



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067

P (02) 9411 5660 F (02) 9904 6622 W ttpa.com.au E bernard@ttpa.com.au

25 February 2020

Ref: 18210

Great River NSW Pty Ltd

Attn: The Directors

Dear Sirs,

Re: Penrith Lakes (DA2 MOD11) Supplementary Traffic Assessment

I refer to the traffic engineering matters in Council's correspondence of 13 December 2019 and provide my responses as follows:

Traffic Generation

Council indicates that the traffic projections made for the 'scaled up' operation (in page 13 of the Traffic Report Rev B, June 2019) represents one-way truck movements and that the arrival of the empty trucks should also be included in the assessment.

TTPA response

It is agreed that the two-way movements should be included. As such, the assessment is now revised to reflect a total traffic generation of 58 vtpm (two way) for each of the proposed access location (Options 1 and 2). Details of the traffic impact analysis are provided in the revised Traffic Report Rev C, February 2020. The traffic modelling assessment indicates that following commencement of the operation, the affected intersections will operate at LOS A/B on years 2020 and 2023.

Lugard Street Access

Council opposes to the proposed Lugard Street access on the grounds of unacceptable impact to the amenity of Lugard Street and Leland Street. It also states that the heavy vehicle traffic volumes would place severe operational constraints to the existing industrial premises within the local area.

TTPA response

While there are environmental capacities defined by the RMS Guide to Traffic Generating Developments that restrict the number of vehicles on local and lower order roads, such limitation is not applicable to industrial roads. It is also pertinent that whilst the assessment indicates a potential traffic generation of up to 58 vtp/h (two way), the proposal is to distribute these movements between the Old Castlereagh Street access and the Lugard Street access, thus the perceived traffic impact on those roads will in fact be less than 58 vtp/h.

In response to concerns relating to severe operational constraints on the road network, the revised traffic modelling assessment in the updated Traffic Report confirms that the intersections will be operating with ample spare capacities, even when subject to a 'single access only' scenario.

Matters in relation to the additional access for the site is to be dealt with by the project's town planning expert. However, from a traffic operation point of view, the assessment, which has conservatively assumed that the operation would rely on one access at any one time, confirms that either the Lugard Street intersection or the Old Castlereagh Road/Andrews Road /Castlereagh Road intersection will operate with no undue constraint during the rehabilitation process.

I trust the above is sufficient for your requirements.

Yours faithfully



Bernard Lo BE(Civil), MTrans, MIEAust
Director
Transport and Traffic Planning Associates