

28 April 2022

Project/File: 301401363

Adan Davis

Mecone

Level 2, 3 Horwood Place
PARRAMATTA NSW 2150

Dear Adan,

Reference: 245 Great Western Highway, South Wentworthville

Background

This letter has been prepared in response to TfNSW submissions seeking further information in relation to the proposed mixed-use development comprising new hotel/ motel and adaptive reuse of the existing heritage building for use as a café/ restaurant on the site at 245 Great Western Highway, South Wentworthville.

This letter should be read in conjunction with the *245 Great Western Highway, South Wentworthville Planning Proposal* (transport report) prepared by Stantec dated 15 February 2022.

As part of the response to submissions process, the project team has proactively responded to a range of queries of which transport is a key component. The submissions have been reproduced below.

TfNSW Submissions

Concerns are raised relating to the safety of the proposed entry access arrangements to the site noting its proximity to the adjacent traffic signals. Due to the size of the proposed development and the location of the proposed entry access being both near a slight bend and the adjacent traffic signals there is the potential for multiple vehicles to be briefly queued upon entry to the site. This has the potential to compromise road safety at this point along the Great Western Highway not just for westbound motorists but also for buses.

In order to understand the sightline requirements at the entry driveway, an assessment of the Approach Sight Distance (ASD) for heavy vehicles is important. This is due to the dedicated bus only lane along the site frontage and absence of general traffic in this lane.

ASD requirements for trucks (and buses) are outlined in Table 5.6 of *Guide to Road Design Part 3: Geometric Design* (Austroads, 2021), reproduced in Figure 1 and shown diagrammatically in Figure 2.

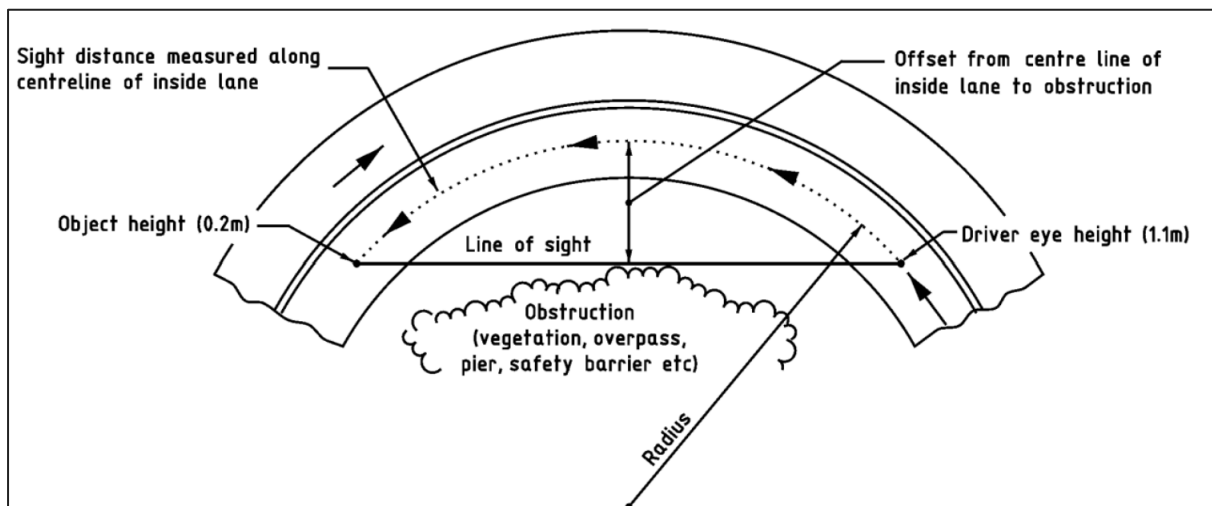
Reference: 245-247 Great Western Highway, South Wentworthville

Figure 1: Truck/ bus approach sight distance

| Operating speed (km/h) | Single unit trucks, semi-trailers and B-doubles Based on $d = 0.29^{(1)}$ | | |
|------------------------|--|-----------------------|-----------------------|
| | $R_T = 1.5 \text{ s}^{(2)}$ | $R_T = 2.0 \text{ s}$ | $R_T = 2.5 \text{ s}$ |
| 40 | 38 | 44 | 49 |
| 50 | 55 | 62 | 69 |
| 60 | 74 | 82 | 91 |
| 70 | 96 | 105 | 115 |
| 80 | 120 | 131 | 142 |
| 90 | 147 | 160 | 172 |
| 100 | – | 191 | 205 |
| 110 | – | 225 | 241 |

Source: Table 5.6, Guide to Road Design Part 3: Geometric Design, Austroads 2021

Figure 2: Line of sight on horizontal curves



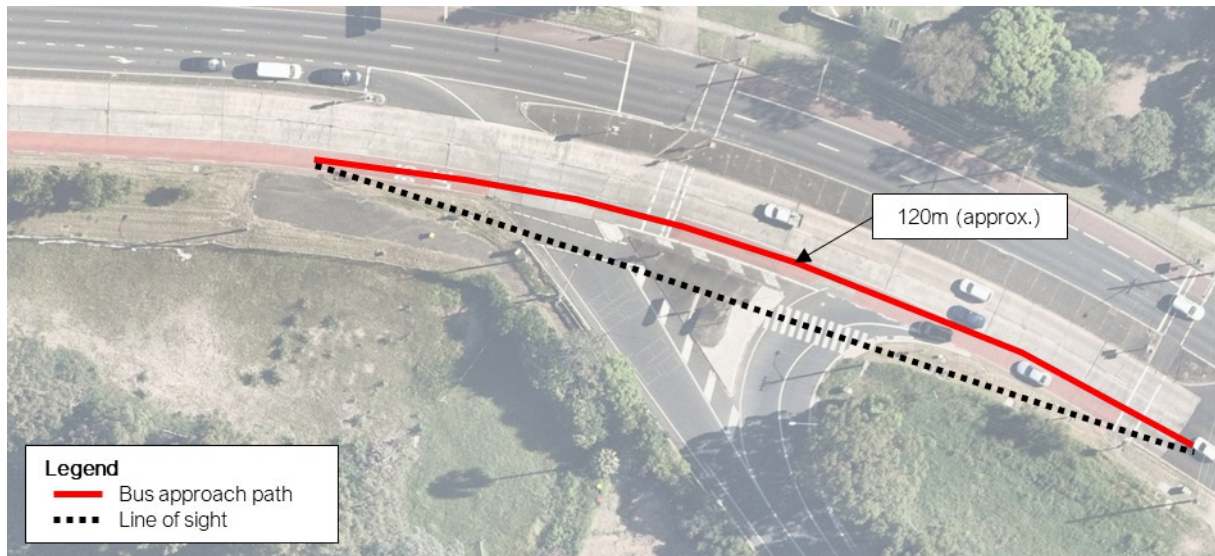
Source: Figure 5.4, Guide to Road Design Part 3: Geometric Design, Austroads 2021

Figure 1 indicates that for a 60km/h operating speed and application of a 1.5 second reaction time, the corresponding ASD is 74 metres. For a design speed of 70km/h, the corresponding ASD would be 96 metres. The maximum (most conservative) sight distance based on a 70 km/h design speed and 2.5 second reaction time requires an ASD of 115 metres.

The available ASD from the entry driveway is shown in Figure 3, which confirms a sight distance of at least 120 metres and exceeds the most conservative of the applicable Austroads ASD requirements.

Reference: 245-247 Great Western Highway, South Wentworthville

Figure 3: Approach Sight Distance to proposed entry driveway



Base image source: Nearmap

TfNSW has also provided SCATS count data from the adjacent traffic signals. The data confirms that the bus lane carries 30 buses in the AM peak hour and 41 buses in the PM peak hour in the westbound direction. These volumes are low and amount to one bus every one to two minutes. With the site also expected to generate relatively low traffic volumes (also less than one vehicle per minute in any peak hour), the likelihood of risk associated with sightlines is very low. These low volumes of traffic entering the site, combined with the proposed layout and design that removes any such constraint for entering vehicles means there would be no likelihood of vehicles being delayed or queued to enter the site.

The proposal is also similar to other site access driveways and public roads along this section of the Great Western Highway. This includes vehicles turning left from the bus lane at the M4 on-ramp immediately east of the site (with slightly lower ASD) and Coleman Street further to the east. These locations would also carry comparatively high left turn traffic volumes.

On this basis, the entry driveway location meets the relevant sightline requirements, is consistent with other intersections and sites in the vicinity and is considered appropriate.

The submitted plans illustrate that there are no provisions within the property for a turnaround facility to exit in a forward direction in case a vehicle turns into the site and doesn't want to enter the motel car park area. Should the planning proposal be approved then this matter must be addressed as part of any future Development Application (DA) for this site.

This comment is noted. This detail can be addressed as part of any future development application with mitigation and/ or management measures in place to ensure appropriate on-site manoeuvring. Wayfinding signage would ensure vehicle travel paths are clear.

Reference: 245-247 Great Western Highway, South Wentworthville

Considering the critical location of the site with regards to the facilities on Great Western Highway and the concerns raised above, TfNSW requires the proponent to provide a deceleration/storage lane (in accordance with Austroads Guide to Road Design Part 4a requirements) fronting the site and by relocating the entry/exit driveway access as close as possible to the western edge of the property boundary to the site. The driveway to be wide enough and designed to allow for entry of a service vehicle while a car is waiting to exit the site.

The Planning Proposal includes separated entry and exit driveways on the Great Western Highway west of the M4 on-ramp signalised intersection. The entry driveway is proposed in about the same location as the existing site access driveway. A sightline assessment referencing Austroads requirement for ASD is detailed above and confirms that the ASD requirements are exceeded under all relevant assessment criteria. For these reasons, and with reference to the following aspects, a deceleration lane is not considered appropriate:

- previous approved development on the site not requiring one
- access via the kerbside dedicated bus lane that carries low bus volumes
- low traffic generation associated with the proposal
- other comparable traffic generating developments and public roads along the Great Western Highway in the vicinity not requiring use of slip lanes (including the M4 on-ramp intersection).

An example of a recently approved development site at 601-605 Great Western Highway is also shown in Figure 4. This site includes a service station and fast food outlets with separate site access driveways west of Greystanes Road. The entry driveway does not include a deceleration lane noting that this site would generate significantly higher traffic volumes via a traffic lane able to be used by general traffic (rather than buses only).

For these reasons, a deceleration lane on approach to the proposed entry driveway is not considered necessary.

Figure 4: Site access arrangements at 601-605 Great Western Highway



Base image source: Nearmap

Reference: 245-247 Great Western Highway, South Wentworthville

The associated reports supporting this Planning Proposal provide no clarity regarding whether the proposed gym, conference hall, etc could be also used by non-hotel/motel patrons or whether it would be limited exclusively to hotel/motel patrons only. Therefore, concerns are raised that the Traffic and Transport Assessment hasn't examined the worst-case traffic and parking impacts of the proposal if it is assumed that non hotel/motel patrons can also use facilities such as a gym, conference hall, health and wellbeing centre. For example, if these proposed facilities above could attract another 50+ people to the site (i.e. non hotel/motel patrons) then this is cause for concern with regard to the additional traffic and parking impacts.

In addition, there is confusion over the ultimate number of rooms that the revised planning controls will allow (i.e. the Traffic and Transport (T&T) Assessment suggests up to a 100 room hotel/motel but the T&T Assessment was based on 76 rooms).

Because we have a lack of clarity over the "worst case" traffic and parking impacts listed above TfNSW raises concerns that this is potentially an overdevelopment of the site and subsequently needs to be scaled down.

The proposed hotel/ motel facilities such as the conference room, gymnasium and roof terrace are intended as ancillary to the main hotel/ motel use. The areas are small and consistent with the moderate scale of the development with use of all facilities intended to be for hotel/ motel patrons only. As such, no additional traffic would be generated by these facilities. The development includes a 76 room hotel/ motel, not 100 rooms.

Noting that the proposed café/restaurant will be ancillary to the proposed hotel/motel it is understood that it will also be open to the public. Therefore, TfNSW does not support the Traffic and Transport's recommendation of applying a 75% discount to parking requirements. As this will be open to the public, the parking provision for the proposed café/restaurant must ensure that an adequate number of parking spaces can be provided on-site. Furthermore, whilst TfNSW is generally supportive of the provision of less parking, in this instance, due to the location of the site (i.e. wedged between the motorway, motorway ramp and a busy state road corridor) any potential impacts due to unavailability of parking will be felt on the adjacent state road network which is already operating at peak capacity.

This comment is noted. While the proposed café/ restaurant is open to the public, a significant proportion of its demand will be associated with hotel/ motel patrons. Indeed, it is typical for hotel/ motel operators to offer patrons discounts and incentives to encourage use of such complimentary land uses.

In this regard, a parking discount on the applicable DCP parking requirements is appropriate to ensure the correct quantum of on-site parking is provided. Notwithstanding, such details can be confirmed as part of any future development application noting that there may be opportunity, if necessary to provide an additional level of basement parking.

I trust provides the information you require. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1820.

Best regards,

STANTEC AUSTRALIA PTY LTD



Rhys Hazell
Senior Principal Transportation Planner