes to the exhibited DCP Amendments.

Background

It is noted that the original Structure Plan (TfNSW, September 2013) did not envisage a local road connection across the riparian corridor in the location now proposed. See below extract from the original Structure Plan presented in **Figure 2**.

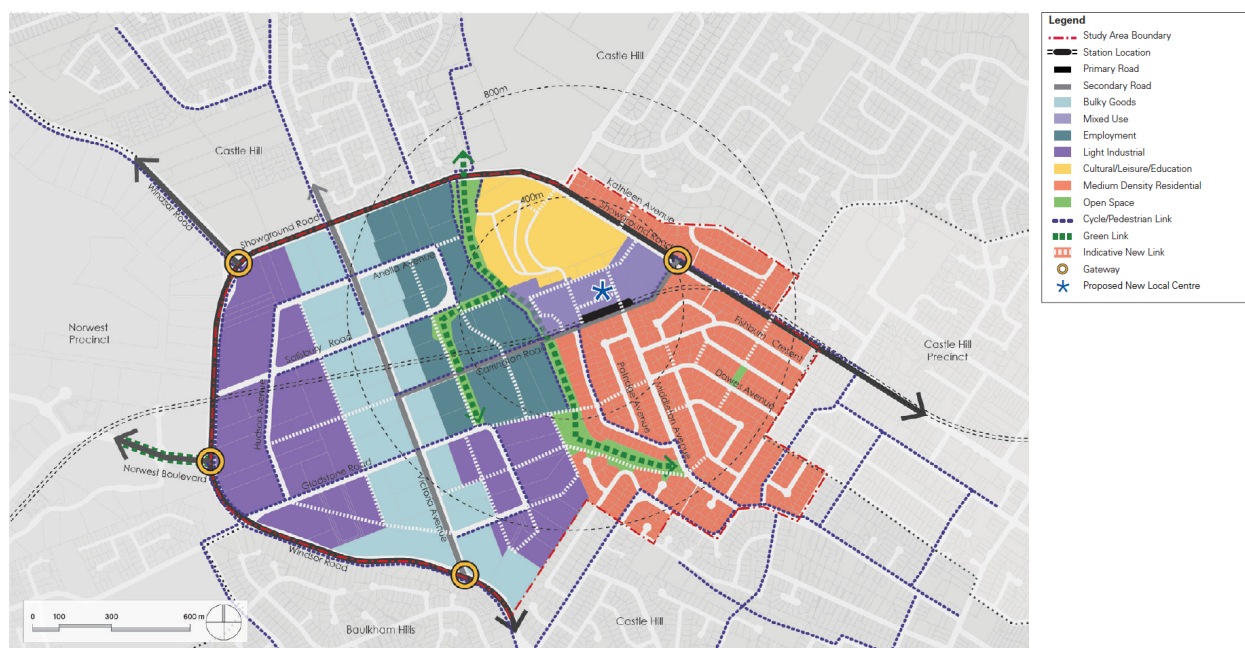


Figure 19: Structure Plan for the Showground Road Study Area

Figure 2: Previous 2013 Structure Plan Road Network

A copy of the current Structure Plan is provided in **Figure 3** below.

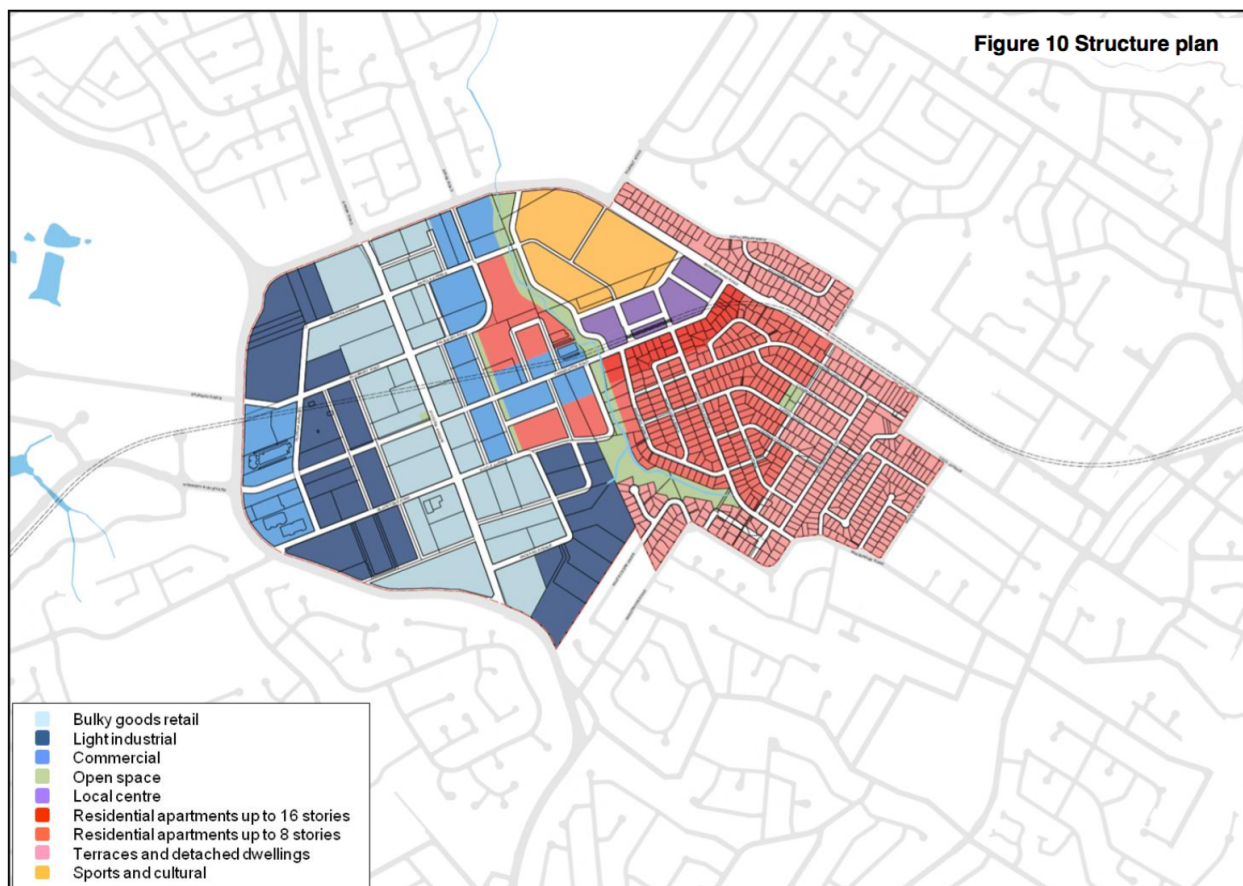


Figure 3: Current TfNSW Structure Plan

Consultation with Relevant Authorities

The Hills Shire Council

Council officers (Andrew King; Manager - Infrastructure Planning) have expressed concerns regarding the ability of Carrington Street and other surrounding roads to accommodate the future traffic volumes arising from the Precinct growth in general terms. However, TfNSW are yet to release the detailed Precinct modelling and, as such, this concern cannot be validated at this point in time.

Nevertheless, Council are seeking provision of the road connection to the east of Anella Avenue across the riparian corridor to:

- Act as an alternative route to Carrington Street which Council expects will experience considerable traffic congestion as a result of the precinct-wide development growth.
- Provide an ability for vehicles travelling westbound along Showground Road (from the east) to bypass the intersection of Showground Road / Victoria Avenue when accessing the Precinct.

Transport for NSW

TfNSW (Neill Miller; Senior Urban Transport Planner) has indicated that the current Precinct traffic modelling does not specifically include the local street network within the study area. As such, removal of a single local road connection would not have any impact on the traffic modelling undertaken to date for the Precinct or the Level of Service at key intersections. That is, all future development traffic is assumed to be applied to the main road connections of Carrington Road and Victoria Avenue with the local street network

shown on the Structure Plan only for indicative purposes. The local road network is indicative only and would be subject to further detailed consideration during subsequent detailed planning stages depending on timing and the willingness of individual landowners to provide these connections.

Response to Council Concerns

Alternate Route to Carrington Street

The modelling outputs included in the exhibited Precinct Transport Plan indicate that the intersections of Carrington Street with Victoria Avenue and Showground Road will operate with acceptable delays during peak periods, following implementation of the improvement works identified to those locations, as summarised in **Table 1** below.

Table 1: Future (2036) Intersection Level of Service

Intersection	AM Peak	PM Peak
Carrington Street / Victoria Avenue	B	C
Carrington Street / Showground Road	B	B
Showground Road / Victoria Avenue	F	F

As such, the current traffic modelling does not indicate any particular capacity constraints along Carrington Street that would warrant provision of an alternative vehicular connection in this location.

Furthermore, this alternative connection, if provided, would create a potential “rat run” for trucks accessing the bulky goods and light industrial areas to the west of the Precinct which would be an undesirable outcome given that the roads to the east of Cattai Creek, within the Sports and Cultural sub-precinct, would be expected to be traffic calmed roads to enhance the amenity for pedestrians and cyclists in this area. Indeed the Precinct Transport Plan states (Section 4.3.1, point 5) “*The primary access points for freight will be via Victoria Road from Showground Road and Windsor Road which will have a high movement function.*”

Ability to Bypass Victoria Avenue / Showground Road Intersection

The intersection of Showground Road / Victoria Avenue is predicted to operate with a Level of Service (LoS) F during both morning and evening peak periods. As such, this intersection would be expected to experience considerable delays following full development of the Precinct.

Notwithstanding, it can be seen from **Figure 4** that the subject road section provides an arguably less desirable route (based on future residential amenity considerations) than the alternative left turn available in the vicinity of the Showground Road / Kings Road intersection. As discussed above, the use of this bypass route by trucks would be considered undesirable, with a preference that all freight access from Showground Road to occur via the Victoria Avenue signalised intersection.

Nevertheless, it can be seen from Figure 4 that Council’s objective to provide a bypass / entry to the Precinct from Showground Road in advance of Victoria Avenue signals can effectively be achieved without the extension of Anella Avenue over Cattai Creek.

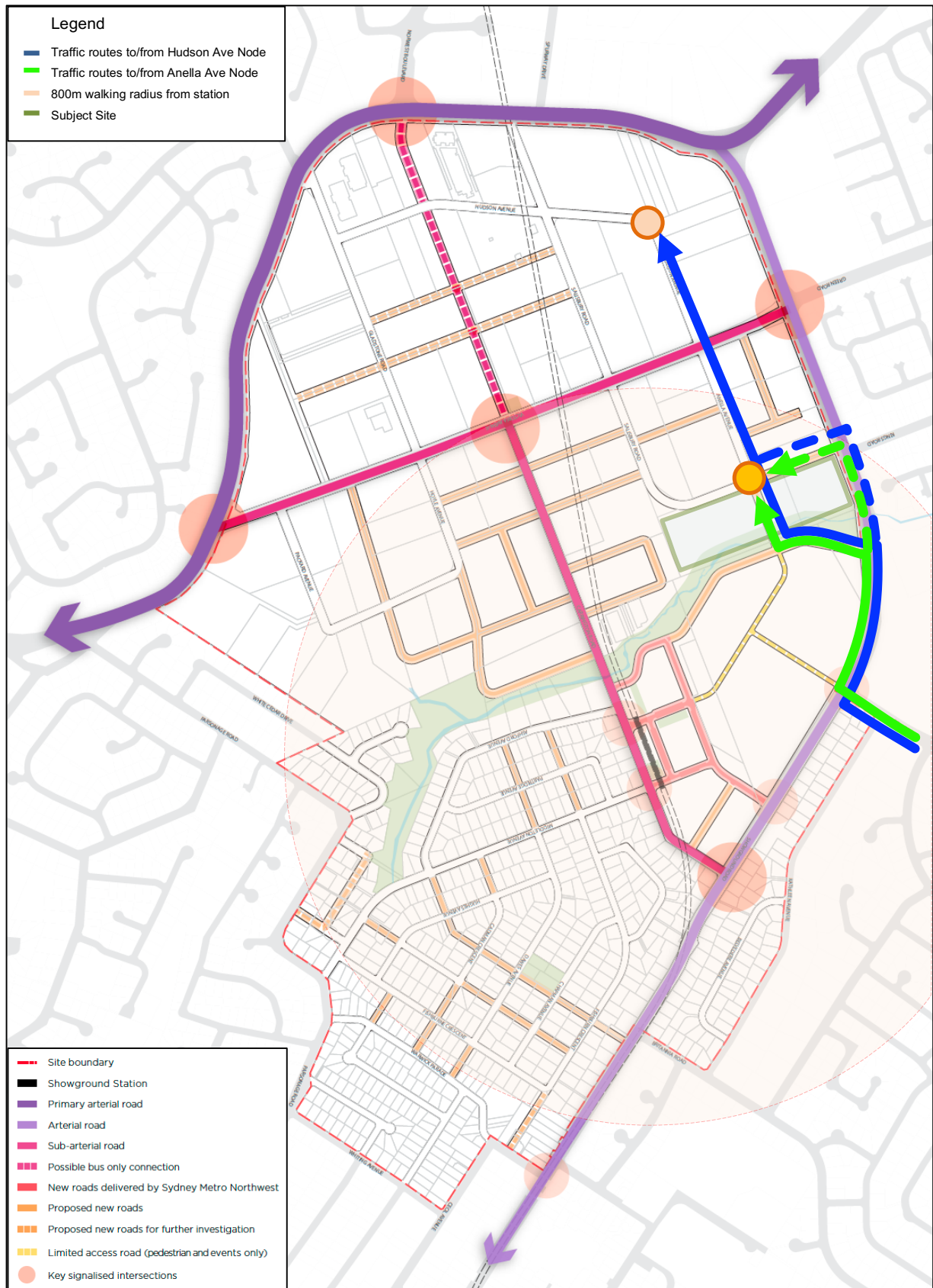


Figure 4: Traffic Distribution Routes

Benefits of Limiting Access to Bicycles and Pedestrians Only

It is understood that the riparian corridor to the east of the site is required to protect the natural environment along Cattai Creek. A new road trafficable by vehicles would be expected to require substantially more structure than a connection for use by pedestrians and bicycles only. As such, a vehicular road connection may have substantially more impact on the riparian corridor.

Furthermore, the additional cost of the new road bridge required would reduce funding available for other, potentially more beneficial, road infrastructure improvements.

Most importantly however is encouraging the principle of pedestrian and bicycle movement over vehicular traffic. In particular, the area immediately surrounding the road in question lies within 800 metres of the future Showground Station and every effort should be made to encourage future residents and staff of these commercial and residential sites to travel using the new Sydney Metro Northwest services, as far as practicable. A similar argument applies to connectivity between the Showground Sports and Cultural sub-precinct and these sites whereby the objective should be for future staff and residents to walk or cycle to the area to the east of Cattai Creek for recreational purposes.

In the event that a vehicular connection through the Site were to be provided, then this could become a potential traffic route for trucks and other commercial vehicles associated with the bulky goods and light industrial areas further to the west. Vehicular access through a future residential precinct to service bulky goods and light industrial zones is not a desirable outcome for future residential amenity.

Indeed, the "Vision" for the Precinct seeks *"Improved connections for cyclists and pedestrians through the precinct."* Roads within the Sports and Cultural sub-precinct are identified as being of a *"Places of People"* network function which cater for *"lower levels of vehicle movement"* to *"create places people enjoy, attract visitors and are places communities value"*. Therefore, provision of an unnecessary road connection may increase traffic volumes throughout the the Sports and Cultural sub-precinct which would be contrary to the 'Vision' for the Precinct.

Summary

Goodman seek removal of the vehicular road connection currently indicated on the Structure Plan that extends from Anella Avenue across the Cattai Creek riparian corridor. In this regard, we note the following key points:

- This section of road in question was not indicated as a vehicular road in the original Structure Plan prepared by TfNSW.
- Limiting the use of the proposed connection to pedestrians and cyclists is beneficial in terms of the future urban design outcomes for a range of reasons, not just solely related to traffic.
- One of the key objectives of the Precinct is to promote walkability and the use of non-car travel modes. In this regard, retention of the connection for pedestrians and cyclists only, whilst restricting vehicle access, will emphasise the intended movement hierarchy for the Precinct.
- The "Vision" for the Precinct seeks *"Improved connections for cyclists and pedestrians through the precinct."* Roads within the Sports and Cultural sub-precinct are identified as being of a *"Places of People"* network function which cater for *"lower levels of vehicle movement"* to *"create places people enjoy, attract visitors and are places communities value"*. Therefore, provision of an unnecessary road connection may increase traffic volumes throughout the the Sports and Cultural sub-precinct which would be contrary to the 'Vision' for the Precinct.
- Vehicular connectivity through the future residential and office precinct to benefit bulky goods and light industrial zones is not a desirable outcome in terms of residential amenity and safety. Indeed, trucks and other commercial vehicle traffic should be encouraged to use the main roads of Showground Road, Windsor Road, Victoria Avenue and, to a lesser extent, Carrington Street wherever possible.

- Removal of the subject road will not have a significant impact on the previous transport planning and modelling undertaken by TfNSW. It can also be seen that the proposed road connection provides minimal benefit to the vehicular connections to the surrounding arterial road network. Indeed, this particular road connection has not been relied upon for the Precinct traffic modelling undertaken-to-date.

In summary, the proposed changes to the exhibited DCP Amendments are considered supportable. Limiting the use of this connection to pedestrian and bicycle movements only will have minimal impact on the surrounding road network capacity and will promote the use of non-car travel modes for future local staff and residents when accessing the Showground Station and Sports and Cultural recreational sub-precinct.

We trust the above is of assistance and please contact the undersigned should you have any queries or require further information.

Yours sincerely,



Andrew Johnson

Director – Ason Group

Email: andrew.johnson@asongroup.com.au