

APPENDIX E TRANSPORT ASSESSMENT REVIEW

SAMSA CONSULTING

Transport Assessment Review

MP09_0192:

**Mixed Use Development including
Masters Home Improvement Store at
164 Station Street, Penrith**

August 2013

SAMSA CONSULTING

TRANSPORT PLANNING & TRAFFIC ENGINEERING

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Contents

| | |
|--|-----------|
| 1. Introduction | 1 |
| 1.1 Objectives & Scope of Work | 1 |
| 1.2 Report Structure | 2 |
| 2. Project Details | 3 |
| 2.1 Background..... | 3 |
| 2.2 Project Description..... | 3 |
| 3. Review of Traffic & Access Assessment | 8 |
| 3.1 Key Assessment Issues | 8 |
| 3.2 Existing Conditions | 8 |
| 3.3 Parking & Site Access..... | 9 |
| 3.4 Traffic Generation | 10 |
| 3.5 Road Network and Intersection Analysis | 11 |
| 3.6 Public Transport, Pedestrian & Bicycle Facilities..... | 12 |
| 3.7 Construction Phase Issues | 13 |
| 4. Conclusions & Recommendations | 14 |
| 4.1 Conclusions | 14 |
| 4.2 Recommendations | 15 |

1. Introduction

Parkview Penrith Pty Ltd is the proponent for a Concept Plan Application (MP09_0192) seeking approval for a mixed use development with Stage 1 works for the construction of a Masters Store at 164 Station Street, Penrith.

This report details a review of the traffic and accessibility impact assessment for the proposed Project and has been prepared by *Samsa Consulting Pty Ltd*, Transport Planning & Traffic Engineering Consultants, for *NSW Department of Planning & Infrastructure* (DoPI) as part of its project assessment process.

1.1 Objectives & Scope of Work

The DoPI requires independent technical advice with respect to the Project's transport assessment. This review has been carried out to provide the independent technical advice including:

- Reviewing the proposal (as amended by the Preferred Project Report) and supporting traffic assessment.
- Assessing the proposal in regard to traffic impacts, including internal circulation, intersections and other external road works for the proposed Masters store and mixed use development.
- Providing the DoPI with advice on the:
 - Adequacy of the assessment, and if necessary, identifying gaps in the assessment and methodology;
 - Adequacy and/or suitability of the conclusions and recommendations of the traffic assessment and in regard to traffic impacts of the amended proposal;
 - Adequacy and suitability of any traffic measures proposed; and
 - Any additional issues arising from consideration of the traffic impacts of the proposal.

In undertaking the review, the main document reviewed was Colston Budd Hunt & Kafes "*Traffic and Accessibility Impact Study for Concept Plan Application for a Mixed Use Development With Stage 1 Works Involving Construction of a Masters Store, 164 Station Street, Penrith*" June 2013 (CBHK Report). Other documents that were referenced / reviewed include the following:

- Colston Budd Hunt & Kafes "*Traffic and Accessibility Impact Study for Proposed Nepean Green Development, 164 Station Street, Penrith*" October 2012
- NSW Department of Planning & Infrastructure letter correspondence "*Concept plan and stage 1 project approval – mixed use development including Master's home improvement store – 164 Station Street, Penrith – MP09_0192*", 19/12/2012
- NSW Roads & Maritime Services letter submission "*Preferred Project Report for Mixed Use Development and Stage 1 Masters Home Improvement Store at 164 Station Street, Penrith, MP09_0192*", 4 July 2013
- Urbis "*Preferred Project Report: MP09_0192 Concept Plan & Stage 1 Works, 164 Station Street*", June 2013

1.2 Report Structure

The remainder of this report is presented as follows:

Chapter 2 describes the proposed Project.

Chapter 3 provides a review of the traffic and access assessment undertaken for the project.

Chapter 4 provides conclusions and recommendations.

2. Project Details

2.1 Background

The following is a summary of the Project background from the declaration of its status as a Major Project to the exhibition of the Environmental Assessment (EA):

- On 7th July 2010, the proposal was declared a Major Project (MP09_0192) under Clause 6(1) of the *State Environmental Planning Policy (Major Development) 2005*.
- The Director-General's Requirements (DGRs) for the Concept Plan with Stage 1 works were issued by DoPI on 8th September 2010 and updated on 5th June 2012.
- The Environmental Assessment (EA) was formally lodged with DoPI on 28th September 2012.
- The Concept Plan was publicly exhibited from 17th October 2012 to 16th November 2012.
- Following the repeal of Part 3A of the Act on 1st October 2011, the project was to be assessed under the transitional provisions provided in Schedule 6A of the EP&A Act.
- The DGRs were issued on 8th September 2012 and the EA was lodged prior to 30th November 2012. Accordingly, the project remains one to which Part 3A of the EP&A Act applies.
- DoPI issued correspondence dated 26th November 2012 confirming that the public exhibition had concluded on 16th November 2012 and that the submissions were available on the DoPI website.
- A total of 15 submissions were received from the public, including local land owners and residents.
- Correspondence from DoPI between late 2012 and 2013 resulted in design amendment and preparation of a Preferred Project Report (PPR).

2.2 Project Description

Parkview Penrith Pty Ltd is the proponent for a Concept Plan Application (MP09_0192) seeking approval for a mixed use development with Stage 1 works for the construction of a Masters Store at 164 Station Street, Penrith.

The Concept Plan seeks approval for the following key components:

- Non-residential:
 - Bulky goods, hardware and building supplies, and garden centre with ancillary café (Masters Store of 13,641 m²) on the northern part of the site
 - Tavern (1,800 m²)
 - Commercial / retail (neighbourhood shops of 995 m²) on the southern part of the site with ancillary facilities.
- Residential: Approximately 570 residential dwellings with a gross floor area (GFA) of approximately 60,000 m² in the form of residential flat buildings, up to ten

storeys with ancillary facilities.

- Public domain improvement works: Construction and dedication of public plaza, local roads, street tree planting and stormwater management works.

The Stage 1 works comprises the construction of a Masters Store incorporating 375 car parking spaces, landscaping and associated site works.

The site was previously approved for a mixed use development comprising 1,100 apartments plus some 50,400 m² of retail, commercial and other mixed uses.

The Project site is located at 164 Station Street, Penrith, with frontage to Station Street, Woodriff Street and Jamison Road, as shown in *Figure 2.1* following. The Project site is located wholly within the Penrith City Council area.

At present, part of the site is occupied by an industrial building of approximately 8,000 m². The remainder of the site is vacant.

The Masters Store is orientated to the west and addresses Station Street with the rear loading area screened with a landscape mound to Woodriff Street. The plaza, ground floor retail and the tavern are located in close proximity to Ransley Street, near Penrith Stadium and Showground.

A new street link is provided between Station Street and Woodriff Street with an internal street layout in the residential component including a cul-de-sac which allows for internal access to basement areas.

The proposed site layout for the full Concept Plan Application is shown in *Figure 2.2* while the layout for the Masters Store development (Stage 1 works) is shown in *Figure 2.3* following.



Figure 2.1: Project Location

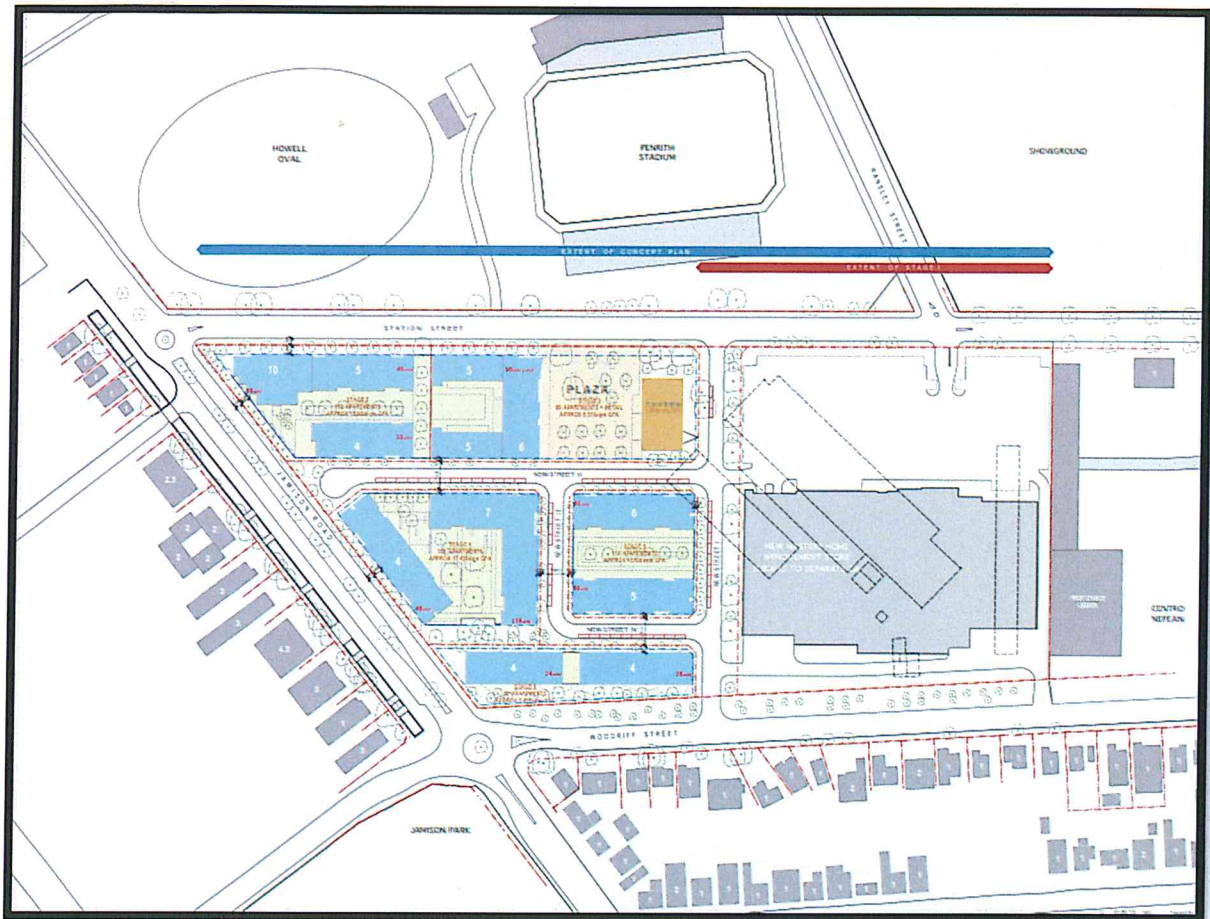


Figure 2.2: Proposed Site Layout – Concept Plan Application

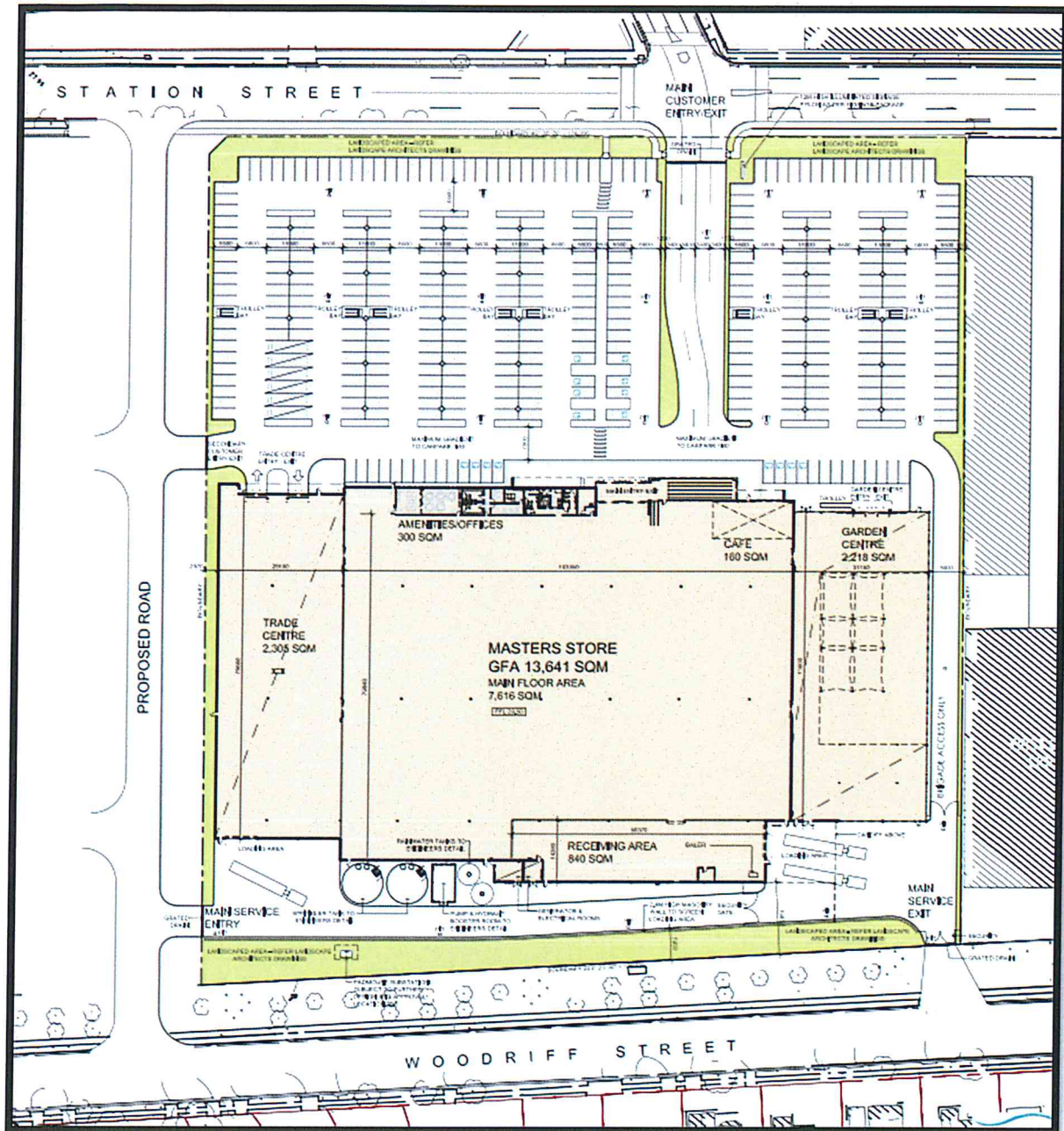


Figure 2.3: Proposed Masters Store Development Layout

3. Review of Traffic & Access Assessment

3.1 Key Assessment Issues

In carrying out the assessment of transport-related impacts for the proposal, the proponent was required to address several key areas related to traffic and access, which were nominated by the DGRs, under the provision of a Transport & Accessibility Impact Study to be prepared in accordance with the RTA's Guide to Traffic Generating Developments and relevant government transport policies. The key areas included the following:

- Traffic generation and any required road / intersection upgrades.
- Adequacy of on-site car parking for the proposal having regard to local planning controls, RMS guidelines and the public transport accessibility of the site, access, loading dock(s) and service vehicle movements.
- Potential for implementing a location-specific sustainable travel plan, eg. 'Travelsmart' or other travel behaviour change initiative.
- Implications of the proposed development for non-car travel modes including public transport use, walking and cycling.
- Provision of facilities to increase the non-car travel share, including bicycle connections from the site to the surrounding bicycle network and bicycle parking in both residential and commercial / retail portions of the proposed development including the provision of amenities for cyclists.
- Consider cumulative traffic and accessibility impacts arising from other current planning proposals in the locality.

3.2 Existing Conditions

As part of the assessment, existing conditions were determined including road network, traffic flows, availability of public transport, pedestrian and cycle path facilities, and existing traffic (intersection) operations. The following comments are made on the assessment of existing conditions:

- Section 2.15: It is unclear how existing peak periods (hours) were determined, ie. weekday afternoons and Saturday midday. These have been used for assessment of existing conditions and for assessment of future conditions with the addition of development traffic.
- Section 2.16: Existing traffic flows and turn movements at the Ransley Street / Mulgoa Road intersection were not considered. Because Ransley Street is to effectively become a major access point into the development with the most direct access to Mulgoa Road, this intersection needs to be considered for future condition assessment.
- Sections 2.23, 2.24 and 2.26: It is unclear during what period the analysis results were from – weekday afternoon or Saturday midday. Also, for the Ransley Street / Station Street intersection, which is currently a sign-controlled T-junction, there is no indication what the current worst movement is. This is important as the intersection may be operating well but a single poor movement may contribute to

road safety issues for example.

3.3 Parking & Site Access

Parking provision was assessed based on a combination of Penrith City Council DCP requirements, RMS guidelines / RMS parking demand surveys and separate parking surveys carried out by CBHK in undertaking the assessment. The following comments are made on the assessment of parking:

- Section 3.28: Approximately 200 spaces are required for the proposed tavern according to Council DCP guidelines. The proposal offers 70 parking spaces based on a number of surveys of similar clubs and taverns (undertaken by CBHK as part of the assessment) with a reduction to 60% to be provided on site, based on Council DCP requirements. It is considered that this approach is incorrect and inconsistent by not using the DCP requirements in one instance (ie. basing parking requirements on surveys) and then using the DCP requirements in another instance by reducing the need for on-site parking (ie. DCP states that at least 60% of parking is to be provided on site or 40% can be provided off-site). If the 60% reduction is adopted, it should be used against the DCP parking provision requirements, which would be 60% of 200 spaces required = 120 spaces. If surveys are to be relied on, then the number of on-site spaces should be surveyed of similar clubs and taverns and then that parking provision used. This under-provision of parking may result in nearby on-street parking impacts.
- Section 3.28: The assessment argues that the tavern is within the town centre and thus should have less parking. It is debatable whether the tavern is within a true town centre area and also debatable whether tavern users would travel by non-car modes. Again, this under-provision of parking may result in nearby on-street parking impacts.
- Section 3.31 Bicycle parking and associated end-of-trip facilities should be included within the Statement of Commitments in order to provide suitable, integrated facilities and not just ad-hoc facilities.
- Section 3.34: The parking provision for the proposed Masters Store development is considered to be reasonable and adequate.
- Section 3.42 / 3.43: In general, the site access and internal circulation and layout are considered to be adequate and in accordance with the relevant Australian Standards.

Site access and internal layout issues were assessed for both customer vehicles and the Masters Store car park area as well as for service vehicles and the loading area for the proposed development. Swept path analysis was undertaken for heavy vehicles accessing the loading area to/from Woodriff Street via the proposed central access road (for entry only).

Access is proposed via the following arrangements:

- Proposed central access road connecting Station Street and Woodriff Street.
- Masters Store access will be via Station Street (primary customer access) and the central access road (secondary customer access).
- Service vehicles will enter the Masters Store loading area (on the eastern side of

the site adjacent to Woodriff Street) from the central access road connection between Station Street and Woodriff Street. The new central access road as well as the driveways to and from the Masters Store will provide for entry and exit in a forward direction. Exit is proposed via Woodriff Street.

- It is unclear what measures, if any, are necessary to control non-customer parking within the Masters Store car park and non-resident / visitor parking on the site's internal roads, eg. when adjacent stadium events occur.

The following comments are made on the assessment of site access and internal layout:

- Section 3.41: No swept paths have been shown for the reverse loading movements on the southern side of the loading area (adjacent to the new central access road).
- Section 3.41: The reverse movement on the northern side of the loading area appears to show the vehicle encroaching outside the exit gate to enable reversing into loading dock. It is unclear whether there would be any safety issues for pedestrians along the western verge area of Woodriff Street at the access point.
- Section 3.41: Parking restrictions may be required along Woodriff Street on either side of driveway access points to cater for the swept paths of longer vehicles turning into and out of the accesses to avoid them crossing the Woodriff Street centreline. Swept paths should show lanes on adjacent streets to determine whether turn movements would encroach across centrelines.
- Section 3.41: Right-turn and left-turn in movements off Woodriff Street appear to cross over the centreline area of the proposed central access road. This is undesirable and sub-standard for the main loading access point. Moreover, it is unclear how this potential conflict would be managed because longer vehicles about to turn off Woodriff Street would have to wait for vehicles to turn out. Swept paths should show lanes on adjacent streets to determine whether turn movements would encroach across centrelines.
- Section 3.41: It is unclear how service vehicles (up to 19.0 m long semi-trailers) will be managed so that they enter the Masters Store loading area from Woodriff Street rather than from Station Street via the central access road, the latter which appears to have inadequate swept path for larger vehicles to turn in. Moreover, it is unclear how heavy vehicles would be managed to only access the loading area and be restricted from travelling along the central access road generally.
- Section 3.41: It is unclear whether heavy vehicles (long semi-trailers) entering the loading bay area from the central access road would block other vehicles entering the central access road if waiting to turn right. How would this potential conflict be managed?

3.4 Traffic Generation

Traffic generation was assessed based on a combination of RMS guidelines (for the apartment development), RMS trip generation surveys (for the Masters Store development), and trip generation from the previous assessment (for the tavern development and miscellaneous commercial / retail uses). The following comments are made on the traffic generation and trip distribution:

- Section 3.45: The appropriateness of using a trip generation rate for high density

residential development within a metropolitan regional centre is considered to be debatable. The trip generation rate of 0.24 vehicle trips per hour per apartment is considered to be too low for the subject residential development, particularly considering the amount of parking to be provided (parking provision is closer to RMS medium density residential land use parking rate guidelines) and its location on the fringes of the Penrith CBD area. It is thought that a trip generation rate of 0.4 to 0.5 trips per hour per dwelling (for medium density residential flats) would be more appropriate or at the very least a rate of 0.29 vehicle trips per hour per apartment (for high density residential development within a metropolitan sub-regional centre).

- Section 3.46: Traffic generation for the tavern was based on the previous assessment of 60 vehicle trips per hour. This now equates to approximately 1 vehicle trip per hour per 30 square metres, which is considered to be inappropriately low. This relatively low trip generation should be substantiated with comparisons from similar nearby land uses.
- Section 3.51: The passing trade discount applies to traffic generation only and not to parking provision. The 20% discount adopted by the CBHK Report is an average for new shops within existing retail centres, which is not the case for the Masters Store. Discounts for new free-standing centres would vary depending on the road frontage and the nature of the adjacent road network, eg. there would likely be a higher passing trade if a store had a frontage onto a major road route. The 20% discount is considered to be high in this case as the street frontage is off Station Street, a lower order road. A 20% discount may apply to a higher order road such as Mulgoa Road, for example. In any case, RMS guidelines suggest that passing trade discounts should not apply without adequate substantiation, which has not been provided.
- Section 3.52 / 3.53: While trips along the road network have been shown in Table 3.1, further details of trip distribution to/from each site access point is required to clarify along which sections of the road network the traffic generated by the project is travelling.
- Note only – Table 3.1: Derby Street east of Woodriff Street is missing additional development traffic of +65 during the weekday afternoon and +100 during Saturday midday. This additional development traffic has been included in the traffic flow figures (Figure 2 and Figure 3) as well as the SIDRA analysis.

3.5 Road Network and Intersection Analysis

The road network and intersection analysis was undertaken using the *SIDRA* intersection analysis package for weekday afternoon and Saturday midday periods. Development traffic generation was added to existing traffic volumes. Future background traffic growth (when the development would be finalised, for example) was not considered.

The following comments are made on the road network and intersection analysis:

- The use of the *SIDRA* intersection analysis package is considered appropriate to cover localised intersection analysis.
- Although signalisation of the Station Street / Ransley Street intersection (including a fourth intersection leg to the east into the Masters development) does not meet

RMS warrants, it is considered that signalisation is the best option from a traffic operational and road safety viewpoint. A roundabout option would significantly impact on adjacent properties and may introduce road safety implications for pedestrians. A sign-controlled option has both traffic operational and road safety issues. This access option should be included within the Statement of Commitments.

- Section 3.58: There has been no analysis of future conditions at the Ransley Street / Mulgoa Road intersection, which has a significant increase in traffic. Ransley Street is to effectively become a major access point into the Masters Store development with the most direct access to Mulgoa Road. Therefore, this intersection needs to be considered in the assessment of future traffic operations.
- Council has indicated that traffic impacts should be assessed against the busiest times for surrounding activities, including sporting events at the adjoining Centrebet Stadium and other facilities in Station Street. This is not considered necessary as the large stadium events would only coincide with weekend peak periods for the Masters Store a few times a year. Moreover, these large events would have specialised traffic management in place to control vehicular and pedestrian movements to/from the stadium.
- While the addition of development traffic generation to existing traffic volumes on the road network is generally a suitable approach, the preferred analysis would have taken into account background traffic growth for a future year when the proposed development is completed and operational. This would more accurately show traffic operations for future years when the proposed development is operational.

3.6 Public Transport, Pedestrian & Bicycle Facilities

An assessment of public transport was focussed on bus services that serve the surrounding area. Pedestrian and bicycle facility assessment was minimal and focussed on future pedestrian paths to serve the site. As part of the overall alternative transport assessment, the development of a 'travel access guide' was proposed, which is considered to be a positive impact for the proposal.

The following comments are made on the public transport, pedestrian and bicycle facility assessment:

- Section 3.11: There is no discussion on the potential for travel by train and the possible links (pedestrian and others) between the site and Penrith Rail Station.
- Section 3.14: It is unclear how the development will specifically satisfy the objectives of NSW 2021, the draft Metropolitan Plan for Sydney and the NSW Long Term Transport Master Plan (as stated by the CBHK Report). How will commuters be encouraged to use public transport and/or increase the proportion of journey-to-work trips by public transport? There are only passive measures proposed to encourage public transport use and walk/cycle. There are no measures to restrict private vehicle use, eg. by restricting parking provision in residential area.
- Sections 3.15, 3.16 & 3.17: While the development of a 'travel access guide' is considered to be a positive impact for the proposal, there is no commitment or

specifics for measures that may be required to encourage the use of public transport as well as walking and cycling.

- Section 3.31 Bicycle parking should be identified within the Statement of Commitments in order to provide suitable, integrated facilities and not just ad-hoc facilities.
- In general, bicycle path connections and facilities in the surrounding areas have not been adequately assessed, especially with respect to their potential to reduce private vehicle travel.

3.7 Construction Phase Issues

Only general principles of construction and traffic management were provided as part of the assessment. No specific details of construction traffic, transport routes and staging have been defined with these being deferred to the preparation of a future Traffic Management Plan to be prepared by the chosen builder. The following comments are made on the construction phase assessment:

- Section 3.61: The preparation of a Construction Traffic Management Plan (CTMP) prior to commencement of construction should be either a Condition of Consent or included within the Statement of Commitments.
- Section 3.62: The non-requirement of on-street work zones along the site's street frontages should be a Condition of Consent in order to maintain on-street parking during the construction phase.
- Section 3.65: The general principles for a future Traffic Management Plan are considered reasonable.

4. Conclusions & Recommendations

4.1 Conclusions

The following conclusions are provided in the review of the proposed development's traffic and accessibility assessment:

- Existing conditions have generally been adequately assessed although it is unclear how existing peak periods were determined and the Ransley Street / Mulgoa Road intersection was not assessed.
- Parking has generally been adequately assessed. The parking provision, site access, internal circulation and layout for the proposed Masters Store development are considered to be reasonable and adequate. However, the parking provision for the proposed tavern development is considered to be inadequate (too low) with the inconsistent use of Council DCP requirements and surveys.
- It is unclear what measures if any, are necessary to control non-customer parking on the Project site.
- There is a number of swept path analysis issues related to longer heavy vehicles accessing and manoeuvring within the Masters Store loading area. Moreover, it is unclear how service vehicles will be managed so that they do not travel along the central access road between the loading area and Station Street.
- Trip generation for the residential apartment component and the tavern development are considered to be inappropriately low. Moreover, the trip generation for the Masters Store development is also considered to be too low due to the adoption of an inappropriate passing trade discount.
- Further details of trip distribution to/from each site access point is required to clarify along which sections of the road network the traffic generated by the project is travelling.
- Although the intersection analysis has generally been undertaken adequately with the appropriate use of the *SIDRA* intersection analysis package, there is no analysis of current or future conditions at the Ransley Street / Mulgoa Road intersection.
- Signalisation of the proposed four-leg intersection at Ransley Street / Station Street is considered to be the preferred traffic control option.
- For the public transport assessment, there is only general discussion on how public transport use would be encouraged, eg. there is no discussion on the potential for travel by train and the possible links between the site and Penrith Rail Station.
- The proposed development of a 'travel access guide' is considered to be a positive impact for the proposal.
- Bicycle path connections and facilities in the surrounding areas have not been adequately assessed.
- The general principles for a future Traffic Management Plan are considered reasonable.

4.2 Recommendations

In order to fully and appropriately assess the proposed development's traffic, access, parking and other transport issues, the following actions are recommended:

- Parking provision for the tavern development needs to be reconsidered in light of the low parking provision proposed or the parking provision adequately substantiated.
- Clarification of swept path analysis and mitigation of potential conflicts for service vehicles at the proposed Masters Store is required. In this regard, additional swept path information / diagrams are needed to suitably establish that the design of the loading / service area and provision for deliveries to the Masters store will operate effectively.
- Trip generation for all of the land uses within the site needs to be reconsidered in light of the low trip generation proposed or the trip generation adequately substantiated.
- Further details of trip distribution to/from each site access point are required.
- Background traffic growth needs to be considered for future intersection and road network analysis, ie. when the development is anticipated to be operational.
- Intersection analysis of current and future conditions at the Ransley Street / Mulgoa Road intersection is required. Moreover, any mitigation measures should be proposed for the intersection dependant on intersection operation findings.
- Bicycle parking and associated end-of-trip facilities should be included within the Statement of Commitments or as a Condition of Consent.
- Provide a more rigorous assessment of public transport, pedestrian and cyclist facilities and how their use would be encouraged to reduce private vehicle use.
- Preparation of a 'travel access guide' should be included within the Statement of Commitments or as a Condition of Consent.
- Preparation of a Construction Traffic Management Plan (CTMP) should be either a Condition of Consent or included within the Statement of Commitments.
- The non-requirement of on-street work zones along the site's street frontages during the construction phase should be a Condition of Consent.

Ray Lawlor - Re: 164 Station St, Penrith - MP09_0192

From: "Alan Samsa" <alansamsa@telstra.com>
To: "Ray Lawlor" <Ray.Lawlor@planning.nsw.gov.au>
Date: 19/11/2013 12:25 PM
Subject: Re: 164 Station St, Penrith - MP09_0192
Attachments: Part.003; Part.004

Hi Ray,

Following are comments from my review of the CBHK responses to PPR.

1. Analysis of Ransley St / Mulgoa Rd intersection: Amended assessment and intersection analysis is considered to be adequate.
2. Residential traffic generation rates: Penrith is not considered to be a CBD area (as the intent of the RMS document intends, ie. similar in scale and density to a Sydney, Chatswood, Parramatta CBD area). It is considered to be a sub-regional centre and therefore, it is maintained that a CBD traffic generation rate of 0.24 vehicles per hour per apartment is inappropriate. It is acknowledged that the higher sub-regional centre rate of 0.29 vehicles per hour per apartment would only marginally add to traffic and the assessment is not sensitive to this level of increase.
3. Tavern traffic generation: Previous assessment rates used for a larger tavern are not applicable for different developments and new assessments. Notwithstanding, the use of a similar rate to a similar club development elsewhere (Ashfield) is considered reasonable to use as an assumption for generation rates at this tavern. Yes, I think that a minimum 120 spaces for the tavern would be adequate. Any less needs to be suitably substantiated by examples of similar land uses elsewhere.
4. Masters store traffic generation and specifically 20% reduction due to passing trade: Reasonable response, although it should be noted that RMS require passing trade discounts to be substantiated - Mulgoa Rd is a higher order road than either of Station or Woodriff Streets.
5. Tavern parking provision: Still disagree with the rationale. If surveys were undertaken of other clubs as noted, then the on-site parking for the tavern should be based on the results of these surveys. We maintain that using surveys of other facilities and then reducing on-site parking based on a DCP restriction is incorrect and under-provides on-site parking.
6. Traffic distribution: Response noted, but the distribution routes are still confusing to read.
7. Use of background traffic growth: Response noted, but the traffic growth does not seem to have been included in the analysis. It is incorrect to assume that a previous development proposal, that may or may not occur, adequately assesses what is now proposed. As you point out in your message below, perhaps this matter can be made a requirement to be revisited in future after the staged development proceeds so as to re-assess the traffic impacts in light of background growth.
8. Service / loading area vehicle movements: Responses noted and new service / loading area access considered to be adequate. However, swept paths are only shown for left-in and right-out movements. If trucks are not to be restricted to those movements, then swept paths for right-in and left-out movements need to be shown also. In regard to travel routes, it is preferred that only the Woodriff St route is used for service vehicles rather than the new central road being used off Station St. This could all be conditioned as you propose.
9. General matters related to non private vehicle travel, 'travel access guide' and bicycle facilities: As you suggest, these could be included as requirement/s for future application/s under the concept plan.

Hope the above is OK for what you need, otherwise let me know and will amend.

Contact me to discuss if required.

Cheers,

Alan Samsa


Chartered Professional Engineer: NPER 1151361 - MIEAust
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From: Ray Lawlor
Sent: Tuesday, November 19, 2013 12:47 PM
To: Alan Samsa
Subject: Re: 164 Station St, Penrith - MP09_0192

Hello Alan

Thank you for your review of the CBHK response to PPR and comments provided. If possible could you confirm the comments on the CBHK response in a brief letter, or possibly separate email.

I intend to require that the tavern be provided with a minimum 120 parking spaces for exclusive use of staff and patrons, due to the issues about the parking reduction using the DCP provisions. Do you agree that a minimum 120 spaces would be satisfactory?

I am uncertain how to proceed with the issues raised about traffic volumes and background traffic growth (CBHK paragraph 29) and whether this is a matter that will need to be revisited in future after the staged development proceeds so as to re-assess the traffic impacts in light of background growth. This could possibly be a requirement for future applications?

In regard to swept path issues (paragraph 31) I think the approval could be conditioned to require that movements are restricted to left in and right out unless additional information is provided to satisfactorily show these movements.

In addition service access could be restricted to Woodriff Street, rather than also using the new internal road (paragrph 33).

In regard to the general matters related to non private vehicle travel, a travel access guide and bicycle facilities, did you mean that these are matters that you had originally raised but are not addressed? These could be possibly be included as requirement/s for the future application/s under the concept plan.

Please contact me to discuss these matters, if required

Regards

Ray

Ray Lawlor

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>>> "Alan Samsa" <alansamsa@telstra.com> 11/19/2013 9:30 am >>>

Hi Ray,

Have reviewed the amended traffic report info (Appendix B) and Appendix E – Response to Public & Agency