

Matthew Rosel

From: Piran Trethewey <piran.trethewey@asongroup.com.au>
Sent: Friday, 28 November 2014 4:13 PM
To: Matthew Rosel
Cc: Andrew Johnson; Chris Ryan; Aaron Sutherland
Subject: Re: MP10_0076 MOD3, Kirrawee Brick Pit modification application - additional question re: traffic

Dear Matthew,

Firstly as background, I am very familiar with the Kirrawee Brick Pit project having performed the role of lead traffic engineer whilst it was originally under the management of Halcrow and subsequently with TRAFFIX.

I have reviewed your email below and the relevant Halcrow and TRAFFIX documents from the NSW Major Projects website and provide my response to your three queries herewith:

1. The Thursday and Saturday assessment peak hours do represent the peak traffic periods of the whole development. In this regard, it is noteworthy that the non-residential components (largely retail) contribute 90% of the total traffic demand generated by the whole development with the other 10% attributed to the residential component. Accordingly, the peak traffic hours of the whole development are also the peak hours for the non-residential component.
2. Firstly, the Thursday evening peak hour that has been assessed represents the standard weekday PM assessment that would be undertaken of a purely residential scheme. With regard to the standard weekday AM peak hour assessment, it is noteworthy that the original 2010 Halcrow TMAP (one of two traffic studies that supported the approved Concept Plan) assessed the weekday AM, weekday PM and Saturday midday peak periods. With regard to the morning peak hour, the 2010 study concluded that (i) subject to the proposed improvements, the road network would continue to perform satisfactorily, and (b) the traffic generation during the weekday AM peak hour was only about 40% of that expected during the weekday PM and Saturday peak hours. As a result - and as agreed with RMS - the subsequent 2011 Halcrow Updated TMAP study (the second report that supported the Preferred Project Report for the approved Concept Plan) only focussed on the critical weekday PM and Saturday peak hours as it was agreed that based on the 2010 TMAP study, the AM peak hour would operate satisfactorily. Accordingly, this agreed RMS approach has been maintained by the TRAFFIX 2013 TIA and 2014 Updated TIA that support the current MOD3 application and it can be concluded that subject to the agreed concept plan road/intersection improvements, the network would operate satisfactorily during the weekday AM peak hour.
3. Based on the survey data that informed the Halcrow and TRAFFIX studies, the Saturday peak hour that has been assessed is between 11.45am to 12.45pm.

I trust the above satisfactorily responds to your queries. Please contact me should you require anything further.

Regards,

Piran Trethewey
Director | Ason Group

M: +61 413 583 610 | T: +61 2 8095 6564 | E: piran.trethewey@asongroup.com.au
A: Suite 2201, Level 22, 101 Grafton Street, Bondi Junction NSW 2022